GRANGE FARM

Shaped by the Land, Cultivated by the Community

ABINGTON, SOUTH CAMBRIDGESHIRE

TECHNICAL APPENDIX

TRANSPORT ANALYSIS
AND EVIDENCE BY:

kmc

A Submission to
Greater Cambridge
Shared Planning Service

June 2026

Technical Note

Project Name	Grange Farm
Subject	Topic Paper 1 – Placed Based Ingredients
Reference	25103
Date	20th May 2026

1.1 Purpose of this Topic Paper

1.1.1 The main issues covered by this Topic Paper are:

- Indicative framework for delivering a vision-led development that supports the transport user hierarchy and reduces car dependency;
- Definition of 'low-er car living' in the context of Grange Farm;
- Discussion of place-based 'ingredients' which are likely to support low car living; and,
- Successful precedents from elsewhere in achieving low car living.

1.1.2 The aim of this topic paper is to provide evidence to build upon the mode share and internalisation proposals at Grange Farm, outlined in **Topic Paper 3.**

1.1.3 This topic paper should be read alongside the other topic papers for Grange Farm, plus the emerging Spatial Framework and Local Plan Evidence Base.

1.2 Vision-Led Planning – Designing for the Outcomes Desired and Needed

1.2.1 At the heart of vision-led planning is the principle of 'decide and provide' and a shift away from traditional 'predict and provide' models that respond reactively to projected car use. Instead, planners define a desired future, such as a walkable, low car neighbourhood with high public transport accessibility, and then design infrastructure and policies to realise that vision. As the development accelerates, the vision will be guided by a 'monitor and manage' approach, ensuring alignment is maintained. This approach aligns transport planning with broader societal goals, including decarbonisation, public health, and social equity.

1.2.2 There are several developments in the Greater Cambridge and wider East Anglia area which are already employing the two above approaches:

- Eddington represents a real-life example of a 'decide and provide' approach to Transport Planning. The University of Cambridge sought to 'decide' on the type of place and transport behaviours that they wanted and 'provided' the walking, cycling and public transport infrastructure, plus Travel Planning to enable the vision. Eddington now has a car driver mode share which is around 50% lower than the mode share forecast and the

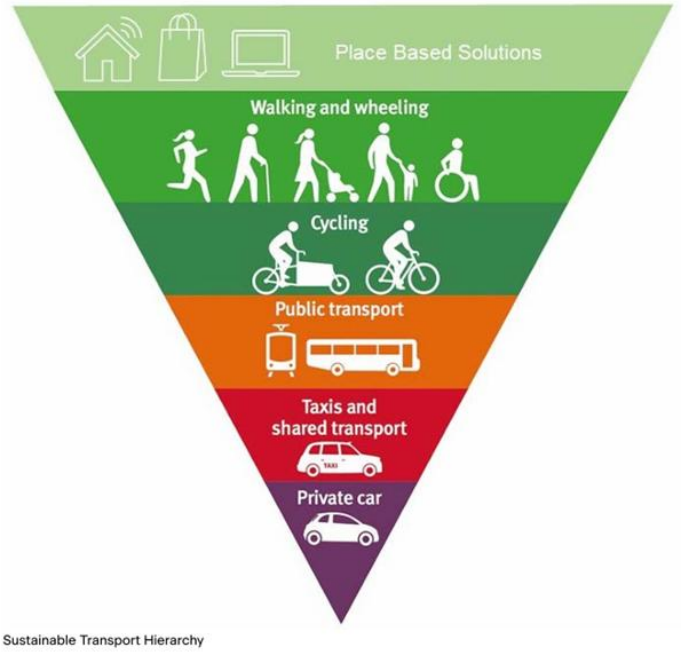
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levels which were assessed as part of the Transport Assessment process for planning application. This will be continually monitored as the development is built out.

- Beaulieu Park in Chelmsford, likewise, demonstrates the effectiveness of 'deciding' to provide comprehensive public transport provision (bus + rail)at an early stage of the development and the positive knock-on impact of reducing driver mode share, which is 30% lower than modelled in the AM peak.
- Waterbeach New Town has followed a 'monitor and manage' approach from the outset, which has contributed to determining the type and form of infrastructure provided at the site. Early surveys indicate vehicle trip rates as low as 0.4 per dwelling two-way (average across AM and PM), which will be expected to reduce further as more amenities are brought forward on site to support internalisation. Were trips to rise above the levels modelled into the infrastructure proposed, the development could be capped or need to provide further mitigation.
- Northstowe similarly, has undertaken early surveys which show low vehicle trip rates in peak periods of around 0.3 two-way, despite low levels of internalisation achieved through on-site facilities. As in the other examples, the vehicle trip rates will be continually monitored as new infrastructure and development parcels come forward to maintain an acceptable impact on the local highway network.

1.2.3 It is accepted that the examples of Eddington and Beaulieu Park fall into the context of urban extensions rather than satellite settlements. Whist urban extensions are more conducive to more sustainable travel behaviours, the level of ambition at these sites is shared by the promotors of Grange Farm and represents an example of what can, with the righ transport circumstances, be achieved.

1.2.4 In essence, and to achieve optimal transport outcomes, new settlements must be designed around people, not vehicles and in adherence to the transport user hierarchy. A clear hierarchy for transport solutions and choices will create a new standard for modern village living that is



Sustainable Transport Hierarchy

safe, vibrant, and sustainable. This hierarchy will be adhered to throughout the design process, generating a step change in integrated and sustainable transport by placing walking, cycling and public transport at the heart of the development.

1.2.5 This means prioritising active travel and public transport from the earliest stages of masterplanning. Higher-density, mixed-use development will be concentrated around mobility hubs, with homes, schools, shops, and services all within walking or cycling distance. Streets will be designed for safety and comfort, with segregated cycleways, wide footways, and a 'car is a guest' environments that encourage social interactions and active mobility choices.

1.2.6 Public transport must be frequent, reliable, seamlessly integrated, and comparably fast compared to alternative options. Vision-led planning ensures that bus services are not an afterthought but a core component of the settlement's structure. This includes reserving corridors for future transit opportunities such as building on, and positively planning for, the Cambridge South East Transport (CSET) proposals, designing interchanges and stops that are accessible and attractive, and using digital tools to provide real-time information and journey planning. Modal decisions are often based around 'the best tool for the job' and this is dictated by intelligent masterplanning and network planning.

1.2.7 Crucially, vision-led planning also considers behavioural and cultural change. Infrastructure alone is not enough; people must be supported and incentivised to make sustainable travel choices. Here, measures can include mobility-as-a-service platforms, car club provision, and personalised travel planning. It is also envisaged that stewardship will play a key role at Grange Farm, shaped by the ongoing support and involvement of the landowner beyond the construction phase, with regard to shared transport and community assets and infrastructure. As part of this unique stewardship opportunity, transport solutions will be shaped by early engagement with communities to help build support and ensure that solutions reflect local needs and aspirations. Beyond physical infrastructure and assets, any new community at Grange Farm will be supported and educated around transport options and lifestyles, including through a Community Stewardship Trust, established and supported by the landowners.

1.2.8 Vision-led planning requires both on and off-site infrastructure to support the vision. This topic note focuses specifically on measures which will be implemented on-site, complementing the off-site connections discussed in **Topic Paper 2.**

1.3 Definition of Lower-Car Living

1.3.1 There is no singular definition of 'low car living' as it varies by location, context and the scale of a place. On one end of the spectrum, it could mean a development where cars are deliberately excluded from residential and community areas through the absence of parking and access ('push' measures). At the other end is a place where people can access all areas by car but choose not to as other infrastructure supports not using a car for every trip ('pull' measures).

1.3.2 Whilst Grange Farm will be designed to reduce reliance on cars, it is important to be pragmatic and recognise that cars still serve an important role in access for many people. Thus, in the case

of Grange Farm, it is likely that a combination of 'push' and 'pull' measures will be implemented to drive the following type of 'low-er car' place:

A place where walking, cycling and public transport are the automatic choice over driving for trips to/from Cambridge and local trips to surrounding villages and research campuses. Whilst all destinations within Grange Farm will be accessible by car, vehicle routes within the site will be limited to a combination of periphery roads and filtered permeability streets, reducing the convenience of using a car. In contrast, a network of permeable active travel routes will maximise accessibility from homes to shops and amenities, likely making walking or cycling more direct and convenient. Furthermore, it is proposed that cars are disconnected from the 'front door' of residential areas, meaning the typical arrangement where parking is situated on plot in the front of a house is challenged and instead grouped car parking[1] facilities are provided in combination with some on-street parking, to provide more efficient land use and reduce use of car trips as default. Where car trips are necessary, supporting infrastructure will be in place to support sharing and collaborative approaches to driving over private car ownership.

1.3.3 In the case of Grange Farm, the ability to not own a car or multiple cars is an ambition which is borne out of giving people a genuine choice not to. Ownership of an expensive, depreciating asset does not represent a success metric for younger generations and therefore the challenge of transport planners, policy makers and place makers is to design our new communities and transport networks in such a way that the car dependency that has plagued previous generations is eradicated. A recent report by JTP on 'The Next Generation's Vision for Future Communities' reiterates at several points that younger people have indicated that they want to live in places which prioritise human connections over a focus on the convenience of driving.

1.4 Place-Based Ingredients

1.4.1 The section below outlines a variety of place-based ingredients which will help Grange Farm achieve the ambitious vision for a 'low car' place where active travel is the default and most convenient choice. To achieve this, a mixture of 'hard' and 'soft' infrastructure ingredients are required and are being proposed as part of the promotion of the site.

Hard Measures - Infrastructure

1.4.2 The 'hard' infrastructure measures refer to tangible, physical systems that might be built into the design of Grange Farm to support sustainable travel. At this early stage of planning making, this is likely to include the following. KMC and the landowner are of the belief that these are not just transport related measures to deliver outcomes but genuinely beneficial elements which will make Grange Farm a better place to live, work and play – good transport planning is great placemaking.

- Delivery of a central mixed-use core centred around a filtered permeability street, allowing movement of public transport, but not general traffic. The provision of key daily amenities and retail destinations will reduce the need to travel long distances externally. The mixed-use core will be positioned to be within a 10-minute walk from the majority of

[1] Concept of 'Grouped parking' is discussed in the latest publication of 'Parking: What Works Where 2' published May 2026.

the dwellings within Grange Farm. This provision will also help neighbouring villages who currently have an average 20-minute one-way journey by car to access larger retail such as a supermarket.

- Provision of smaller mixed-use neighbourhoods co-located near to education provision areas to reduce journey times to amenities from many residential parts of the site to 5 minutes.

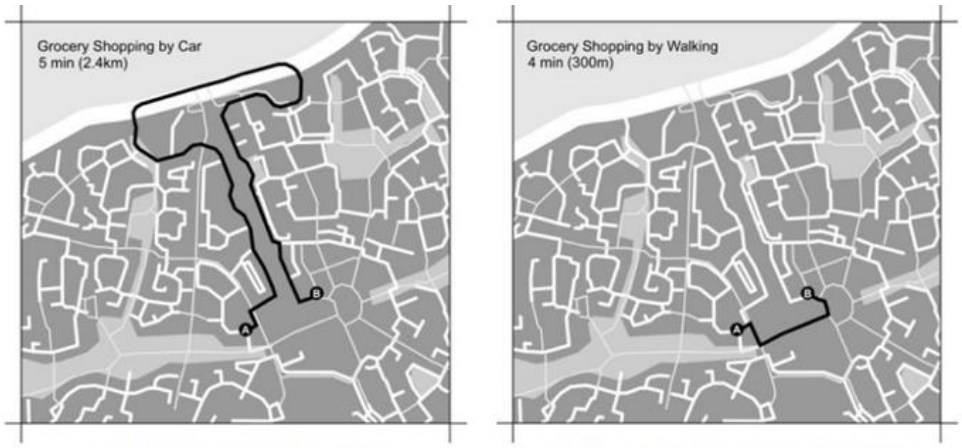


Source: Stir

- Supporting local journeys through public transport via both supporting the local bus network and facilitating potential access by CSET. As shown in the Figure above, the principle of the internal bus route is that the majority of the site is within a 5 minute walk of a bus stop. This will be complemented by potential CSET access, which would travel via a segregated route into the site, terminating within the main centre, within 10-15 minutes walk of the entirety of Grange Farm.

- Network of permeable active travel routes within the site from an early stage, connecting directly to key services via the shortest and most convenient route. In many cases, it is envisaged that the cycling route will be quicker than the car route due to distance and traffic calming. It is likely that the network will be provided in a combination of on-street Local Transport Note (LTN 1/20) compliant infrastructure and off-street active travel paths, designed to fit into the landscape whilst being safe, convenient and legible for active travel users.

- Reducing the dominance of cars within Grange Farm through limiting car permeability. Whilst everywhere within the site will be accessible by vehicle, vehicle movements will primarily be kept to the outer 'loop' road and access only streets. Where vehicles can



Car: Directness Ratio = **12:1** **Walking:** Directness Ratio = **1.5:1**

access and interact with more vulnerable street users, streets will be traffic calmed and subject to lower speed limits, enforced through design.
Source: Houten Street Design Guide, 2026

- Streets are many things. They are places, playgrounds and public assets and the opportunity to remove significant vehicle storage from the streets within Grange Farm via consolidated parking and/or locating the parking for residential and commercial parcels away from the immediacy of the 'front door' will be designed in. This aims to twofold, improve the streetscape in terms of visual impact, and also reduce the convenience of using the car for short journeys within Grange Farm. Conversely, Grange Farm will deliver exemplar cycle parking at homes and destinations to complete the journey.

- Supporting local journeys by active travel through provision of smart mobility hubs. Providing locals with the opportunity to hire a shared e-bike or e-scooter to access retail, leisure and work within Grange Farm and beyond.

  Potentially facilitated through an external operator (e.g. VOI) or an internal scheme leasing/renting self-service shared bikes/scooters. Smart mobility hubs provide flexible space with opportunities to respond to local demand for facilities. For example, shared e-cargo bikes or particular delivery service lockers. Ensuring that mobility hubs are well-located within Grange Farm, within 5 minutes walk of most residential areas, in visible and convenient locations within the streetscape. Reducing levels of car ownership through provision of car club vehicles on-street, co-located with mobility hubs or within the streetscape for easy access for the community, removing the need for a second car or cars at all.

Soft Measures – Infrastructure/Community

1.4.3 The 'soft' infrastructure measures refer to non-physical, human centred systems and services which could be fostered at Grange Farm to increase sustainable transport use. This is likely to include the following:

- Supporting sustainable travel culture at Grange Farm from occupation through supporting the community with local sustainable transport incentives (in the form of personalised travel planning/discounts/vouchers/or a wider scheme) to encourage uptake of shared mobility (e-bikes, e-scooters, car clubs) or cycling. Focus on 'whole life' behaviour, including a strong focus on how children can safely traverse Grange Farm to access education and leisure without the need to be driven.

- Providing the right management and network to foster a strong sense of stewardship relating to transport at Grange Farm. Likely to manifest through an ongoing commitment by the landowner to support shared transport assets and maintain and enhance transport infrastructure upkeep for long-term, beyond the construction phase.

- Fostering the development of a strong sharing economy within Grange Farm and the local villages, promoting peer-to-peer relationships to shared transport assets, reducing the need for every person to own separate private assets e.g. car. Particularly important relating to removing the need for 'spare' second cars or cargo bikes for occasional use. Likely to be promoted through in person and digital communication and engagement with residents.

1.5 Successful Precedents from Elsewhere

1.5.1 This section summarises some successful examples of the measures outlined above in the context of Grange Farm where a village typology with more urban transport characteristics is sought.

Street layout permeability – Houten, Utrecht, Netherlands

1.5.2 Houten is a new settlement, 8-10km from Utrecht City Centre, built out across a 40 year period from the end of the 1970s until today. Designed as a rural settlement proximate to Utrecht, a similar distance as Grange Farm is from Cambridge, connectivity between the two is supported by segregated active travel links plus a high-quality public transport link. Internally, Houten is designed around the principle of prioritising active travel corridors between residential and commercial areas, limiting car use to a main periphery road and access streets only. This means that the same trip often takes twice as long by car as it does by cycle. Amenities and education facilities are located on key active travel routes with vehicle access maintained but not prioritised. This principle is applied to the emerging spatial strategy at Grange Farm, albeit in a softer way, as the periphery road in Houten lacks active frontages and active travel infrastructure.

Typical Cycle Path in Houten – providing direct access to homes whilst parking is consolidated to one place



Source: Google Street View

Traffic calming on loop road – Eddington, Cambridge

1.5.3 The principle of filtered permeability via a bus gate is applied to Eddington Avenue, which passes through the centre of the development where the community centre, shops and cafes are located. General traffic is instead directed to use a longer route via Turing Way, which is subject to a 20mph speed limit, plus regular traffic calming features, spaced approximately every 50m at junctions to reduce the convenience and attractiveness of using this route for through trips.

Turing Way – traffic calming



Source: Google Street View

Shared community mobility – Hook Norton, Oxfordshire

1.5.4 Hook Norton, a village in Oxfordshire with approximately 800-1000 dwellings has operated a successful village car club scheme for 15 years, with the goal of giving people an alternative to running a second car or owning a car at all. The fleet currently comprises five plug-in vehicles, bookable in advance or on the day. The average vehicle hire cost is circa £11 per day. This community-run model can offer more flexibility and cheaper prices than regional schemes (up to £60 per day) which typically have larger overheads to cover, however, it requires local buy-in long-term to ensure success.

Hook Norton Car Club vehicle



Source: Hook Norton Parish Council

Shared e-bike use in rural context – Beryl, Norwich

1.5.5 Beryl runs bike and e-scooter hire schemes in several towns and cities right across the UK. In recent years, their Norwich scheme has expanded substantially to include more rural locations and local villages, up to 8 miles from the city centre including Wymondham, which has predominantly segregated cycling infrastructure towards the city. Whilst VOI does not currently extend that far from Cambridge city centre at present, with the exception of the guided busway, there is potential that either a centrally operated scheme or a site-specific scheme could plug this gap, building on the segregated active travel infrastructure proposed to be delivered along the CSET2 public transport route which presents a great opportunity for e-bikes or e-scooters to be used between Grange Farm and Cambridge.

Beryl bikes in Trowse Newton, Norwich



Source: Google Street View

1.6 Summary

1.6.1 This Topic Paper has sought to set out the early land owner ambitions for Grange Farm in terms of its on-site transport 'ingredients'. These have been prepared in advance of a masterplan and

the necessary more detailed technical and commercial assessments, but do represent a level of land owner ambition which will be required to meet the transport tests that any planning consent will apply and also which will positively distinguish it from other developments of similar scale.

Technical Note

Project Name	Grange Farm
Subject	Topic Paper 2 – Connectivity & Deliverability
Reference	25103
Date	20th May 2026

1.1 Purpose of this Topic Paper

1.1.1 This Topic Paper provides detail on the transport infrastructure strategy. It can be used to populate the GCSP Infrastructure Delivery Plan (IDP) and can be used for subsequent modelling assessments and design work sensitive to phasing assumptions.

1.1.2 This topic paper also provides the strategy to support the mode share and internalisation proposals at Grange Farm, outlined in **Topic Paper 3.** It is complementary to the on-site spatial framework elements which are set out in **Topic Paper 1**.

1.1.3 Exact phasing is yet to be established, but notional phasing based on infrastructure is provided below. This will be built on through a planning application process and more detailed modelling of triggers and pending greater clarity on the timescales for delivery of planned public sector led infrastructure improvements.

Phase	Proposed Works	Indicative Estimated Homes
Phase 1 - Enabling	Early site access by vehicles/active travel including A1307 roundabout, active travel underpass, potential secondary access from A1307, bus route enhancements including research park shuttle bus	0-500 units
Phase 2 - Growth	CSET extension and overbridge	500-1500 units
Phase 3 - Expansion	Fourwentways capacity improvements	1500-2500 units
Phase 4 - Resilience	Fourwentways capacity enhancements	4500+ units

Source: KMC

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1.1.4 The rest of the note is structured within the same phasing headers for simplicity. Where feasible, initial designs have been drawn up for infrastructure. These designs are intended to offer reasonable level of confidence for plan-making, but will be revised in more detail during planning application stage.

1.2 Phase 1

A. A1307 Roundabout Access (primary site access)

1.2.1 It is proposed that a new four-arm roundabout on the A1307 is the primary vehicular access to Grange Farm, replacing the current three arm priority T-junction between the A1307 and Newmarket Road. The roundabout will deliver:

1. Site access
2. The accommodation of existing and future traffic flows and movements on the A1307 without materially degrading corridor performance (set out in **Topic Paper 3**).
3. Act as gateway and traffic calming feature, both to the new development and also as traffic on the A1307 passes through Little Abington.

1.2.2 The junction design assumptions include:

- The indicative roundabout has been sized to balance entry deflection (speed management and collision reduction) with entry capacity on A1307. The inscribed circle and entry/flare lengths are coordinated to support forecast peak-hour flows, based on available surveys, with a margin for growth, based on industry standard junction modelling (ARCADY) performance testing which is included in **Topic Paper 3.**
- At this stage of the process, the roundabout has been sized to accommodate an articulated lorry. Further work will be needed to assess any other requirements.
- Pedestrians and cyclists crossing the A1307 are to be catered for elsewhere via dedicated infrastructure and therefore pedestrian and cyclist infrastructure has not been provided beyond splitter islands and dropped kerbs to reduce trip risk. Pedestrian and cycle trips along the A1307 are likely to be catered for via shared provision.
- The roundabout design includes widening of approaches between Fourwentways and the site access to two lanes in each direction. In advance of any CSET connection, this widening could potentially be dedicated as bus lanes and therefore provide bus priority in the early phases of development.
- The design has been prepared as a preliminary design. Subsequent stages of the design process will see a Road Safety Audit (RSA) undertaken.

1.2.3 The General Arrangement Plan is included in Appendix A as KMC-25103-XX-XX-DR-CH-0100

Figure 1: Indicative Junction Arrangement – A1307 Access Junction



Source: KMC

1.2.4 As a result of initial demand forecasting and modelling, the junction includes the following features:

- Two lane width on A1307 approach and entry to the access junction from Fourwentways;
- Two lane exit on A1307 from the access junction towards Fourwentways;
- Single lane exit on the A1307 from the access junction towards Linton;
- Single lane entry/exit on Grange Farm access arm and Newmarket Road arms; and,
- Two lane width with flare on A1307 approach and entry to the access junction from the direction of Linton.

1.2.5 It is important to note that for plan making, confidence of an access solution is required but specific designs will evolve throughout the planning process.

B. A1307 Active Travel Underpass (near Fourwentways)

1.2.6 It is proposed that a 'Dutch-style', fully LTN 1/20-compliant underpass is provided beneath the A1307 to provide a continuous, unconflicted, step-free walking and cycling connection between the Grange Farm site and the 'oval' land parcel under the same ownership on the opposite side.

1.2.7 The A1307 highway sits on slightly higher ground than the adjacent land on both sides, which naturally favours an underpass with gentle ramps and clear sightlines at either end. This topography avoids the long approaches associated with overbridges and enables a direct, accessible link aligned to desire lines. Where traffic speeds/flows are high, grade-separated

crossings are supported in UK guidance to remove conflict and deliver reliable, all-ages access by cycle and on foot.

1.2.8 An underpass (Dutch style) rather than an at-grade crossing or an overbridge has been proposed for the following reasons:

- **Safety and comfort** at busy roads. LTN 1/20 recognises that at-grade solutions on fast, high-volume roads often deter use; grade-separation eliminates motor-traffic conflicts and removes delay/disbenefit to active modes. A Dutch-style underpass (wide, short, open approaches; excellent sightlines; lighting and passive surveillance) addresses historic "subway" concerns.
- **Directness and gradients**. For cycling, shallow gradients (preferably ≤ 3% with short sections up to ~5%) are desirable to keep effort low. Because the A1307 carriageway is higher than the adjoining land, an underpass achieves these ramps far more compactly than an overbridge, which must climb to deck level plus vehicular clearance and parapets—often producing long, circuitous ramps that reduce propensity to use.
- **Approaches** will tie directly into the site's active-travel spine and the parallel A1307 corridor route, creating a legible, step-free "everyday" link for schools, the local centre and bus stops—consistent with LTN 1/20 network planning principles.
- **Dutch practice and user uptake**. Dutch guidance emphasises the five design principles (cohesion, directness, safety, comfort, attractiveness) and routinely uses tunnels at arterial barriers to keep routes level, legible and weather-sheltered—an approach associated with higher cycling uptake and lower risk exposure at junctions.
- **Evidence of effectiveness**. International reviews of grade-separated crossings report substantial casualty reductions and improved network continuity where designs are accessible (no stairs), with gentle slopes and adequate widths—conditions we are adopting.

1.2.9 A local example of a similar underpass style, with clear sightlines, shallow gradients and no sharp turns is provided on the Chisholm Trail underneath Newmarket Road, shown below in Figure 2.

Figure 2: Chisholm Trail Underpass



Source: KMC

1.2.10 The following compliance and key design parameters (LTN 1/20) will be ensured through further design development.

- Width, headroom, sightlines and lighting: The underpass section and approaches will be designed to LTN 1/20 principles for inclusive, traffic-free routes: generous usable width for bidirectional flow, adequate headroom, high-quality surfaces, lighting, and approach alignments that provide clear visibility into and through the underpass to address social safety and personal security. The alignment will be as direct and level as practicable, minimising detour and gradient.
- Approach gradients: Ramps will target 1:20 gradients with resting landings as needed to meet inclusive access expectations.
- Drainage and resilience: The design will incorporate positive drainage (falls, gullies) and a sump/pump only if unavoidable, with power/telemetry and overflow routing; this is standard good practice for below-carriageway structures.

1.2.11 Whilst construction detail is not yet understood, typical construction methodology for a piece of infrastructure such as this might be as follows:

- Form of construction: A precast or in-situ reinforced concrete portal/box culvert ("cut-and-cover") set beneath the A1307 embankment. Given the favourable levels, we expect relatively shallow excavation from each side with short tie-ins.
- Staging and traffic management (TM): Works would be sequenced to retain two-way traffic on the A1307 for the majority of the programme, using narrow lanes and speed management, with short overnight or weekend closures for final tie-ins/lifts where essential.
- Utilities and ground: Early C2/C3 searches and trial holes will define any diversions; underpass excavations will be supported as required, with dewatering only if groundwater dictates. Structural design and cover will be checked for loading/settlement

1.2.12 With the road sitting higher than the adjoining land, the underpass offers the most direct, inclusive and attractive solution to deliver a consistent, all-weather, conflict-free access that people will actually choose to use. It avoids the long ramps and detours inherent to overbridges, locks in the LTN 1/20 quality, and can be built with manageable TM on the A1307.

1.2.13 The proposed early location on Drawing KMC-25103-XX-XX-DR-CH-0100 in Appendix A. The drawing current shows cycle lane markings in both directions without dedicated pedestrian infrastructure. This is a detail for further study to determine the level of segregation needed between pedestrians and cyclists on the route.

Figure 3: Indicative Underpass Location Proximate to Access Junction



Source: KMC

1.2.14 An intervention such as this requires further engineering assessment. However, the ambition to embed active travel into the site and achieve this level of safe and unconflicted connectivity is clear.

1.2.15 Newmarket Road Active Travel Connection (shared-use path)

1.2.16 As there is no active travel provision at Fourwentways, a continuous shared-user path on the west side of Newmarket Road will be necessary to support early active travel journeys between the site, surrounding employment hubs, transport access points and for longer journeys to Cambridge.

1.2.17 It is proposed that this path would connect the site via the underpass, the land within the landowners control to the south of the A1307, go around the west side of the redundant Newmarket Road roundabout and then alongside the west side of the carriageway. It would then connect into the existing Public Right of Way and overbridge across the A11.

1.2.18 The provision of this connection is critical because Newmarket Road currently lacks a coherent, high-quality active travel corridor that would enable residents, employees and visitors to make convenient and safe journeys by foot or cycle. Although sections of infrastructure exist in places, these are fragmented, sub-standard in width, or located on the opposite side of the carriageway,

which significantly reduces their usefulness for people travelling between Grange Farm, the A11 overbridge and the wider network of employment locations such as the Cambridge Research Park, Cambridge Science Park and the business clusters around Fulbourn and Cherry Hinton.

1.2.19 Establishing a continuous, direct and legible route on the west side of Newmarket Road enables the new development to integrate immediately into the sub-regional active travel network. It also ensures that early residents can form sustainable travel patterns from the outset, which is a key principle of LTNs, LCWIPs and LTN 1/20 guidance on enabling behaviour change from first occupation. This connection also provides an important alternative to reliance on the A1307 corridor for cycling, which is heavily trafficked and perceived as unattractive for less-confident riders.

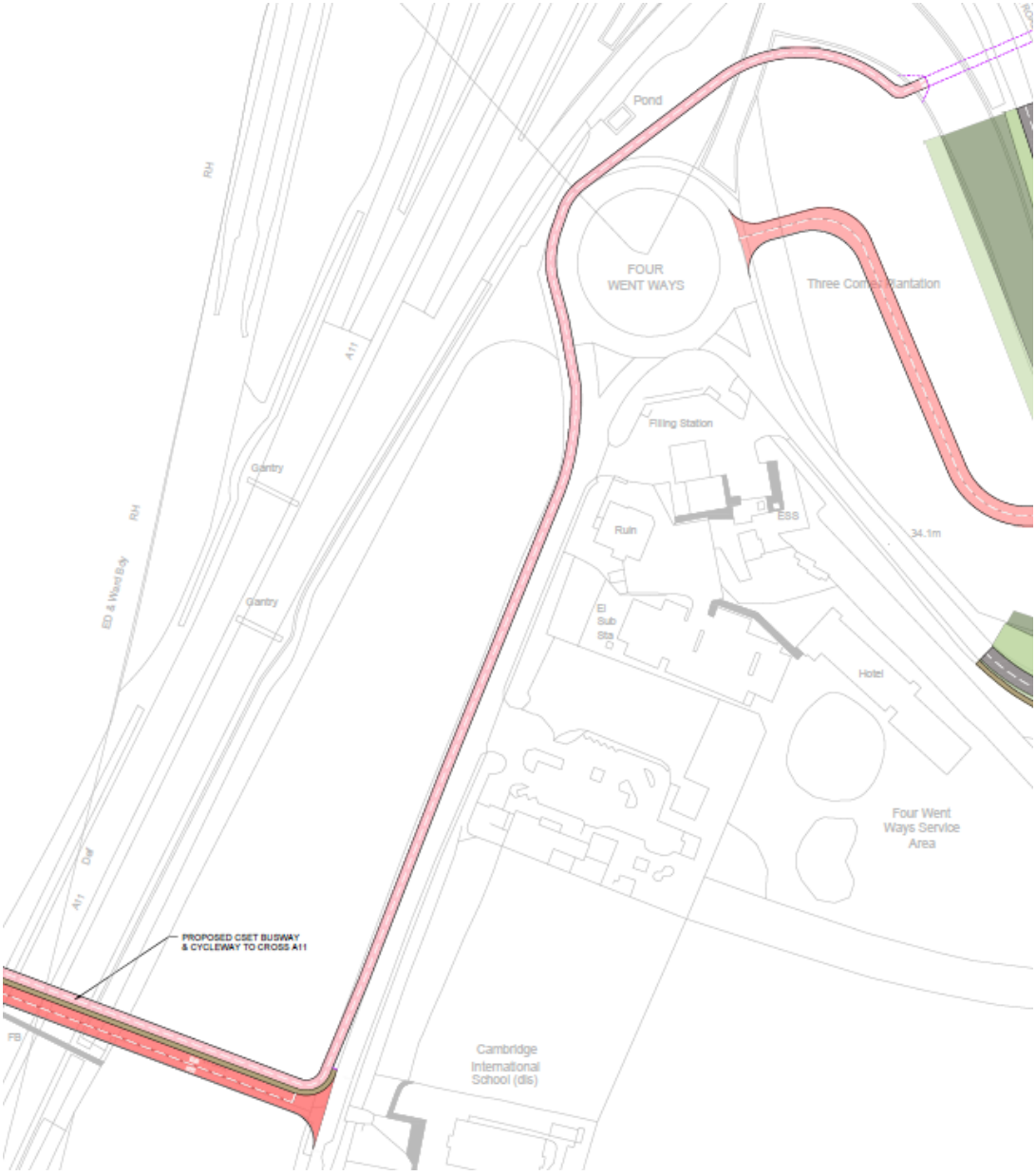
1.2.20 The route alignment-linking the underpass, traversing land within the landowner's control and then running along the western edge of the redundant roundabout-has been chosen to maximise safety and comfort while minimising land take and engineering complexity. It keeps cyclists and pedestrians away from high-speed turning movements at the A1307/A11 junction and provides a continuous level route that avoids steep gradients and indirect diversions.

1.2.21 The onward connection into the existing Public Right of Way and A11 overbridge is particularly important. This structure is due to benefit from Greater Cambridge Partnership investment, providing a fully upgraded crossing that eliminates a severance barrier between the site and key destinations to the west. Once improved, this overbridge will form part of a resilient strategic link between Grange Farm, local villages, employment sites, the proposed Fulbourn Greenway and wider Cambridge cycling corridors. The proposed shared use path therefore unlocks and amplifies the value of that investment, strengthening cross-boundary connectivity and enhancing the transport sustainability of the development.

1.2.22 Overall, the Newmarket Road shared use path is a foundational piece of infrastructure that supports mode shift, enables early occupation, and provides for a future-proof, safe and attractive active travel network integrated into regional infrastructure already planned or underway.

1.2.23 The proposed infrastructure is shown in Drawing KMC-25103-XX-XX-DR-CH-0100 in Appendix A.

Figure 4: Indicative Alignment of Newmarket Road Active Travel Route



Source: KMC

C. A1307 Secondary Access (priority junction with ghost island right turn lane)

1.2.24 An optional secondary access onto the A1307 has been explored to assess indicative feasibility. This junction is not included in the modelling included in Topic Paper 3 and is given less prominence in the emerging Spatial Framework than the northern A11 access point (introduced later). The addition of the junction would provide some additional route choice flexibility, phasing resilience, and would align with wider pedestrian and cyclist access options.

1.2.25 The junction has been located to the west of Abington High Street. The major road (A1307) will retain a through lane in each direction, with a central ghost-island right-turn lane to accommodate vehicles turning right into the Grange Farm access. The design follows the *ghost*

island central treatment typology in DMRB CD 123, which sets the requirements for geometric design of at-grade priority junctions on A-roads.

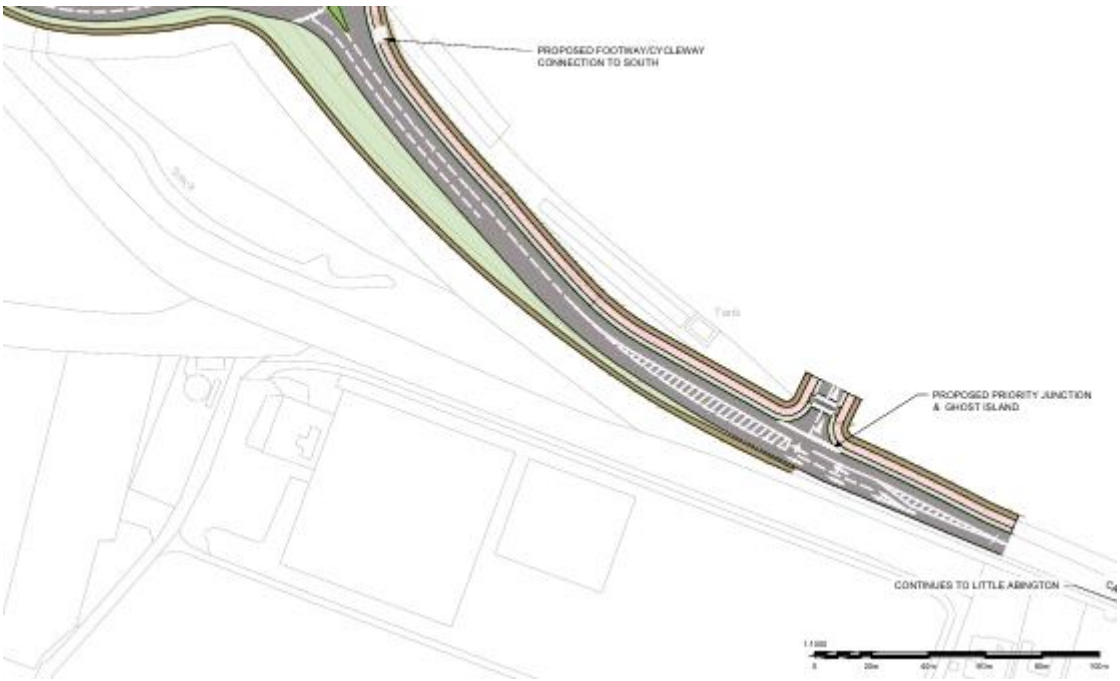
1.2.26 The junction is designed for the existing 40 mph environment, applying DMRB standards for geometry and visibility on A-roads (CD 123 for junction geometry; CD 109 for link-related sight distance parameters). As is standard practice, the detailed design will confirm an appropriate design speed consistent with the 40-mph limit and local context and will ensure that stopping sight distance (SSD) and forward visibility on approaches meet or exceed CD 109 requirements.

1.2.27 The current layout provides:

- Minor-arm geometry of 7.5m with 10m radii that accommodates, currently tested for refuse vehicles using tracked swept-path analysis, consistent with CD 123 requirements for priority T-junctions.
- The junction accommodates right-turn movements into the site with up to five waiting vehicles protected within the central lane.
- Approach visibility on the A1307 will achieve at least the SSD appropriate to the selected design speed (consistent with the 40 mph limit) as set out in CD 109. Vegetation management and verge reshaping will be undertaken where needed to preserve sightlines.
- In time the scheme will be subject to independent Road Safety Audit
- The design integrates with the walking and cycling networks within the site and crossing arrangements on the minor arm will follow LTN 1/20 principles (continuous/priority parallel crossing or dropped-kerb crossing with refuges, as appropriate to flows and speeds) to maintain a coherent, safe route for people walking and cycling along the corridor and into the site.

1.2.28 The access arrangement described above is shown in 25103-KMC-XX-XX-DR-CH-0104 and included in Appendix B.

Figure 5: Indicative Location of Right-turn Access Junction



Source: KMC

D. Route 13 Bus Enhancement (Frequency Uplift)

1.2.29 The A1307 corridor already benefits from the Stagecoach 13/13A/X13 service between Cambridge, Linton and Haverhill, with stops at Addenbrooke's/Cambridge Biomedical Campus and intermediate settlements including Great/Little Abington and Linton. A modest timetable uplift on this corridor is therefore the most efficient way to secure early, high-quality public transport for first occupations at Grange Farm, building on an existing commercial network rather than creating a standalone route.

1.2.30 This approach aligns with the National Planning Policy Framework requirement to focus significant development in locations that are or can be made sustainable by offering a genuine choice of transport modes, and to realise opportunities from existing and proposed transport infrastructure (here, route 13 and the A1307 corridor works/CSET). It is also consistent with the Cambridgeshire & Peterborough Combined Authority (CPCA) Bus Service Improvement Plan (BSIP) and its 2024 refresh, which set objectives to improve frequencies, coverage and reliability on key radial corridors, supported by targeted investment and partnership working. The CPCA is also concurrently pursuing bus reform to give greater control over routes and standards (franchising).

1.2.31 The enhancement of the 13 service is complementary to the Greater Cambridge Partnership's Cambridge South East Transport (CSET) programme and A1307 improvements, which are intended to enable fast, frequent public transport along this corridor and strengthen the case for bus-based mode shift as Grange Farm phases come forward.

1.2.32 To secure a credible choice for first residents, the developer will expect to fund a package on route 13 focused on the peaks and shoulder periods most sensitive to mode choice. The following is an initial suggested enhancement prior to engagement with the CPCA and Stagecoach:

- AM inbound: add one extra journey from the Haverhill/Linton to arrive Addenbrooke's/Drummer Street before ~07:00, plus one extra journey arriving before ~08:00, filling current gaps and improving early-shift access to the Biomedical Campus and central Cambridge.
- PM outbound: add one later evening journey from Cambridge to Linton/Haverhill around 20:30–21:30, ensuring residents can return by bus after later finishes or evening activities.
- Inter-peak: if monitoring shows latent demand from the site, uplift selected off-peak journeys to reduce >30-minute gaps.

1.2.33 The existing pair of stops on the A1307 will be improved. Better shelters, lighting, RTPI to the CPCA specification and cycle parking will be provided. These stops will be integrated with the site's primary walking and cycling routes.

1.2.34 The enhancement will ultimately be secured via Section 106 as variation to route 13.

1.2.35 The above is likely to be supported by wrap around public transport incentives for residents such as vouchers or discounted travel, to be determined at a later stage.

E. Research Park Shuttle (bi-directional loop, ~28 km)

1.2.36 The A11/A1301–A1307 corridor contains a nationally significant life-sciences cluster including Granta Park, Chesterford Research Park, the Wellcome Genome Campus (WGC) at Hinxton, Unity Campus (Sawston/Pampisford), and Babraham Research Campus. The potential to provide a dedicated shuttle at first occupation will be explored. This infrastructure could deliver a credible, early public-transport option aligned to the pattern of peak-hour inter-park trips and rail connections, accelerating mode shift before the full build-out of longer-term infrastructure such as CSET extensions. The trip distribution towards each research campus will be tested in more detail during planning application stage to help shape this service and through working in partnership with the campus operators, who will have a shared objective of providing sustainable travel choices for their staff and visitors

1.2.37 Babraham Research Campus is directly accessed from the A1307 and is already served by the 13/13A bus every ~30 minutes which is evidence that the corridor can sustain frequent public transport and that a short-haul shuttle can potentially provide further first/last-mile access at times of peak demand.

1.2.38 The Wellcome Genome Campus sits between Whittlesford Parkway and Great Chesterford stations and already operates rail-link shuttles at limited times; the proposed loop formalises and widens that concept across all parks during the busiest 3-hour peaks.

1.2.39 Unity Campus is ~8 miles south of Cambridge with direct access from the A505/A1301 and has upgraded footpath/cycleway links to Whittlesford Parkway but could also benefit from a timed shuttle/rail interchange.

1.2.40 The CSET project specifically proposes a new A11 Travel Hub and a rapid-transit link to the Cambridge Biomedical Campus/Cambridge South; a developer-funded shuttle provides the near-term connective opportunity and creates a ready-made feeder market for CSET services.

1.2.41 It is envisaged that a loop route would be provided using two vehicles (mini buses before then two midi-buses), one clockwise and one counter-clockwise, forming a continuous inter-park loop through Grange Farm, Granta Park, Chesterford Research Park, Wellcome Genome Campus, Unity Campus, Babraham Research Campus, A11 Travel Hub and Grange Farm.

1.2.42 It is proposed that this would only be peak period operation: AM 3 hours and PM 3 hours on Mondays–Fridays, designed around observed site shift times, rail arrivals at Whittlesford Parkway/Great Chesterford, and the A1307 peak.

1.2.43 This service would be developer-funded pump-primed (net of farebox) for an initial period which will be determined through more detailed CAPEX and OPEX modelling. A modest passenger fare will apply to support sustainable operation and to integrate with CPCA's emerging fare initiatives (e.g., the £1 under-25s fare card), with acceptance of contactless and through-ticketing pursued via CPCA's BSIP delivery. Contributions to the service may be appropriate and forthcoming from the destinations being served and coordination on this matter and the service principle more generally will need to be undertaken in due course.

1.2.44 A target maximum wait time of ≤ 15-minutes is proposed (i.e., ≤ 30-minute per-direction headway) across the loop during the 3-hour peaks, to be validated through time-and-distance test runs and refined in operator schedules. Any such service would be phased and monitored.

1.3 Phase 2

CSET Extension Including Overbridge (over A11)

1.3.1 There is an expectation that a transformational level of public transport access and connectivity will be needed to achieve the levels of mode share needed. At this stage it is anticipated that this will be achieved through an extension of CSET from the A11 Travel Hub.

1.3.2 To achieve this connection, a new public transport overbridge across A11 with approach alignments, retaining structures as required, drainage, lighting and bus-quality surfacing for integration with the CSET corridor will be needed.

1.3.3 Drawing KMC-25103-XX-XX-DR-CH-0100 in Appendix A indicates where it has been assumed the bridge link could be provided. This is consistent with work previously undertaken by the GCP when the A11 Travel Hub was being considered on the east of the A11. Alternative engineering and infrastructure solutions may be deemed more appropriate in time, but the need for conflict free connectivity will be needed.

1.3.4 The current proposition includes 3rd party land i.e. land which is not in the control of the Grange Farm land owner or a public body. Therefore, the connection will need to be facilitated by the public sector and their powers for land assembly, consenting and delivery. Developer design review, coordination and contribution agreement is expected.

1.3.5 Whilst this connection provides clear and obvious benefits to/mitigation for Grange Farm, local buses to/from Haverhill would also benefit from the infrastructure and such a connection could also be seen as substantially beneficial to Granta Park amongst others.

CSET Highway Works (signals & crossovers at Newmarket Road / A1307)

1.3.6 Beyond the bridge link, the provision of a new signalised junctions with Newmarket Road is anticipated. This would provide bus priority by holding general traffic when a bus is detected.

1.3.7 Buses would then (typically) head north along Newmarket Road towards Grange Farm. At the redundant roundabout, buses would enter into the oval site which is in the control of the Grange Farm land owner before then crossing the A1307 under the control of bus detection signals which will again hold general traffic.

1.3.8 Indicative location of signalised crossing, adjacent to the main site access on the A1307 is shown in KMC-25103-XX-XX-DR-CH-0100.

Figure 6: Indicative Junction Arrangement – A1307 Access Junction



Source: KMC

1.3.9 An initial LinSig model has been undertaken to assess the impact of signals at this location on queueing back to the A1307.

1.3.10 Three scenarios have been run (both in 2,550 and 5,000 dwelling scenarios) to check the result:

- A: 5 minute cycle time – bus called every 5 minutes;
- B: Robust 90 second cycle time – bus called every 90 seconds;
- C: Robust 90 second cycle time and robust lane usage – bus called every 90 seconds and 70% of traffic using inside lane.

1.3.11 In all three scenarios with 5,000 dwellings, the results worked within capacity. Mean Max Queues (MMQ) back to the A11 range from 9 vehicle per lane in scenario A and B, and up to 22 on the inside lane and 4 in the outside lane in scenario C.

1.3.12 In total, it is estimated that there is queueing space for circa 100 vehicles between the signalised crossing point and the slip from Fourwentways, assuming two lanes are provided.

1.3.13 It is therefore robust to assume that with a 90 second cycle and equal lane usage, the junction could generate a MMQ of 9 vehicles per lane, with a Degree of Saturation of 47% and a 3 second delay per vehicle. This scenario could account for both dedicated CSET vehicles using the junction, plus potentially the #13 or similar bus service from Haverhill having served Grange Farm. Full outputs are included in Appendix E.

1.3.14 Further modelling at planning application will be undertaken, which will demonstrate that the interaction between the junctions is acceptable.

1.4 Phase 3

Northern Access / Old Newmarket Road Roundabout for access to and from A11

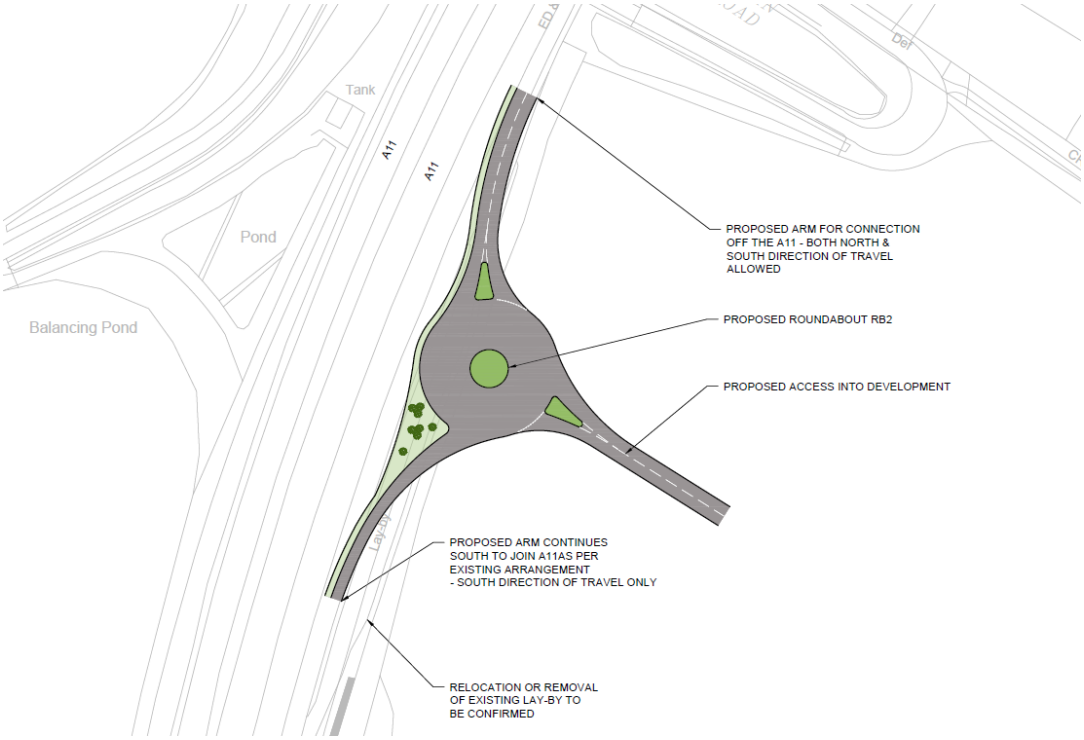
1.4.1 During this Phase, the provision of a roundabout from the Old Newmarket Road at the northern end of the site is proposed. This would provide limited movement access to and from the A11 without having to use the Fourt Went Ways junction. It is understood that the old Newmarket Road is within Cambridgeshire County Council control[1] and therefore any s278 would be with CCC.

1.4.2 However, the old Newmarket Road effectively provides southbound off slip and southbound on slip arrangements to the A11 and therefore agreement with both CCC and National Highways will be required.

1.4.3 Figure 7 provides an indicative layout for the junction. The full version is included in Appendix C in drawing 25103-KMC-XX-XX-DR-CH-0101. This arrangement does not propose any changes to the A11 explicitly and is therefore not inconsistent with DfT Circular 01/2022 which seeks to resist new accesses onto the SRN.

Figure 7: Indicative Northern Access Roundabout Design

[1] As shown in My Cambridgeshire mapping – adopted highways layer



Source: KMC

Four Went Ways Capacity Improvements – Stage 1 (near-term)

1.4.4 Indicative capacity improvements based on forecast peak hour flows at the junction based on industry standard junction modelling (ARCADY) performance testing which is included in Topic Paper 3. Recommendation is that these interventions can support growth beyond the 2,550 dwellings assumed in the Local Plan period.

1.4.5 The Four Went Ways junction is a large expansive gyratory but driver behaviour, as result of a lack of lane markings and signage, mean that its current operational performance is significantly worse than the physical geometries would typically result in. To model the base, forced calibration is needed to reflect on the observed survey data. Therefore, the mitigation firstly includes measures such as circulatory line-marking changes to improve lane discipline and throughput and minor kerb realignments if needed.

1.4.6 Secondly, and once an appropriate trigger (through a Monitor and Manage framework) has been identified, free flow slips from the westbound approach from A1307 and northbound approach from A11 will be added. The A1307 westbound slip would then see 2 lanes on the southbound A11 slip before merging into one lane which then becomes a 'lane gain' on the A11 – consistent with DMRB CD 122. Land is assumed to be highways and land beyond (oval site) is land owner controlled.

1.4.7 The changes to the A11 northbound off slip would see a third lane engineered which would allow left turning traffic to not use the gyratory. This additional lane would then merge into the A1307 westbound or become a lane gain before the new highway works into the A11 Travel Hub.

Subject to the detailed design of the arrangement, it is assumed that the works can be accommodated in the public highway extents.

1.4.8 These works would be additional to localised widening to two lanes from southbound A11 off slip which is a committed Wellcome Genome Campus improvement.

1.4.9 Further junction design will be required and discussions with National Highways, necessary approvals and RSAs.

1.4.10 See Figure 8 below for inclusion of the left-turn slips, alongside further mitigation works.

1.5 Phase 4

1.5.1 **Fourwentways Capacity Improvements – Stage 2**

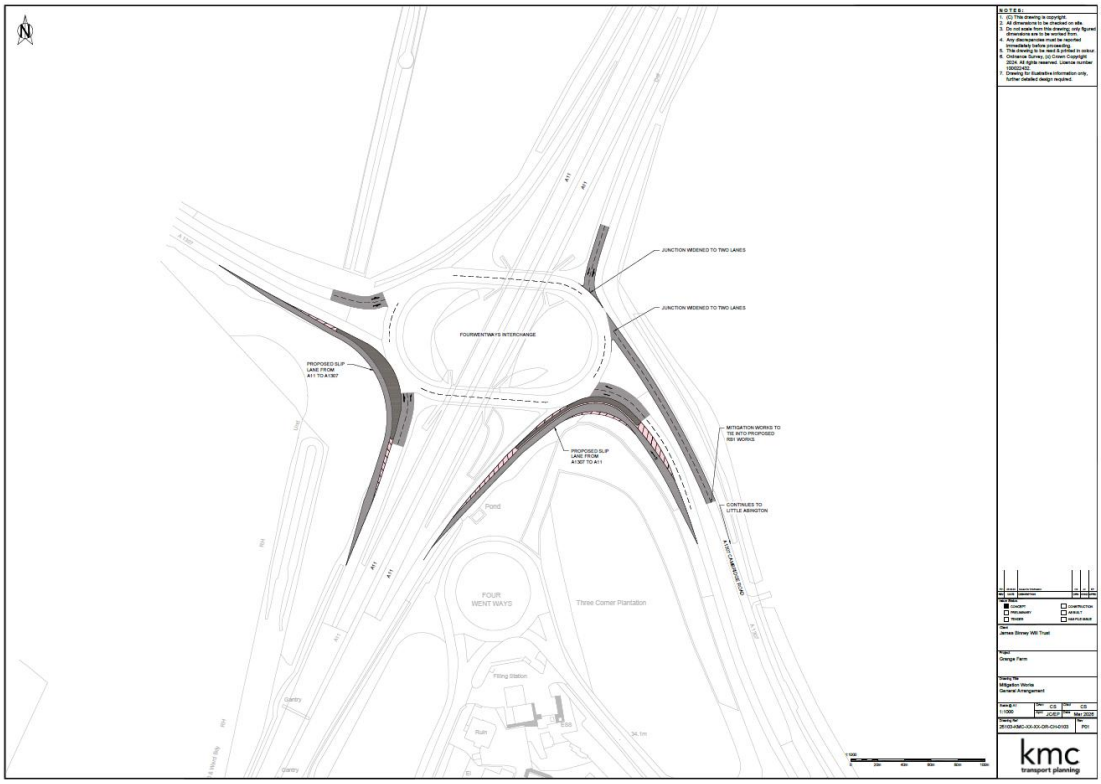
1.5.2 The following potential capacity improvements have been tested in the modelling (summarised in Topic Paper 3), to achieve a junction which works within capacity for 5,000 dwellings:

- Stage 1: Circulatory lane markings.
- Stage 1: two lanes on southbound A11 off slip and provided for left turning traffic towards A1307 eastbound.
- Stage 1: westbound approach from A1307 – adding a left-turn slip lane.
- Stage 1: northbound approach from A11 – adding a left-turn slip lane, plus two right-turn lanes.
- Eastbound exit from gyratory to A1307 increased to two lanes which then enables to ahead lanes from eastbound A1307 entry.
- Subject to further design development and modelling there is also the potential to include signals on northbound off slip and adjacent circulatory lanes to provide more control over entry to the junction and capacity from the A1307 eastbound entry. This has not yet been included in modelling but could also provide an alternative option to the free-flow left-turn slip on the A11 northbound off slip.

1.5.3 Junction design subject to further modelling, National Highways approvals and RSAs. Approvals and delivery would be subject to a 'monitor and manage' framework.

1.5.4 Figure 8 below illustrates the indicative mitigation package suggestion. The full drawing is available in Appendix D in drawing 25103-KMC-XX-XX-DR-CH-0103.

Figure 8: Four Went Ways Indicative Capacity Improvements



Source: KMC

1.6 Phasing Summary

1.6.1 Phasing has not yet been established. However, the indicative phasing in this note reflects the ambition to embed sustainable transport behaviours early and to push highway investments back and subject to a Monitor and Manage strategy to ensure that they are absolutely needed.

1.6.2 A summary of the phased assumptions is set out below.

1.6.3 **Enabling / Phase 1 (first occupations):**

- Alongside the on-site ingredients, deliver the primary roundabout onto A1307, secondary ghost-island access, Newmarket Road SUP, A1307 pedestrian crossing improvements, and service 13 Bus uplift plus the research park shuttle Aim to install the underpass in Phase 1 to cement active travel uptake.

1.6.4 **Phase 2 (growth):**

- CSET overbridge and extension come online (third-party critical path), unlocking the higher end of PT mode share assumptions. If monitoring shows thresholds exceeded, deliver Four Went Ways Stage 1 improvements

1.6.5 **Phase 3 & 4 (expansion / resilience):**

- A11 northern access

- Four Went Ways Stage 1 improvements if not delivered.
- Four Went Ways Stage 2 improvements if needed.

1.6.6 The above summarises identified, indicative measures and approximate trigger points for implementation. However, it is important to note that the nature of strategic land development is complicated, and planning consents require flexibility given long timescales for builds and changing economic and societal forces. It is important to be clear that the above is all subject to a 'monitor and manage' approach whereby the early stages of Grange Farm will be reviewed and tested ahead of further decisions on mitigations.

Appendix A – A1307 Access Roundabout, CSET Route and Active Travel Underpass

FOURWENTWAYS INTERCHANGE

PROPOSED CYCLEWAY & UNDERPASS TO CROSS CAMBRIDGE ROAD (A1307)

PROPOSED WORKS TO TIE INTO FOURWENTWAYS INTERCHANGE MITIGATION WORKS

PROPOSED CSET BUSWAY CONNECTION INTO SITE

NEW ACCESS ARM TO DEVELOPMENT

PROPOSED ROUNDABOUT RB1

PROPOSED FOOTWAY/CYCLEWAY CONNECTION TO SOUTH

PROPOSED CSET BUSWAY & CYCLEWAY TO CROSS A11

CONTINUES TO LITTLE ABINGTON

CAMBRIDGE ROAD (A1307)

Pond

FOUR WENT WAYS

Three Corner Plantation

Filling Station

Ruin

ESS

34.1m

El Sub Sta

Hotel

Four Went Ways Service Area

Track

Tank

Gantry

Gantry

ED & Ward Boy

RH

RH

Und

A11

A11

Def

FB

Cambridge International School (dis)

The Temple

Pond

1:1000
0 20m 40m 60m 80m 100m

NOTES:

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REV	DATE	DESCRIPTION	DRN	CHKD	APRD
P01	26.03.27	Issued for information	CS	JC	EP

Issue Status
- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client: James Binney Will Trust

Project: Grange Farm

Drawing Title: Proposed RB1 General Arrangement & connections

Scale @ A1	Drwn	Chkd
1:1000	CS	CS
	Aprd JC/EP	Date Mar 2026

Drawing Ref: 25103-KMC-XX-XX-DR-CH-0100 Rev: P01

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Appendix B – A1307 Secondary Right-Turn Lane Access

RED DASHED LINE DENOTES EXTENT OF LAND UNDER SAME OWNERSHIP AS GRANGE FARM DEVELOPMENT

PROPOSED CYCLEWAY & UNDERPASS TO CROSS CAMBRIDGE ROAD (A1307)

PROPOSED WORKS TO TIE INTO FOURWENTWAYS INTERCHANGE MITIGATION WORKS

PROPOSED CSET BUSWAY CONNECTION INTO SITE

NEW ACCESS ARM TO DEVELOPMENT

PROPOSED ROUNDABOUT RB1

PROPOSED FOOTWAY/CYCLEWAY CONNECTION TO SOUTH

PROPOSED PRIORITY JUNCTION & GHOST ISLAND

PROPOSED CSET BUSWAY & CYCLEWAY TO CROSS A11

CONTINUES TO LITTLE ABINGTON

FOURWENTWAYS INTERCHANGE

CAMBRIDGE ROAD

Pond

FOUR WENT WAYS

Three Corner Plantation

Filling Station

Gantry

Ruin

ESS

34.1m

El Sub Sta

Hotel

Four Went Ways Service Area

Track

Tank

Cambridge International School (dis)

The Temple

Pond

FB

A11

RH

Und

1:1000
0 20m 40m 60m 80m 100m

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P01	26.06.04	Issued for information	CS	JC	EP

Issue Status
- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client: James Binney Will Trust

Project: Grange Farm

DRAFT

Drawing Title: Proposed RB1 General Arrangement & connections Option 2

Scale @ A1	Drwn	Chkd
1:1000	CS	CS
	Aprd JC/EP	Date June 2026

Drawing Ref: 25103-KMC-XX-XX-DR-CH-0104 Rev P01

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Appendix C – A11 Northern Access Point



1:1000
0 20m 40m 60m 80m 100m

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P01	26.03.30	Issued for information	CS	JC	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
James Binney Will Trust

Project
Grange Farm

Drawing Title
Proposed Roundabout RB2
General Arrangement

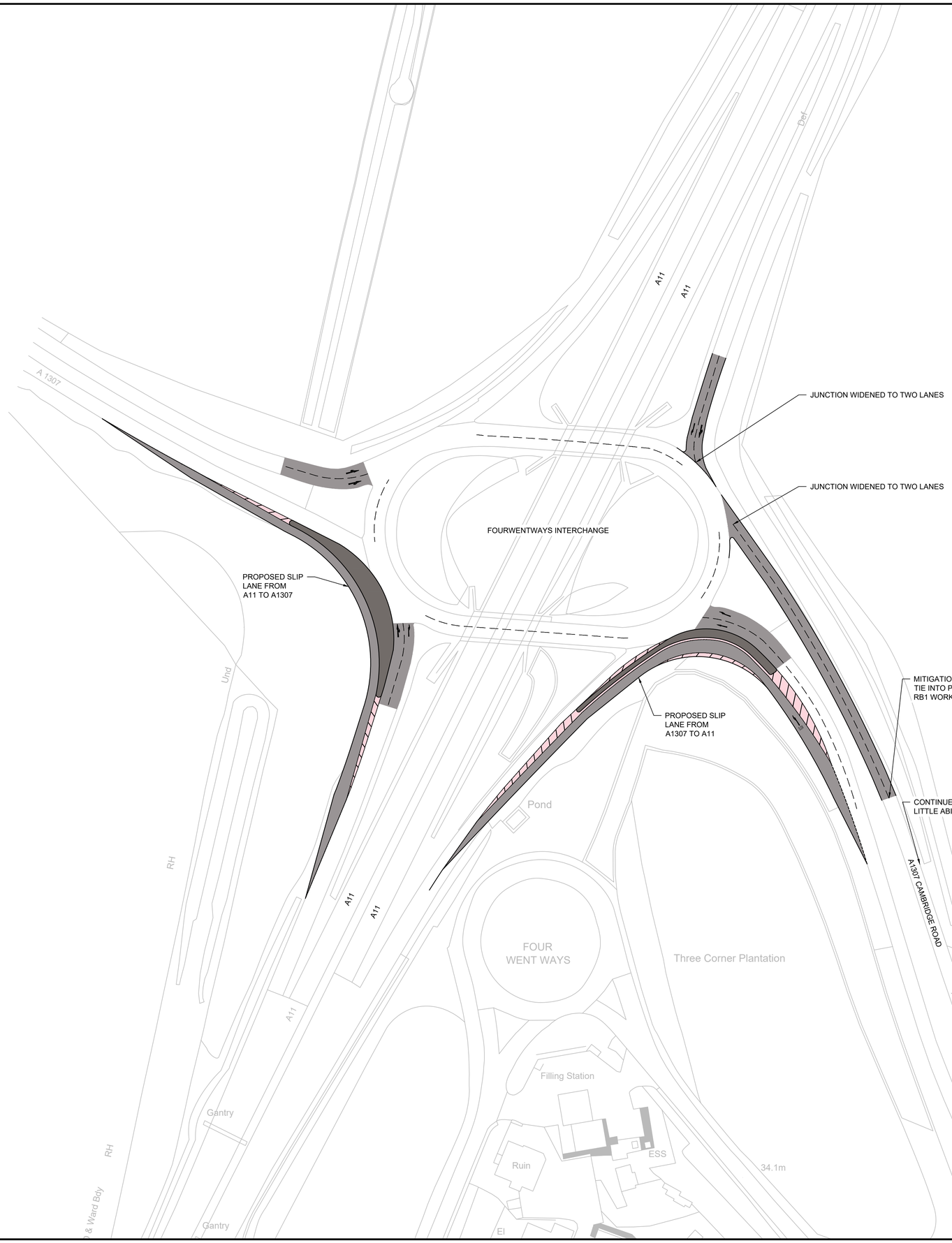
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1:1000	CS	CS
	Aprd JC/EP	Date Mar 2026

Drawing Ref
25103-KMC-XX-XX-DR-CH-0101

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P01

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Appendix D – Fourwentways Mitigation Scheme



1:1000
0 20m 40m 60m 80m 100m

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REV	DATE	DESCRIPTION	DRN	CHKD	APRD
P01	26.03.30	Issued for information	CS	JC	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
James Binney Will Trust

Project
Grange Farm

Drawing Title
Mitigation Works
General Arrangement

Scale @ A1	Drwn	Chkd
1:1000	CS	CS
	Aprd JC/EP	Date Mar 2026

Drawing Ref
25103-KMC-XX-XX-DR-CH-0103

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P01

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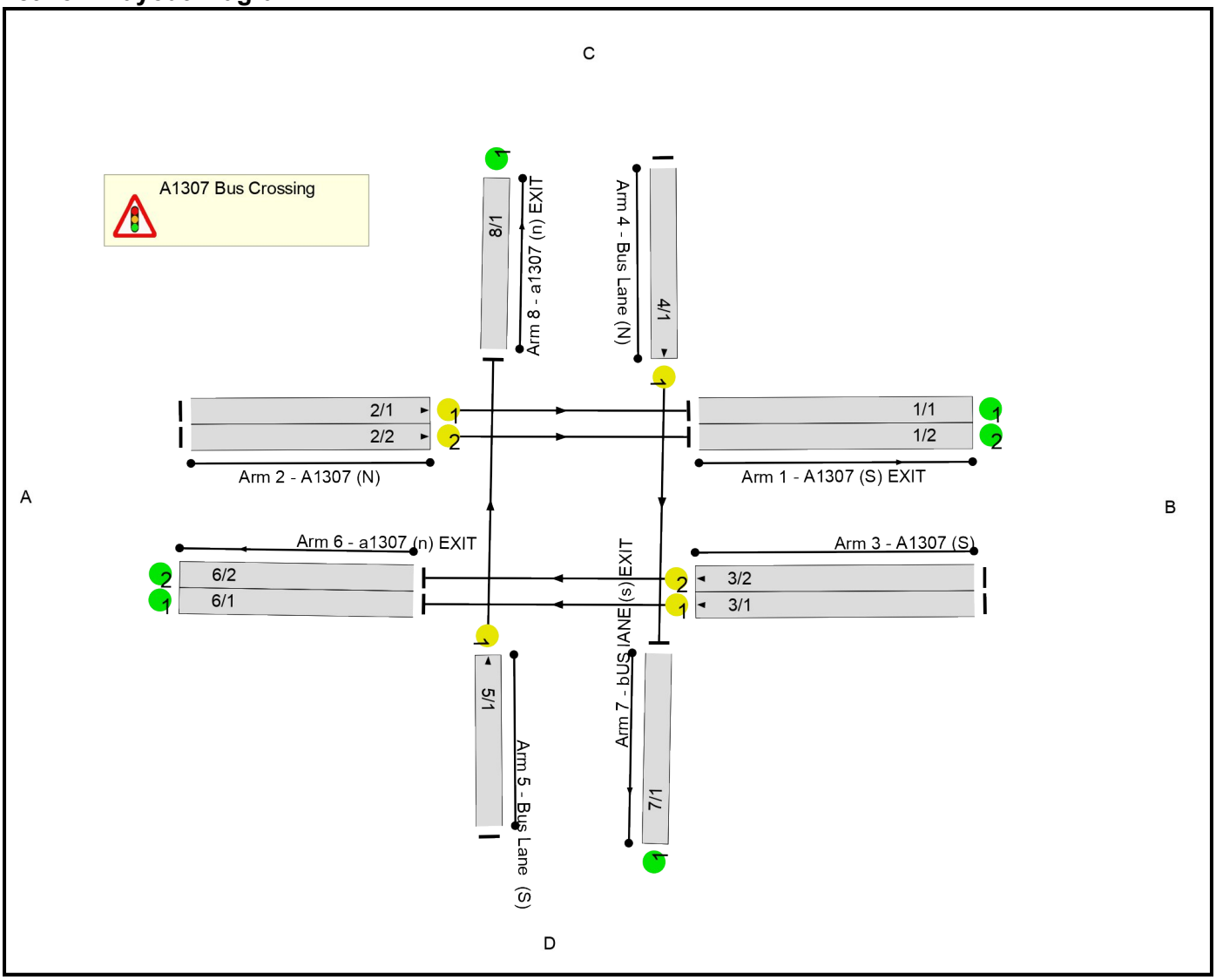
Appendix E – LinSig Outputs

Detailed Input Data And Results

User and Project Details

Project:	**Grange Farm, Cambridge**
Title:	**A1307 Bus Crossing – 5 Minute Cycle (bus called every 5 minutes)**
Client:	James Binney Will Trust
Date Started:	21/05/2026
File name:	A1307 Bus Crossing – 5 min cycle.lsg3x
Company:	KMC
Address:	Cambridge
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

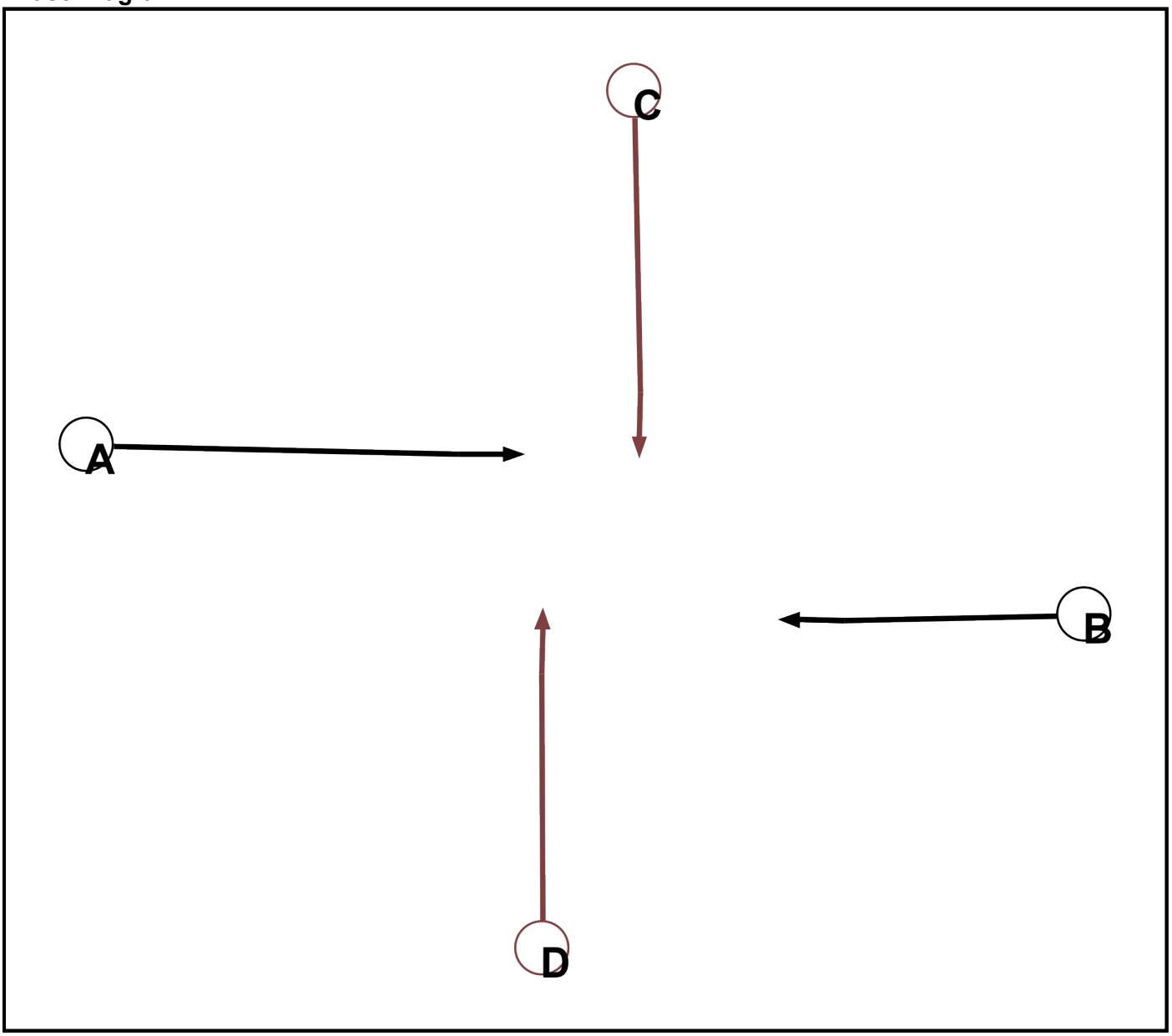
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	CaPCAM Trip Distribution	CaPCAM Trip Distribution	Network Control	08:00 -	300	170.7	1.76

	(2550) AM	(2550) AM	Plan 1	09:00			
2	CaPCAM Trip Distribution (2550) PM	CaPCAM Trip Distribution (2550) PM	Network Control Plan 1	17:00 - 18:00	300	126.0	2.04
3	CaPCAM Trip Distribution (5000) AM	CaPCAM Trip Distribution (5000) AM	Network Control Plan 1	08:00 - 09:00	300	118.3	2.12
4	CaPCAM Trip Distribution (5000) PM	CaPCAM Trip Distribution (5000) PM	Network Control Plan 1	17:00 - 18:00	300	84.5	2.60

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	2	A1307 Bus Crossing	

Phase Diagram



Phase Input Data

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

C	Bus		7	7
D	Bus		7	7

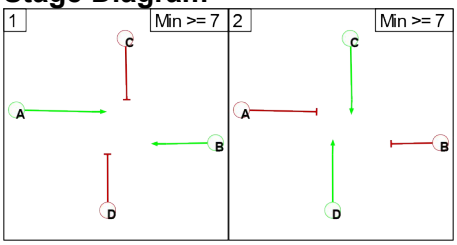
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	6	

Lane Input Data

Junction: A1307 Bus Crossing												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1307 (S) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A1307 (S)	U		2	3	60.0	Inf	-	-	-	-	-	-

EXIT)												
2/1 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Ahead	Inf
2/2 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 1 Ahead	Inf
3/1 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
3/2 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
4/1 (Bus Lane (N))	U	C	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	Inf
5/1 (Bus Lane (S))	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 8 Ahead	Inf
6/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (bUS lANE (s) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A1307 Bus Crossing
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A1307 Bus Crossing				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
2/1	1/1	Internal	5	35
2/2	1/2	Internal	5	35
3/1	6/1	Internal	5	35
3/2	6/2	Internal	5	35
4/1	7/1	Internal	5	35
5/1	8/1	Internal	5	35

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Detailed Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'CaPCAM Trip Distribution (2550) AM'	08:00	09:00	01:00	
2: 'CaPCAM Trip Distribution (2550) PM'	17:00	18:00	01:00	
3: 'CaPCAM Trip Distribution (5000) AM'	08:00	09:00	01:00	
4: 'CaPCAM Trip Distribution (5000) PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: 'CaPCAM Trip Distribution (2550) AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

FG2: 'CaPCAM Trip Distribution (2550) PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

FG3: 'CaPCAM Trip Distribution (5000) AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

FG4: 'CaPCAM Trip Distribution (5000) PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.

Detailed Input Data And Results

	A	0	1839	0	0	1839
	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

Traffic Flows, Difference

Difference :

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

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

Traffic Flows, Difference

Difference :

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

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

Traffic Flows, Difference

Difference :

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

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1839	0	0	1839
	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Traffic Flows, Difference

Difference :

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

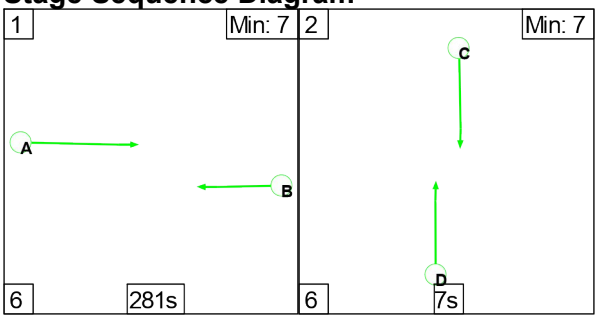
Traffic Lane Flows

Lane	Scenario 1: CaPCAM Trip Distribution (2550) AM	Scenario 2: CaPCAM Trip Distribution (2550) PM	Scenario 3: CaPCAM Trip Distribution (5000) AM	Scenario 4: CaPCAM Trip Distribution (5000) PM
Junction: A1307 Bus Crossing				
1/1	368	706	409	874
1/2	435	788	477	965
2/1	368	706	409	874
2/2	435	788	477	965
3/1	572	383	722	472
3/2	650	453	806	544
4/1	6	6	6	6
5/1	6	6	6	6
6/1	572	383	722	472
6/2	650	453	806	544
7/1	6	6	6	6
8/1	6	6	6	6

Detailed Input Data And Results

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



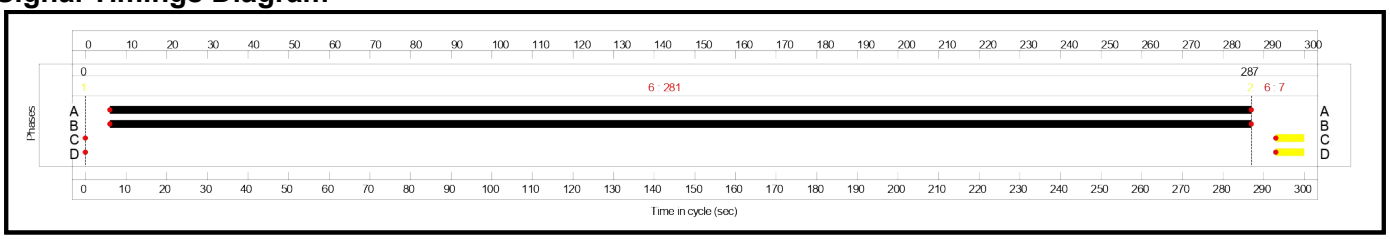
Stage Timings

Stage	1	2
Duration	281	7
Change Point	0	287

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	281	6	287
B	A1307 (S) Ahead A1307 (S)	Traffic	281	6	287
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	293	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	293	0

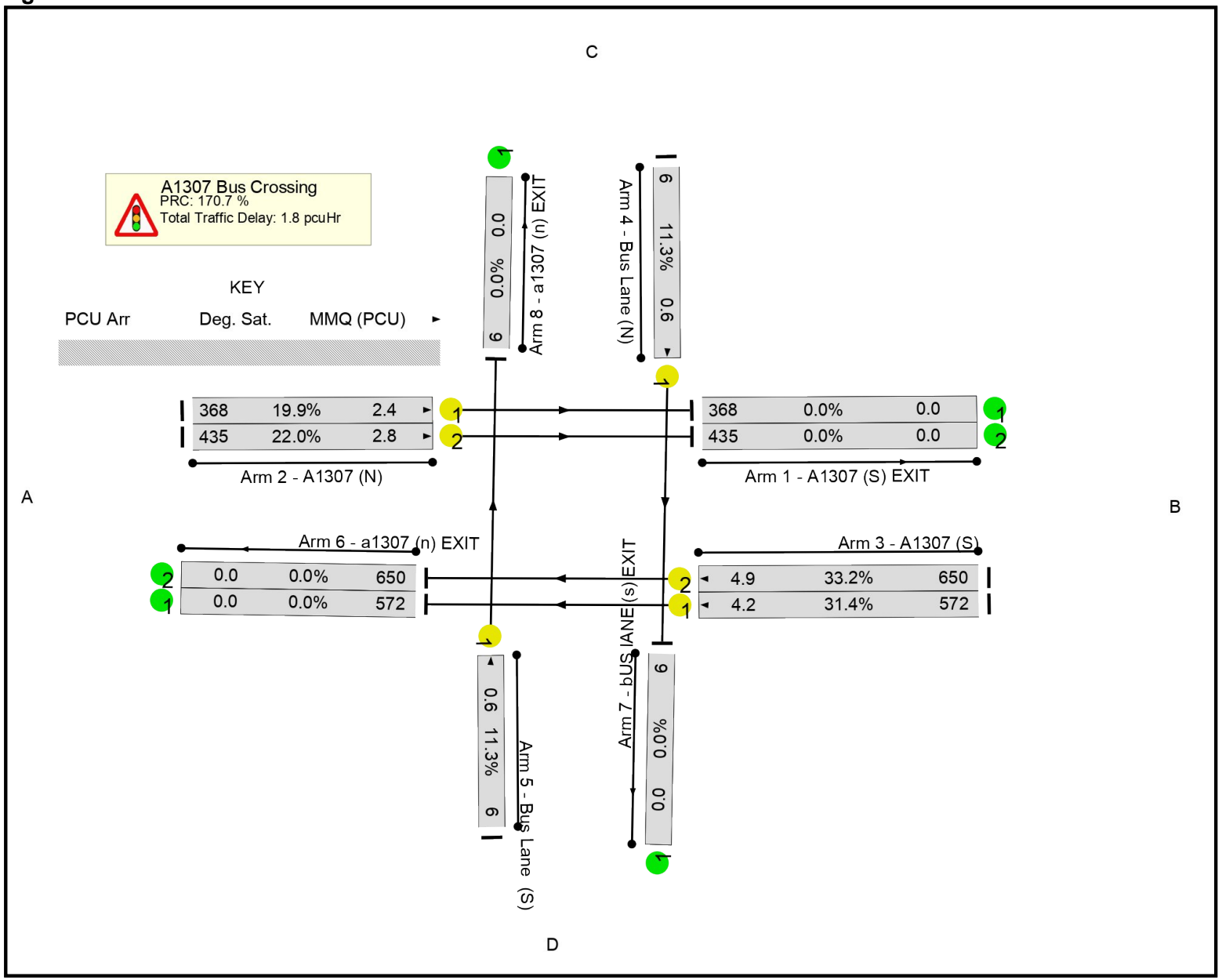
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	287
2/2	A1307 (N) Ahead	U	A	6	287
3/1	A1307 (S) Ahead	U	B	6	287
3/2	A1307 (S) Ahead	U	B	6	287
4/1	Bus Lane (N) Ahead	U	C	293	0
5/1	Bus Lane (S) Ahead	U	D	293	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**33.2%**
A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**33.2%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	435	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	368	1965	1847	19.9%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	435	2105	1979	22.0%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	572	1940	1824	31.4%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	650	2080	1955	33.2%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	53	11.3%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	53	11.3%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

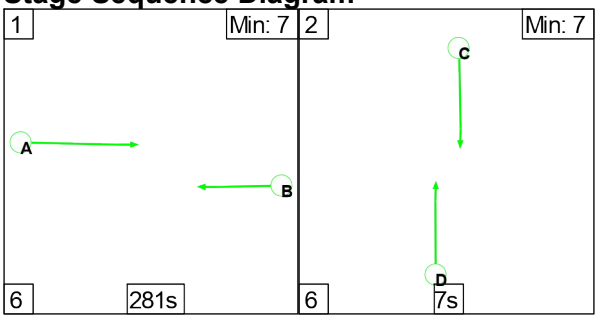
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay	Storage Area Uniform	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue	Mean Max Queue (pcu)	

							(pcuHr)	Delay (pcuHr)				(pcu)		
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.9**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.9**	**0.0**	**1.8**	**-**	**-**	**-**	**-**	
1/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	368	368	-	-	-	0.1	0.1	-	0.2	1.9	2.2	0.1	2.4	
2/2	435	435	-	-	-	0.1	0.1	-	0.2	1.8	2.7	0.1	2.8	
3/1	572	572	-	-	-	0.1	0.2	-	0.4	2.2	4.0	0.2	4.2	
3/2	650	650	-	-	-	0.1	0.2	-	0.4	2.2	4.7	0.2	4.9	
4/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
5/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 170.7 Total Delay for Signalled Lanes (pcuHr): 1.76 Cycle Time (s): 300
PRC Over All Lanes (%): 170.7 Total Delay Over All Lanes(pcuHr): 1.76

Detailed Input Data And Results
Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



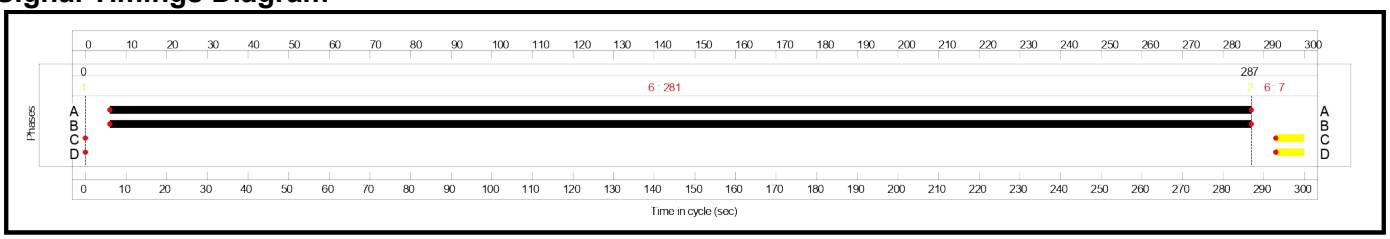
Stage Timings

Stage	1	2
Duration	281	7
Change Point	0	287

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	281	6	287
B	A1307 (S) Ahead A1307 (S)	Traffic	281	6	287
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	293	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	293	0

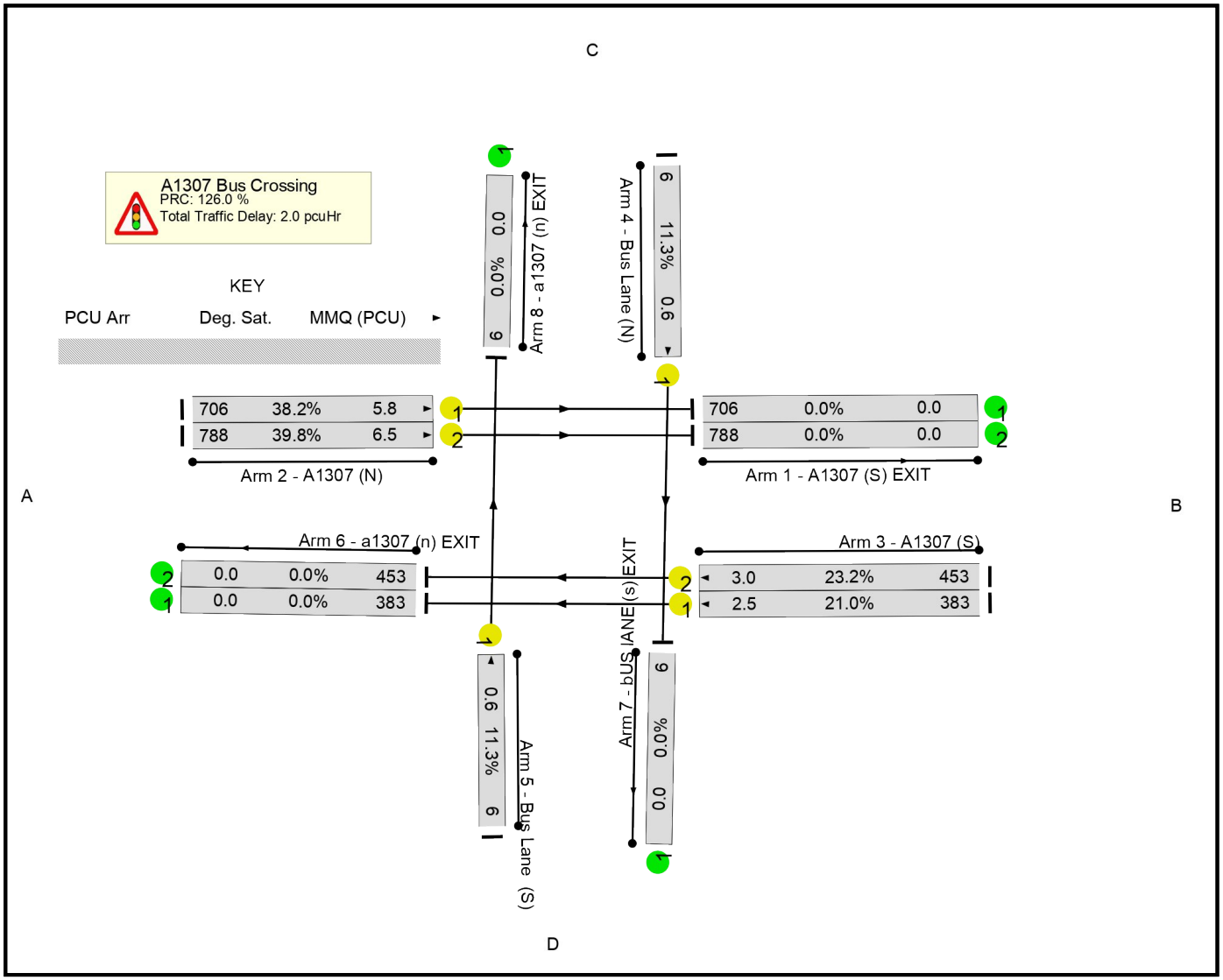
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	287
2/2	A1307 (N) Ahead	U	A	6	287
3/1	A1307 (S) Ahead	U	B	6	287
3/2	A1307 (S) Ahead	U	B	6	287
4/1	Bus Lane (N) Ahead	U	C	293	0
5/1	Bus Lane (S) Ahead	U	D	293	0

Network Layout Diagram



Network Results

Item	Lane	Lane	Controller	Position In	Full Phase	Arrow	Num	Total Green	Arrow	Bonus	Demand	Sat Flow	Capacity	Deg

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39.8%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39.8%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	788	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	706	1965	1847	38.2%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	788	2105	1979	39.8%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	383	1940	1824	21.0%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	453	2080	1955	23.2%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	53	11.3%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	53	11.3%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	383	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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: A1307 Bus	**-**	**-**	**0**	**0**	**0**	**1.0**	**1.1**	**0.0**	**2.0**	**-**	**-**	**-**	**-**	

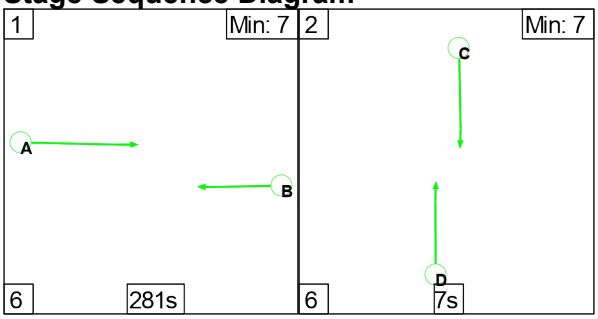
Crossing														
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.0**	**1.1**	**0.0**	**2.0**	**-**	**-**	**-**	**-**	
1/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	706	706	-	-	-	0.2	0.3	-	0.5	2.4	5.5	0.3	5.8	
2/2	788	788	-	-	-	0.2	0.3	-	0.5	2.4	6.1	0.3	6.5	
3/1	383	383	-	-	-	0.1	0.1	-	0.2	1.9	2.3	0.1	2.5	
3/2	453	453	-	-	-	0.1	0.2	-	0.2	1.9	2.9	0.2	3.0	
4/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
5/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 126.0 Total Delay for Signalled Lanes (pcuHr): 2.04 Cycle Time (s): 300
PRC Over All Lanes (%): 126.0 Total Delay Over All Lanes(pcuHr): 2.04

Detailed Input Data And Results

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



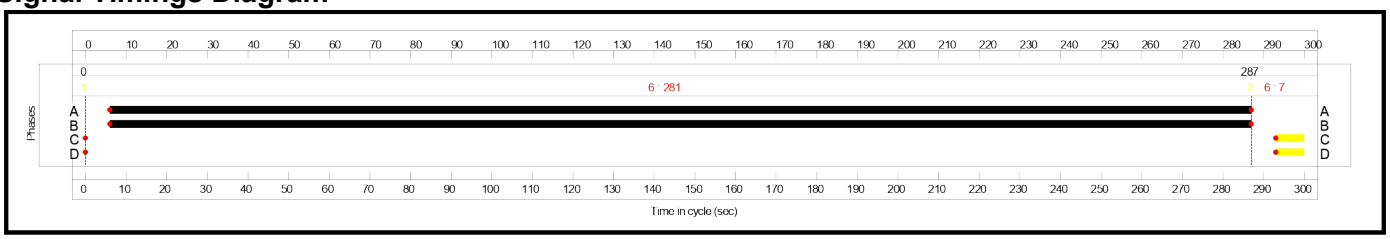
Stage Timings

Stage	1	2
Duration	281	7
Change Point	0	287

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	281	6	287
B	A1307 (S) Ahead A1307 (S)	Traffic	281	6	287
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	293	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	293	0

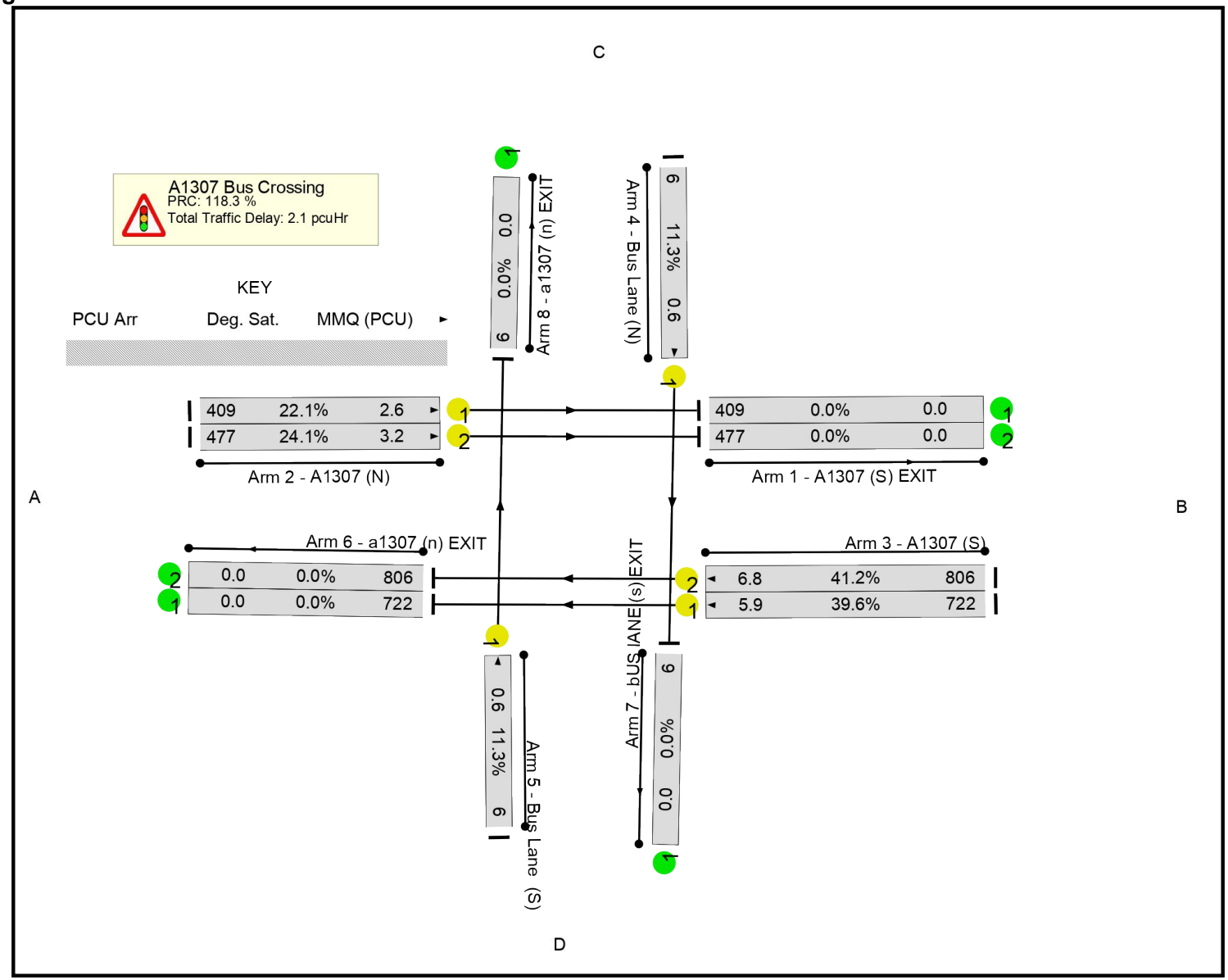
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	287
2/2	A1307 (N) Ahead	U	A	6	287
3/1	A1307 (S) Ahead	U	B	6	287
3/2	A1307 (S) Ahead	U	B	6	287
4/1	Bus Lane (N) Ahead	U	C	293	0
5/1	Bus Lane (S) Ahead	U	D	293	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**41.2%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**41.2%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	409	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	409	1965	1847	22.1%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	477	2105	1979	24.1%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	722	1940	1824	39.6%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	806	2080	1955	41.2%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	53	11.3%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	53	11.3%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	722	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

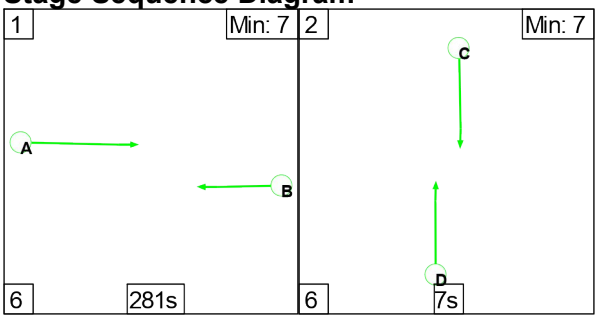
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.0**	**1.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.0**	**1.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**	
1/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	409	409	-	-	-	0.1	0.1	-	0.2	1.9	2.5	0.1	2.6	
2/2	477	477	-	-	-	0.1	0.2	-	0.3	1.9	3.0	0.2	3.2	
3/1	722	722	-	-	-	0.2	0.3	-	0.5	2.5	5.6	0.3	5.9	
3/2	806	806	-	-	-	0.2	0.4	-	0.5	2.4	6.5	0.4	6.8	
4/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
5/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 118.3 Total Delay for Signalled Lanes (pcuHr): 2.12 Cycle Time (s): 300
PRC Over All Lanes (%): 118.3 Total Delay Over All Lanes(pcuHr): 2.12

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



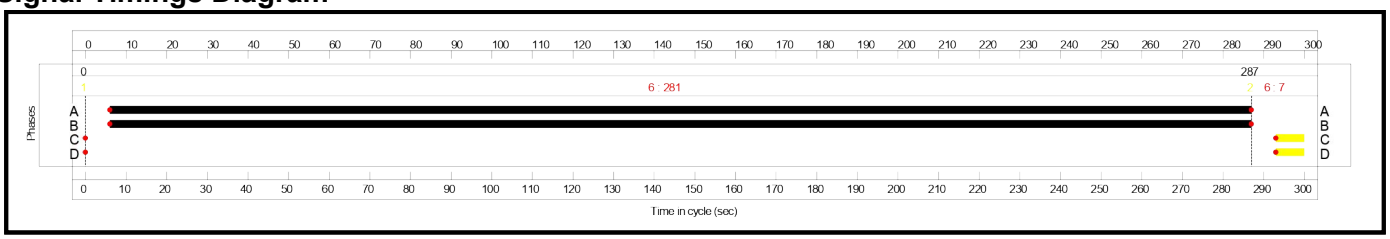
Stage Timings

Stage	1	2
Duration	281	7
Change Point	0	287

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	281	6	287
B	A1307 (S) Ahead A1307 (S)	Traffic	281	6	287
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	293	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	293	0

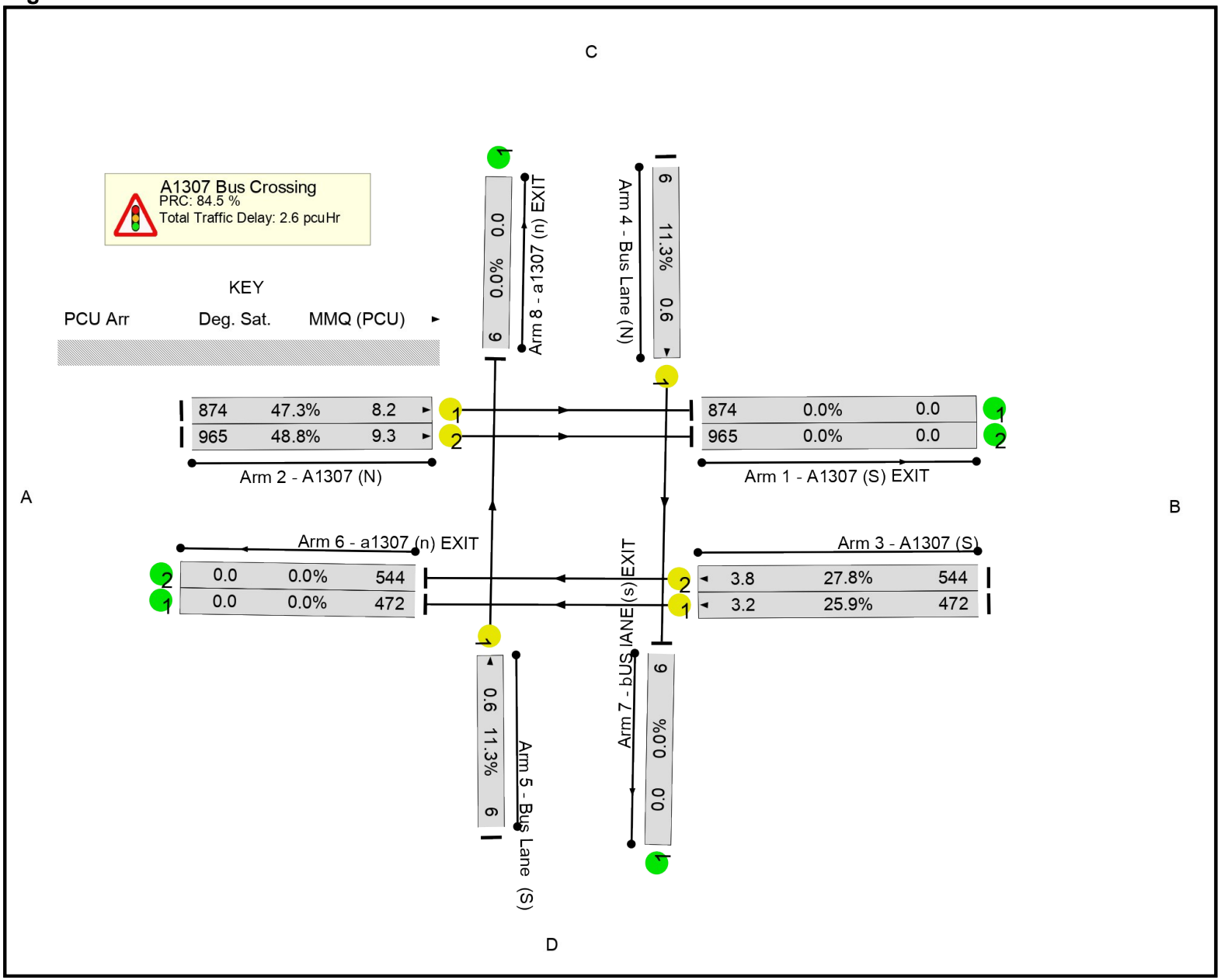
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	287
2/2	A1307 (N) Ahead	U	A	6	287
3/1	A1307 (S) Ahead	U	B	6	287
3/2	A1307 (S) Ahead	U	B	6	287
4/1	Bus Lane (N) Ahead	U	C	293	0
5/1	Bus Lane (S) Ahead	U	D	293	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.8%**
A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.8%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	874	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	965	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	874	1965	1847	47.3%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	281	-	-	965	2105	1979	48.8%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	472	1940	1824	25.9%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	281	-	-	544	2080	1955	27.8%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	53	11.3%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	53	11.3%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	544	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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	Storage Area Uniform	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue	Mean Max Queue (pcu)	

							(pcuHr)	Delay (pcuHr)				(pcu)		
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.2**	**1.4**	**0.0**	**2.6**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.2**	**1.4**	**0.0**	**2.6**	**-**	**-**	**-**	**-**	
1/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	874	874	-	-	-	0.2	0.4	-	0.7	2.8	7.8	0.4	8.2	
2/2	965	965	-	-	-	0.3	0.5	-	0.7	2.8	8.8	0.5	9.3	
3/1	472	472	-	-	-	0.1	0.2	-	0.3	2.0	3.0	0.2	3.2	
3/2	544	544	-	-	-	0.1	0.2	-	0.3	2.0	3.6	0.2	3.8	
4/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
5/1	6	6	-	-	-	0.2	0.1	-	0.3	180.7	0.5	0.1	0.6	
6/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

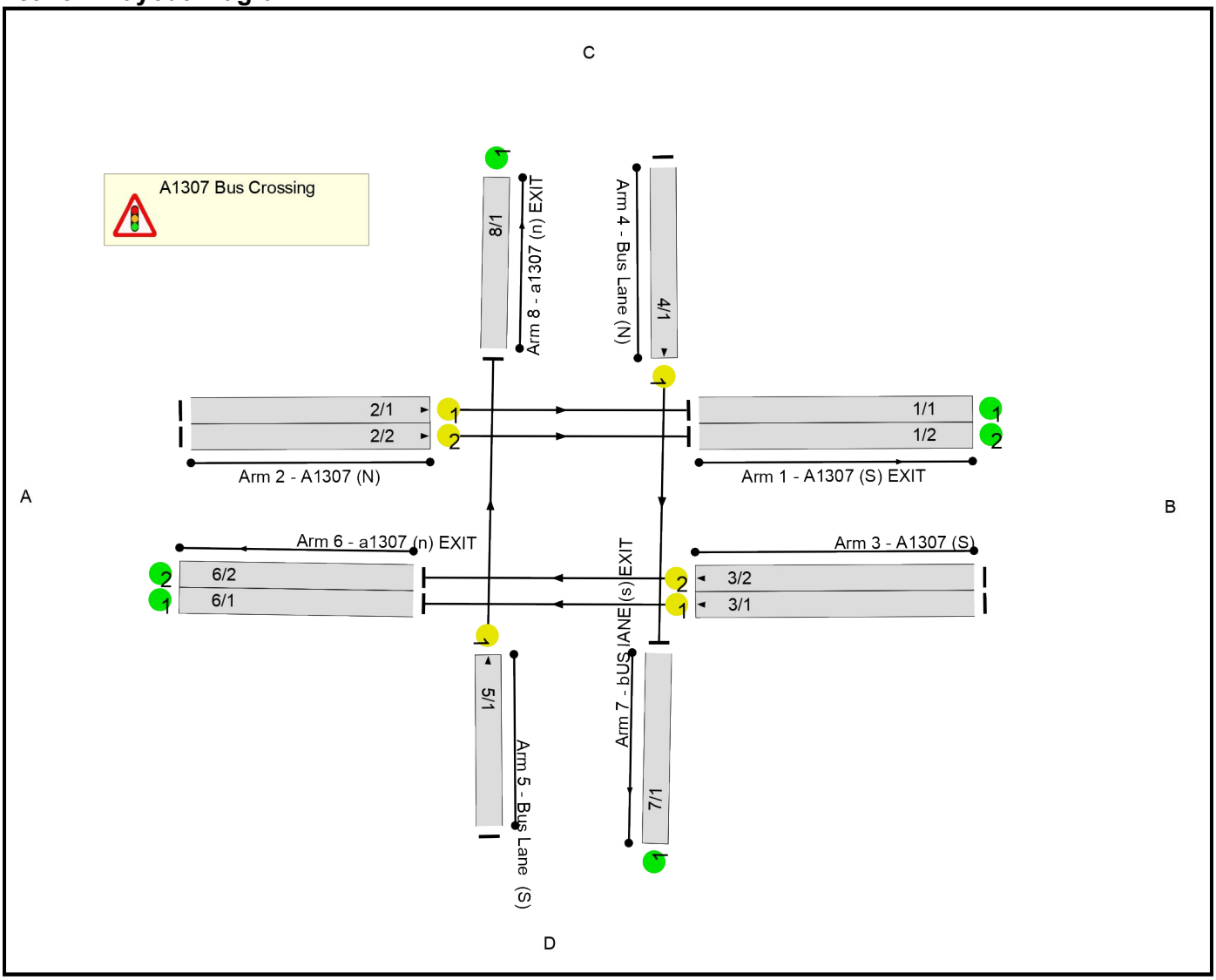
C1 PRC for Signalled Lanes (%): 84.5 Total Delay for Signalled Lanes (pcuHr): 2.60 Cycle Time (s): 300
PRC Over All Lanes (%): 84.5 Total Delay Over All Lanes(pcuHr): 2.60

Detailed Input Data And Results

User and Project Details

Project:	**Grange Farm, Cambridge**
Title:	**A1307 Bus Crossing – Robust 90 second cycle (bus called every 90 seconds)**
Client:	James Binney Will Trust
Date Started:	21/05/2026
File name:	A1307 Bus Crossing_90 sec cycle.lsg3x
Company:	KMC
Address:	Cambridge
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

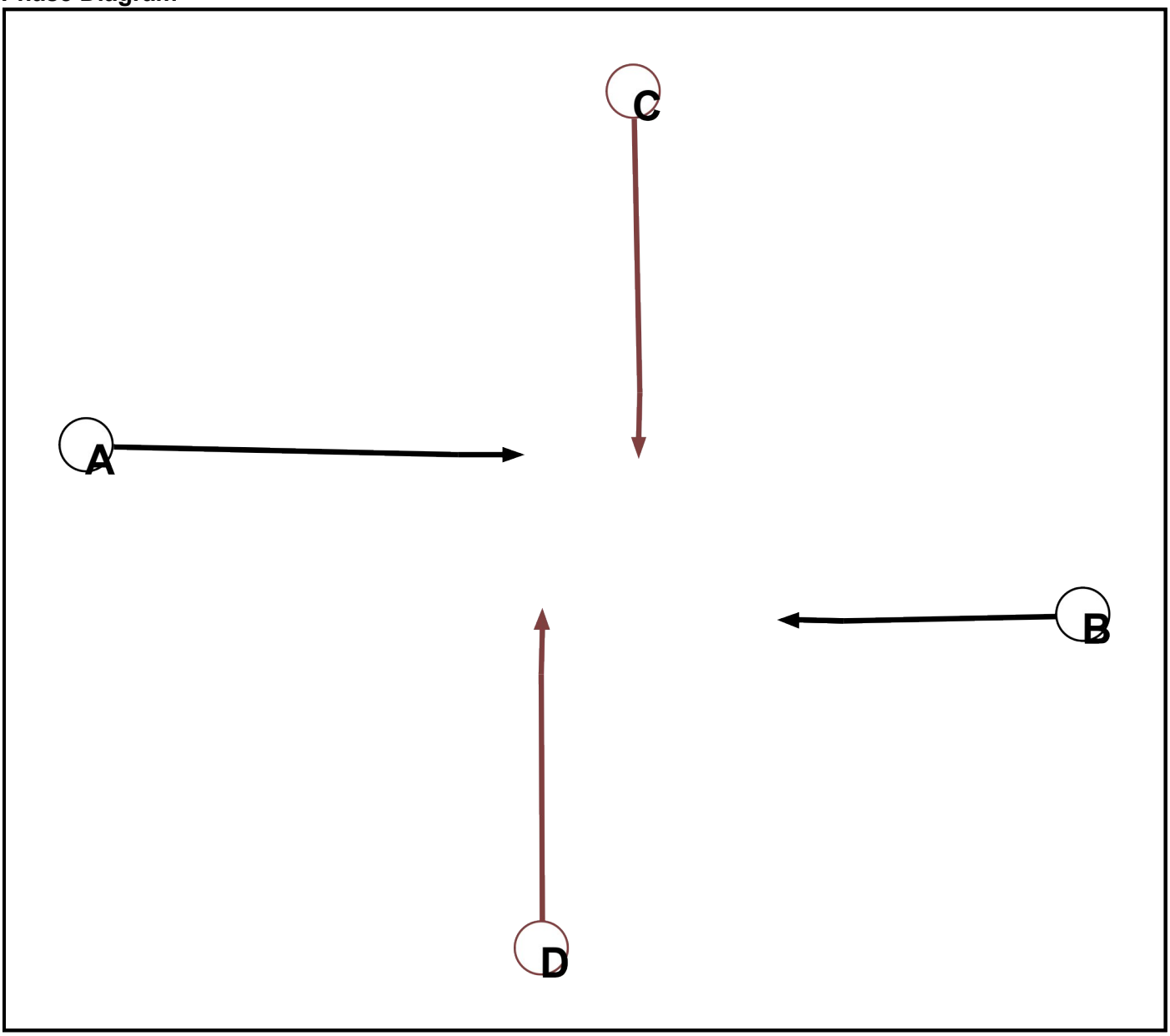
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)

1	CaPCAM Trip Distribution (2550) AM	CaPCAM Trip Distribution (2550) AM	Network Control Plan 1	08:00 - 09:00	90	130.4	2.48
2	CaPCAM Trip Distribution (2550) PM	CaPCAM Trip Distribution (2550) PM	Network Control Plan 1	17:00 - 18:00	90	92.3	3.07
3	CaPCAM Trip Distribution (5000) AM	CaPCAM Trip Distribution (5000) AM	Network Control Plan 1	08:00 - 09:00	90	85.8	3.24
4	CaPCAM Trip Distribution (5000) PM	CaPCAM Trip Distribution (5000) PM	Network Control Plan 1	17:00 - 18:00	90	57.1	4.28

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	2	A1307 Bus Crossing	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7

B	Traffic		7	7
C	Bus		7	7
D	Bus		7	7

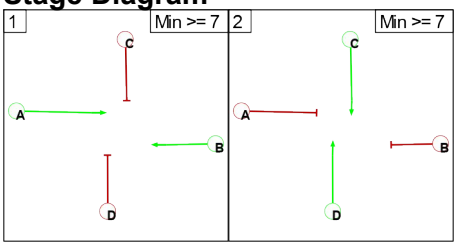
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	6	

Lane Input Data

Junction: A1307 Bus Crossing												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1307 (S) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

1/2 (A1307 (S) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Ahead	Inf
2/2 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 1 Ahead	Inf
3/1 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
3/2 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
4/1 (Bus Lane (N))	U	C	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	Inf
5/1 (Bus Lane (S))	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 8 Ahead	Inf
6/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (bUS lANE (s) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A1307 Bus Crossing
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A1307 Bus Crossing				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
2/1	1/1	Internal	5	35
2/2	1/2	Internal	5	35
3/1	6/1	Internal	5	35
3/2	6/2	Internal	5	35
4/1	7/1	Internal	5	35
5/1	8/1	Internal	5	35

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'CaPCAM Trip Distribution (2550) AM'	08:00	09:00	01:00	
2: 'CaPCAM Trip Distribution (2550) PM'	17:00	18:00	01:00	
3: 'CaPCAM Trip Distribution (5000) AM'	08:00	09:00	01:00	
4: 'CaPCAM Trip Distribution (5000) PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: 'CaPCAM Trip Distribution (2550) AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.

	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

FG2: 'CaPCAM Trip Distribution (2550) PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

FG3: 'CaPCAM Trip Distribution (5000) AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

FG4: 'CaPCAM Trip Distribution (5000) PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1839	0	0	1839
	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

Traffic Flows, Difference

Difference :

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

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

Traffic Flows, Difference

Difference :

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

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

Traffic Flows, Difference

Difference :

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

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1839	0	0	1839
	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Traffic Flows, Difference

Difference :

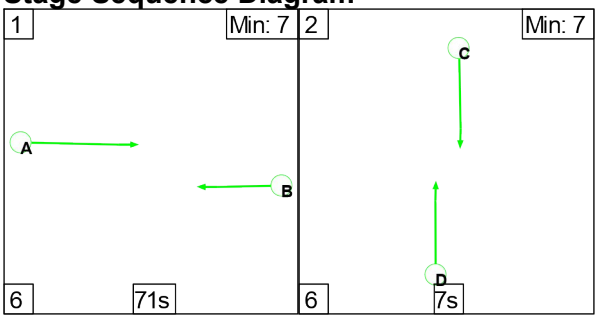
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: CaPCAM Trip Distribution (2550) AM	Scenario 2: CaPCAM Trip Distribution (2550) PM	Scenario 3: CaPCAM Trip Distribution (5000) AM	Scenario 4: CaPCAM Trip Distribution (5000) PM
Junction: A1307 Bus Crossing				
1/1	368	706	409	874
1/2	435	788	477	965
2/1	368	706	409	874
2/2	435	788	477	965
3/1	572	383	722	472
3/2	650	453	806	544
4/1	6	6	6	6
5/1	6	6	6	6
6/1	572	383	722	472
6/2	650	453	806	544
7/1	6	6	6	6
8/1	6	6	6	6

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



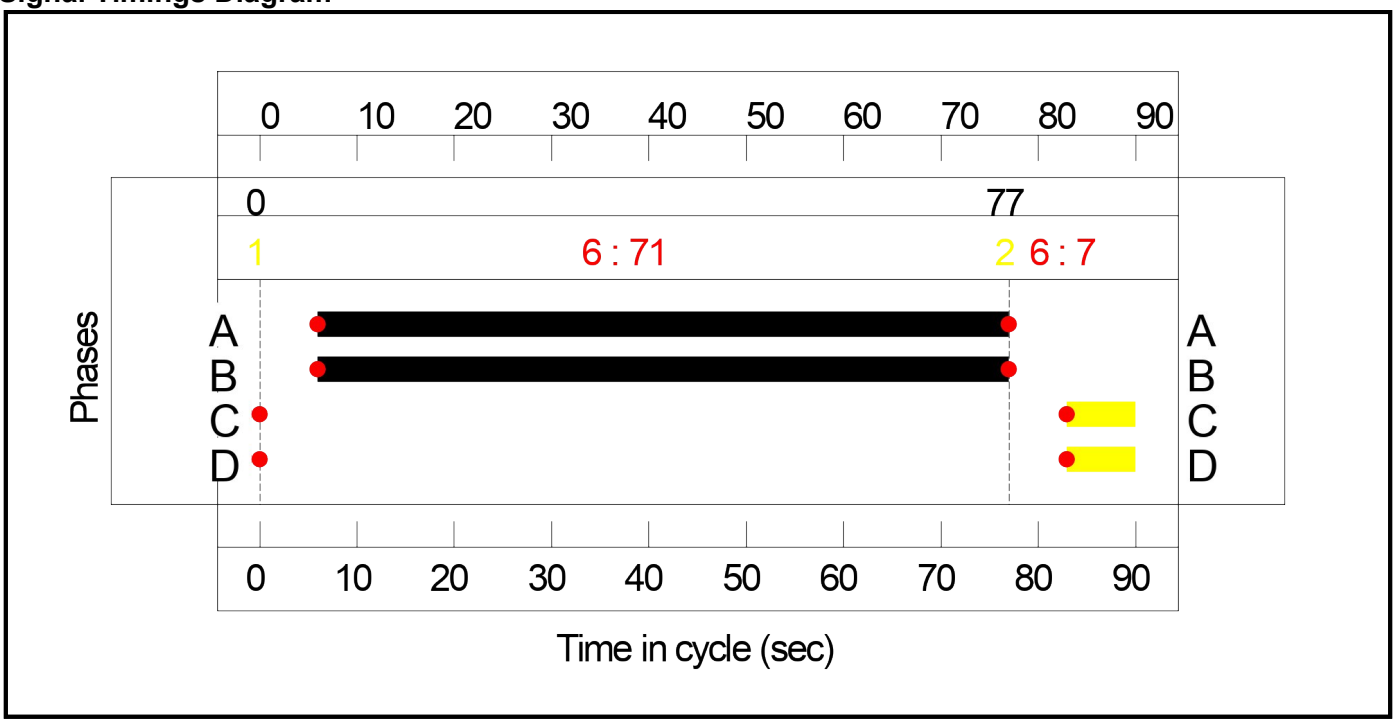
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

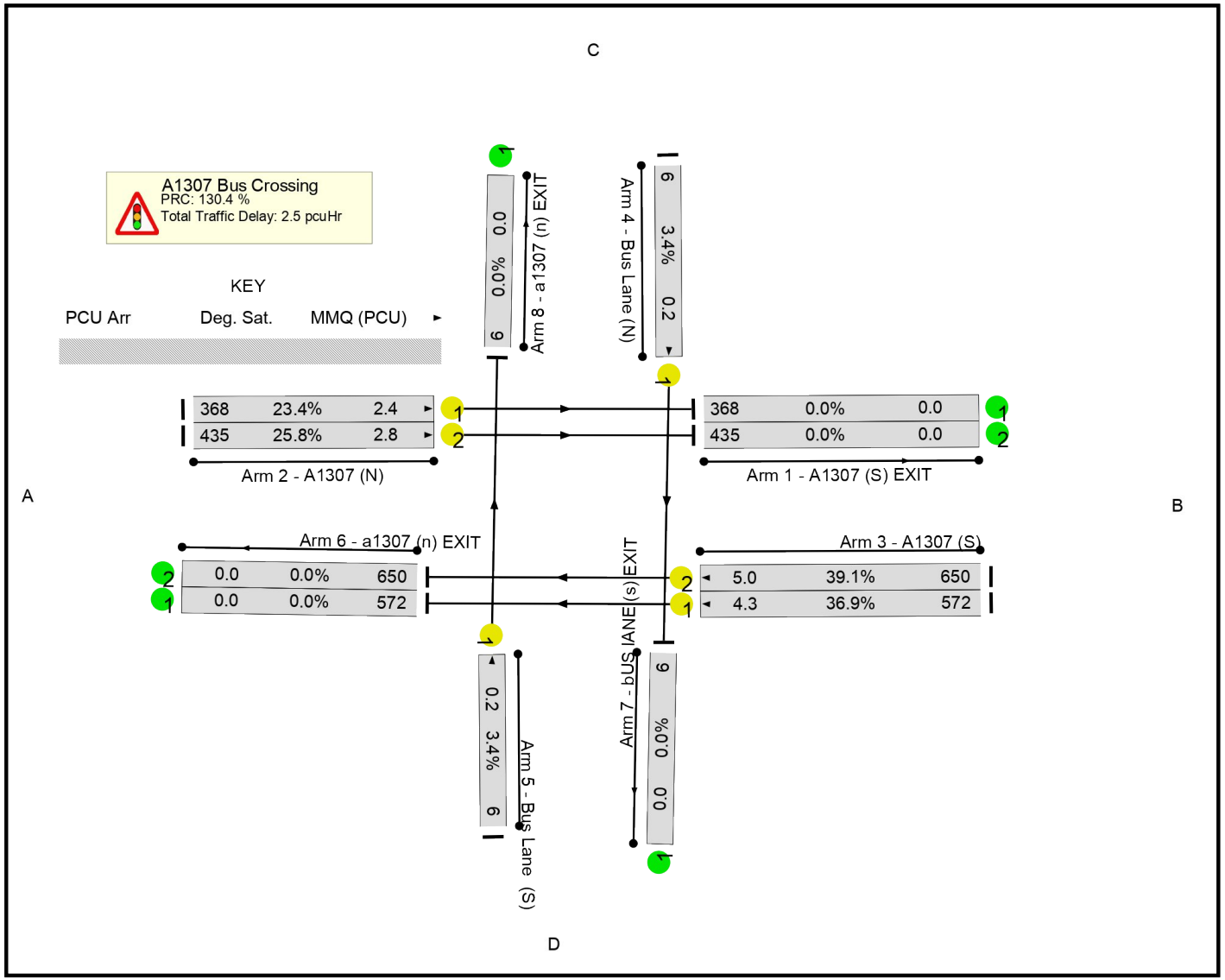
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39.1%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39.1%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	435	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	368	1965	1572	23.4%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	435	2105	1684	25.8%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	572	1940	1552	36.9%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	650	2080	1664	39.1%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

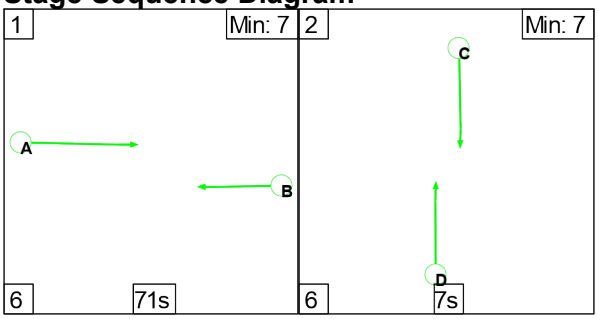
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.5**	**1.0**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.5**	**1.0**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	
1/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	368	368	-	-	-	0.2	0.2	-	0.4	3.7	2.2	0.2	2.4	
2/2	435	435	-	-	-	0.3	0.2	-	0.4	3.7	2.7	0.2	2.8	
3/1	572	572	-	-	-	0.4	0.3	-	0.7	4.4	4.0	0.3	4.3	
3/2	650	650	-	-	-	0.5	0.3	-	0.8	4.4	4.7	0.3	5.0	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 130.4 Total Delay for Signalled Lanes (pcuHr): 2.48 Cycle Time (s): 90
PRC Over All Lanes (%): 130.4 Total Delay Over All Lanes(pcuHr): 2.48

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



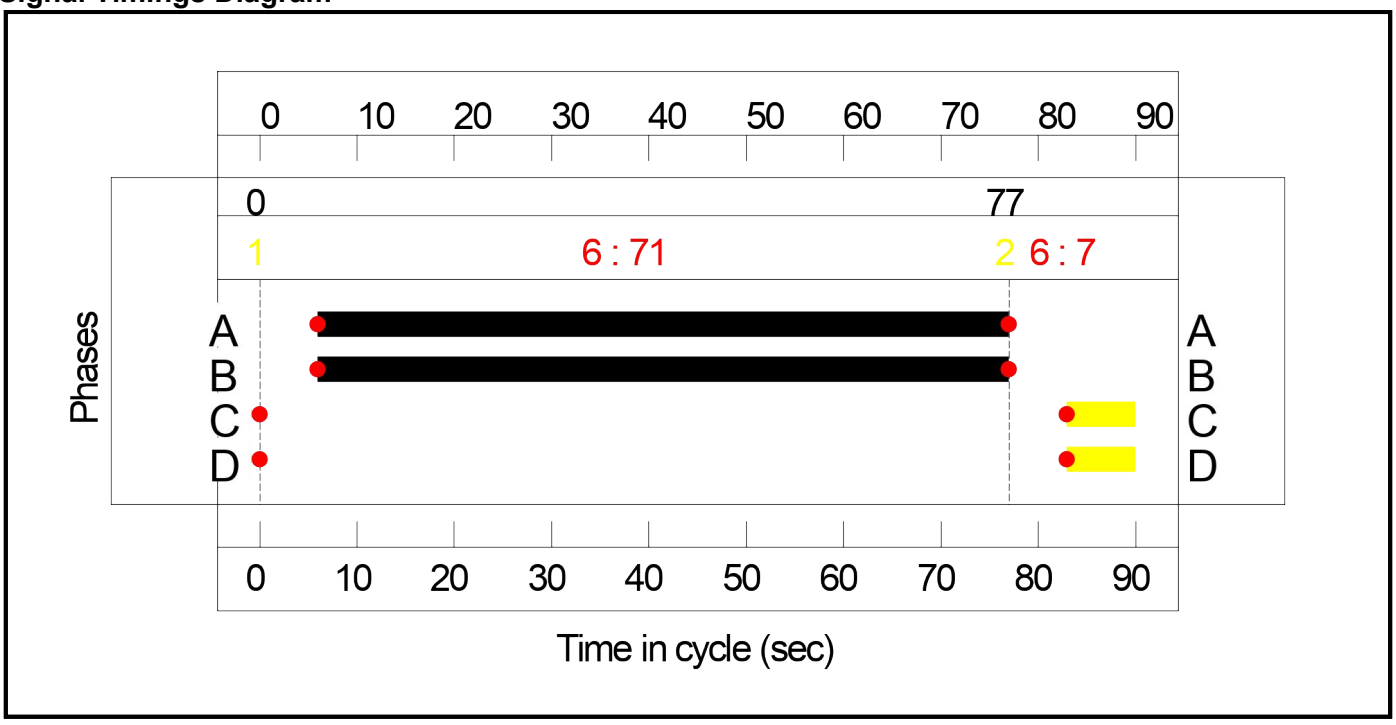
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

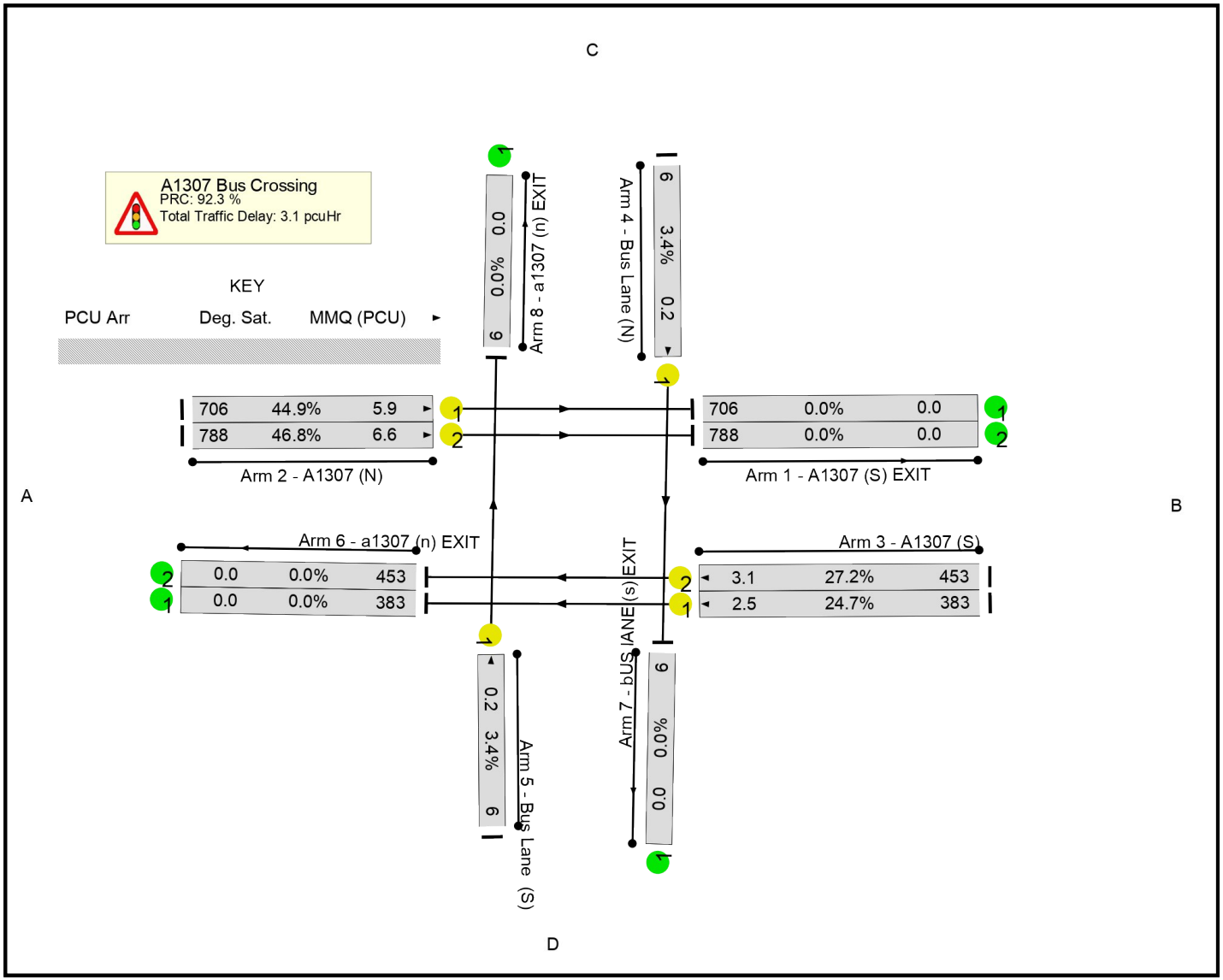
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**46.8%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**46.8%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	788	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	706	1965	1572	44.9%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	788	2105	1684	46.8%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	383	1940	1552	24.7%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	453	2080	1664	27.2%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	383	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

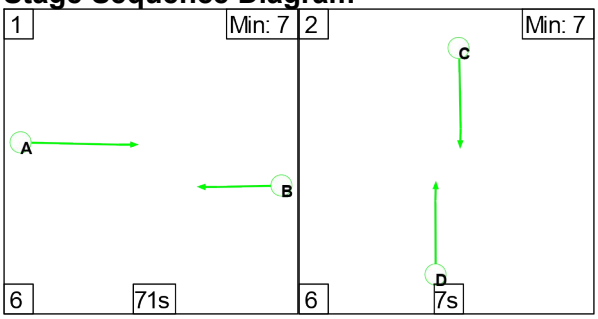
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**1.2**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.8**	**1.2**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	
1/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	706	706	-	-	-	0.6	0.4	-	1.0	4.9	5.5	0.4	5.9	
2/2	788	788	-	-	-	0.6	0.4	-	1.1	4.9	6.1	0.4	6.6	
3/1	383	383	-	-	-	0.2	0.2	-	0.4	3.8	2.3	0.2	2.5	
3/2	453	453	-	-	-	0.3	0.2	-	0.5	3.8	2.9	0.2	3.1	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 92.3 PRC Over All Lanes (%): 92.3 Total Delay for Signalled Lanes (pcuHr): 3.07 Total Delay Over All Lanes(pcuHr): 3.07 Cycle Time (s): 90

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



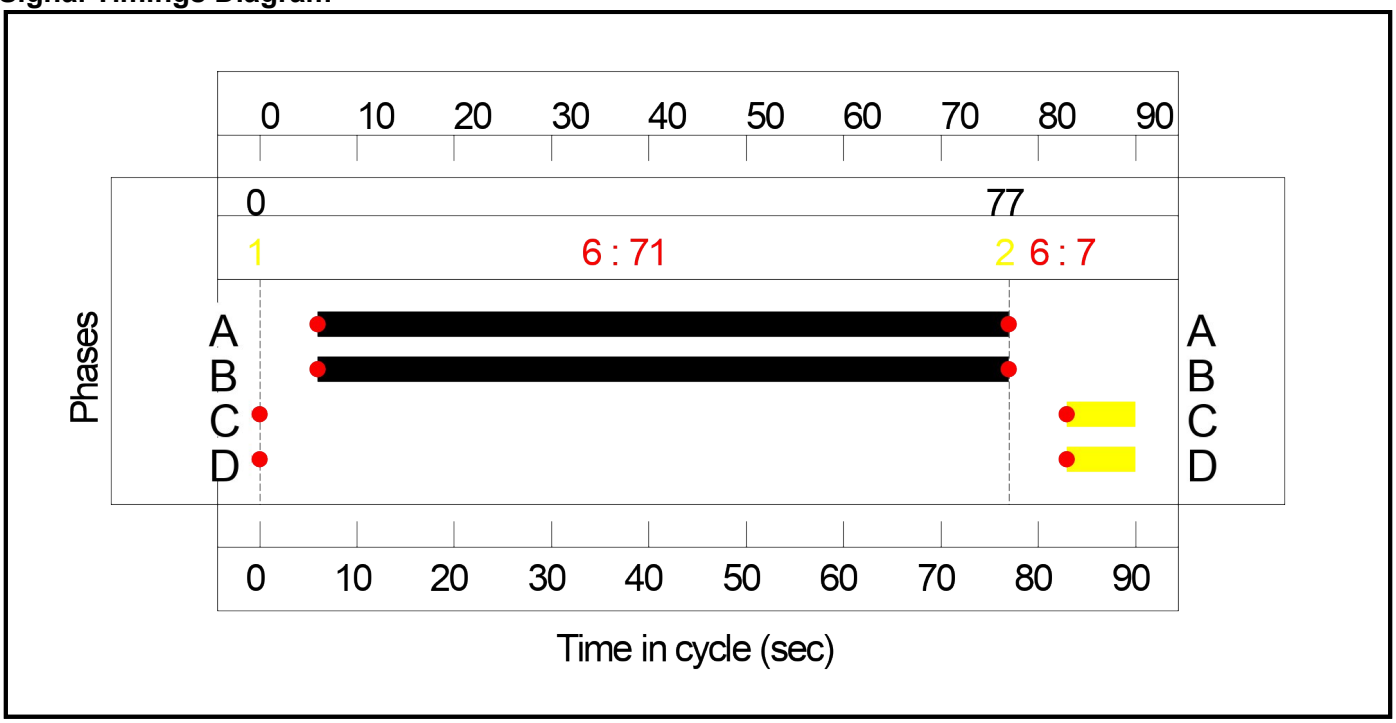
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

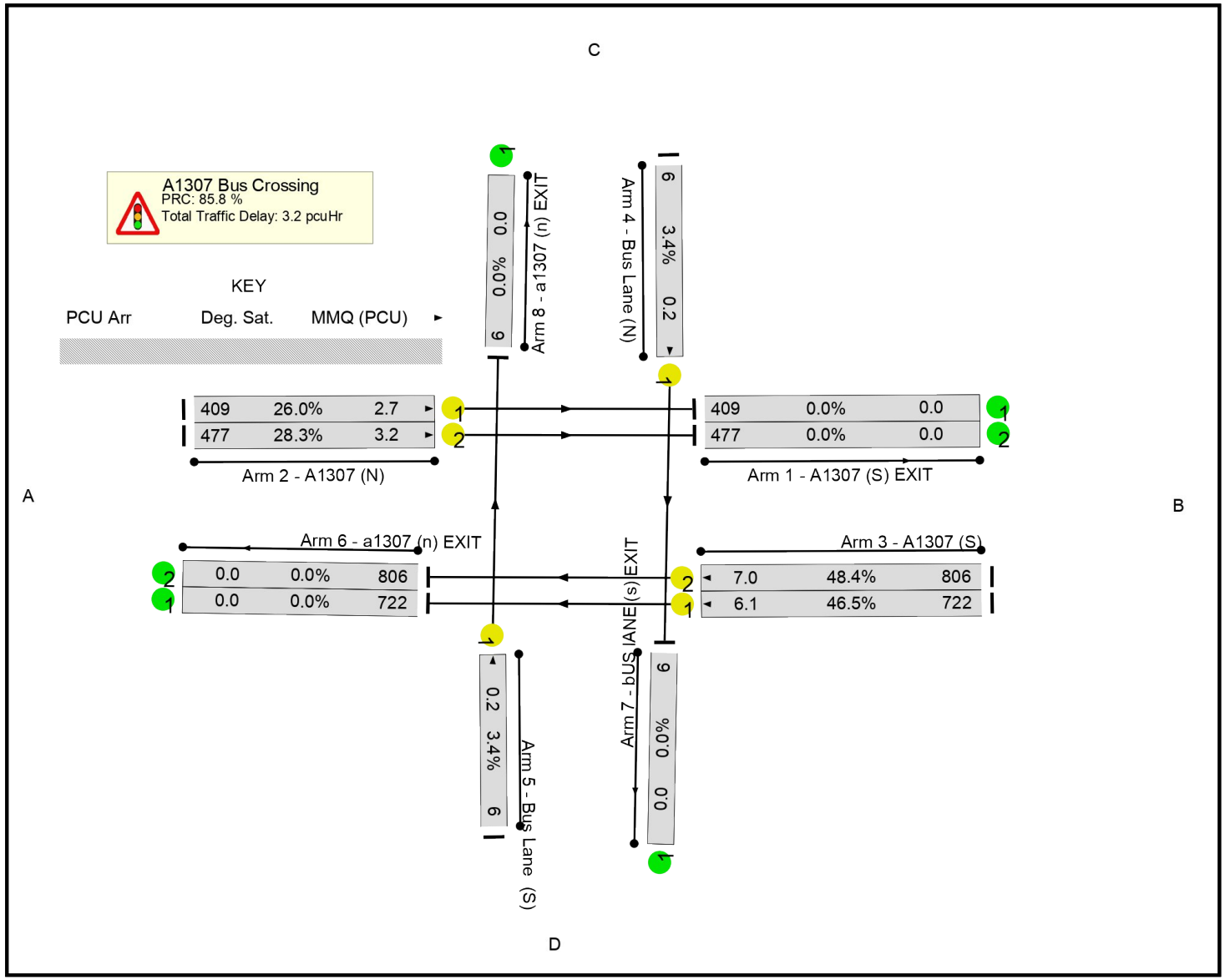
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.4%**
A1307 Bus Crossing	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**48.4%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	409	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	409	1965	1572	26.0%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	477	2105	1684	28.3%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	722	1940	1552	46.5%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	806	2080	1664	48.4%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	722	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

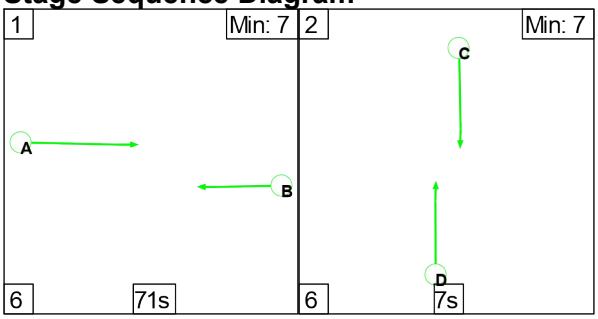
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.9**	**1.3**	**0.0**	**3.2**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.9**	**1.3**	**0.0**	**3.2**	**-**	**-**	**-**	**-**	
1/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	409	409	-	-	-	0.3	0.2	-	0.4	3.8	2.5	0.2	2.7	
2/2	477	477	-	-	-	0.3	0.2	-	0.5	3.8	3.0	0.2	3.2	
3/1	722	722	-	-	-	0.6	0.4	-	1.0	5.0	5.6	0.4	6.1	
3/2	806	806	-	-	-	0.7	0.5	-	1.1	5.0	6.5	0.5	7.0	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 85.8 Total Delay for Signalled Lanes (pcuHr): 3.24 Cycle Time (s): 90
PRC Over All Lanes (%): 85.8 Total Delay Over All Lanes(pcuHr): 3.24

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



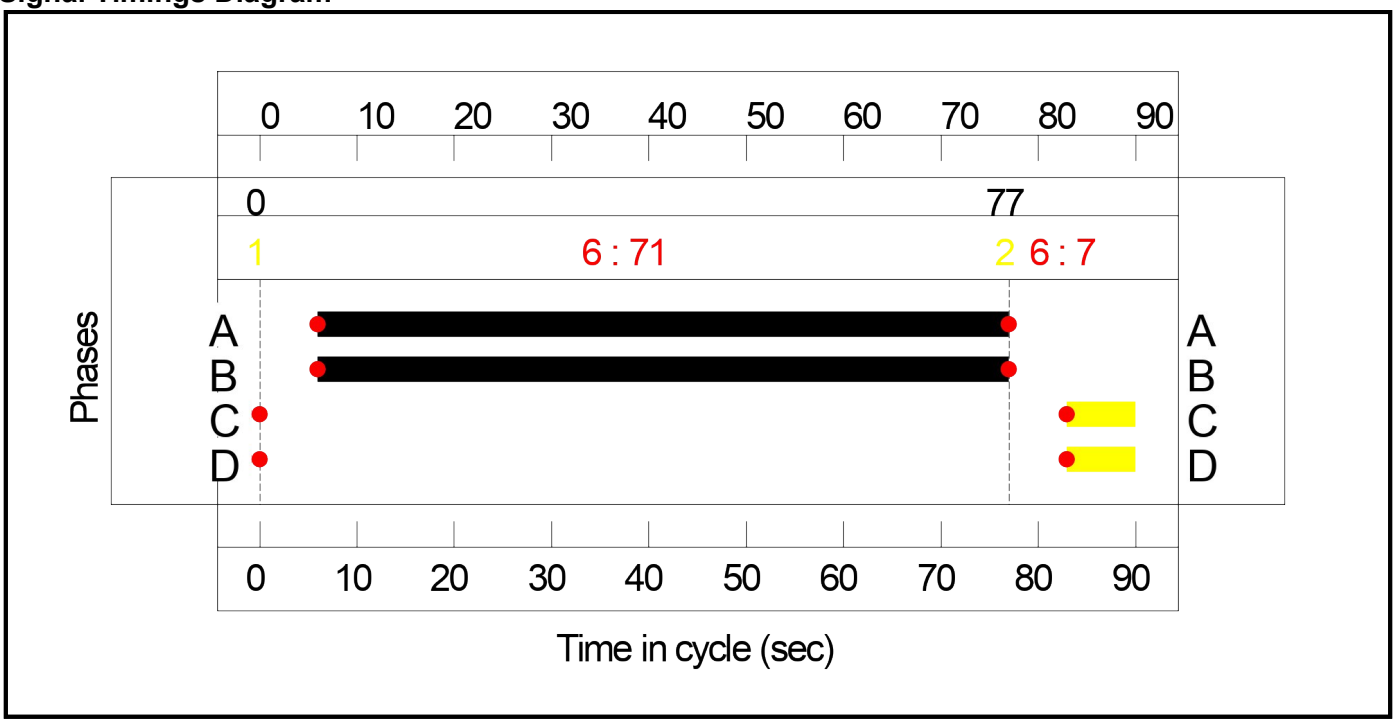
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

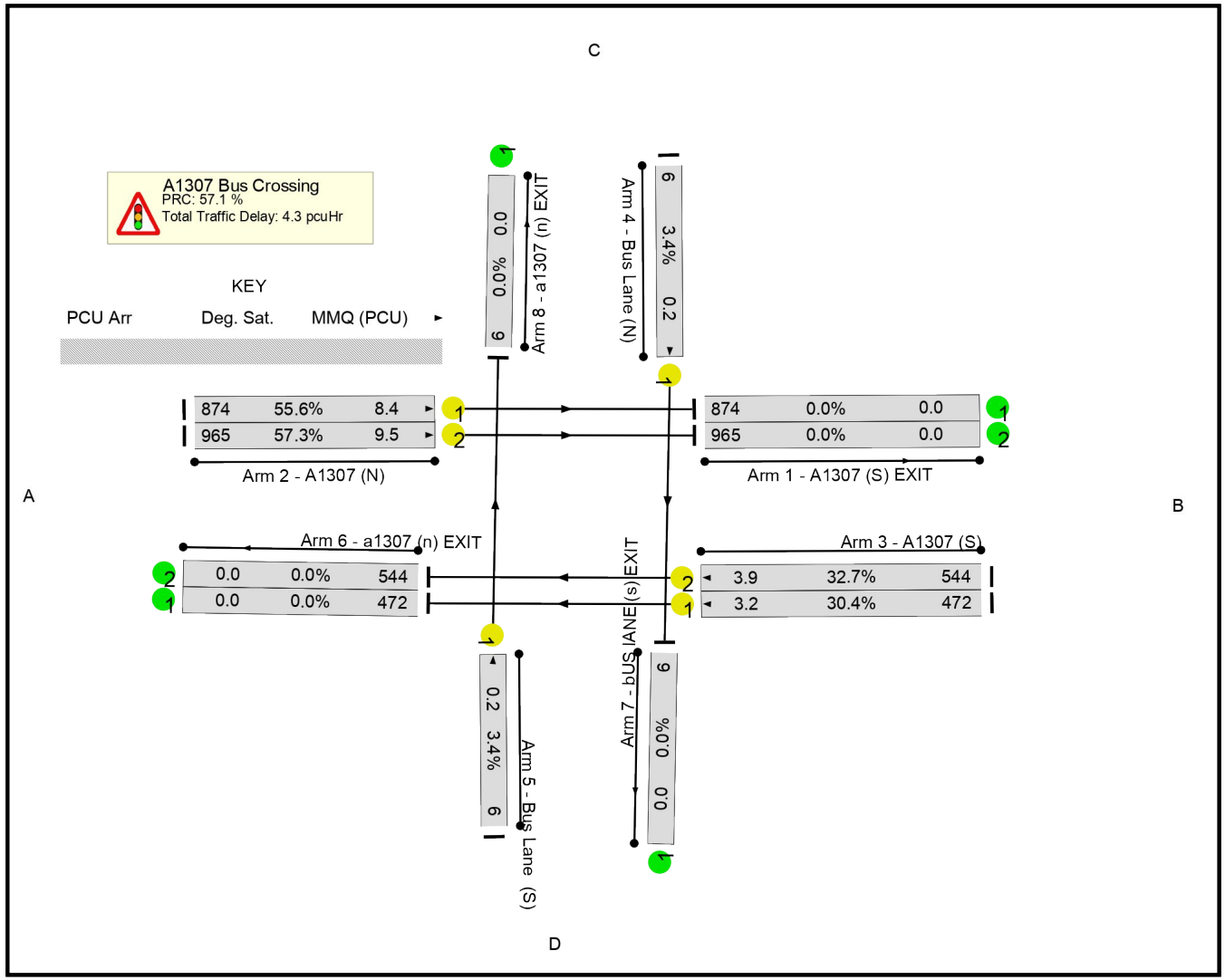
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat

														(%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	874	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	965	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	874	1965	1572	55.6%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	965	2105	1684	57.3%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	472	1940	1552	30.4%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	544	2080	1664	32.7%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	544	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.5**	**1.8**	**0.0**	**4.3**	**-**	**-**	**-**	**-**	

A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.5**	**1.8**	**0.0**	**4.3**	**-**	**-**	**-**	**-**	
1/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	874	874	-	-	-	0.8	0.6	-	1.4	5.8	7.8	0.6	8.4	
2/2	965	965	-	-	-	0.9	0.7	-	1.6	5.8	8.8	0.7	9.5	
3/1	472	472	-	-	-	0.3	0.2	-	0.5	4.0	3.0	0.2	3.2	
3/2	544	544	-	-	-	0.4	0.2	-	0.6	4.0	3.6	0.2	3.9	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

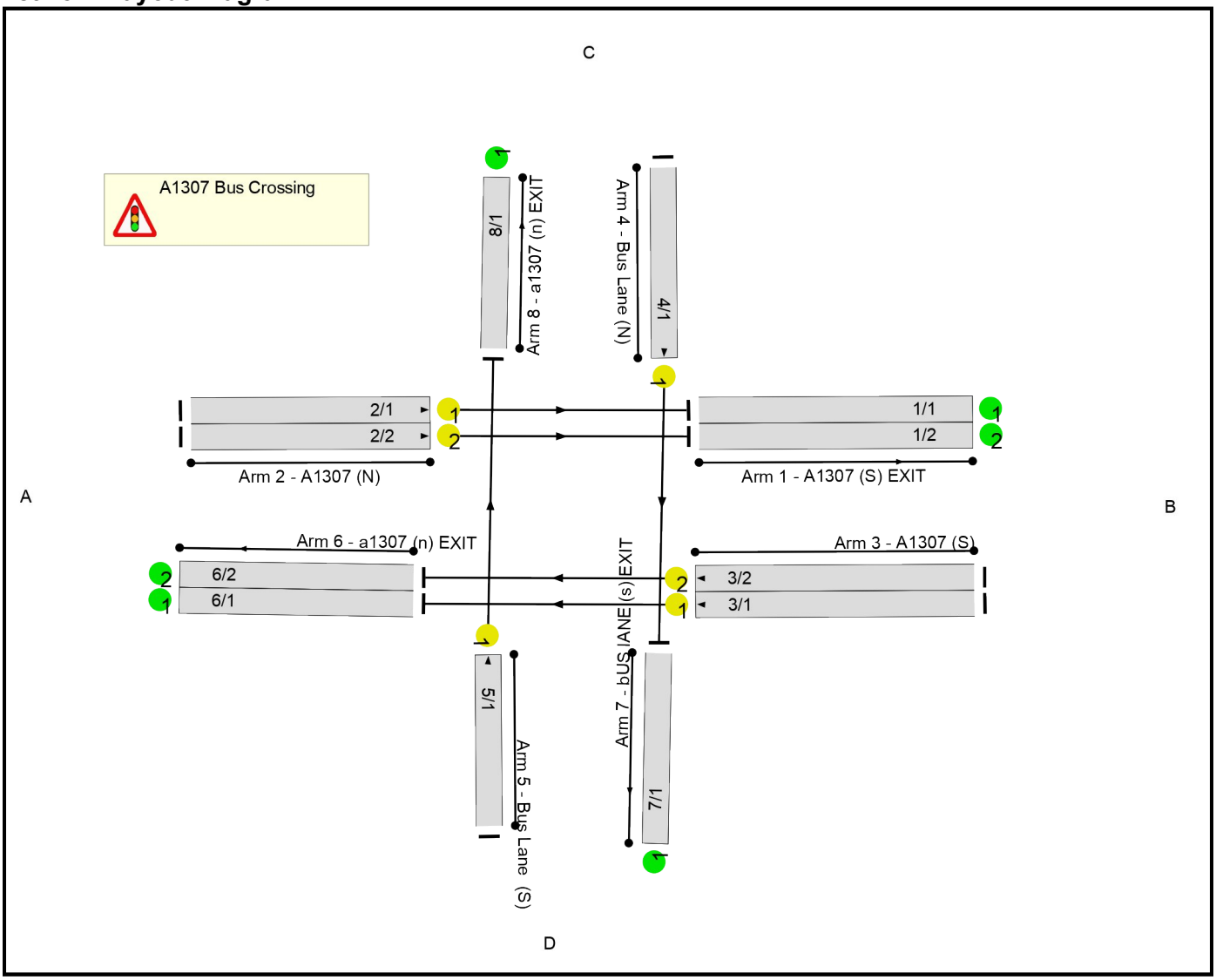
C1	PRC for Signalled Lanes (%):	57.1	Total Delay for Signalled Lanes (pcuHr):	4.28	Cycle Time (s): 90
	PRC Over All Lanes (%):	57.1	Total Delay Over All Lanes(pcuHr):	4.28	

Detailed Input Data And Results

User and Project Details

Project:	**Grange Farm, Cambridge**
Title:	**A1307 Bus Crossing – Robust 90 second cycle and lane usage (bus called every 90 seconds plus 70% using inside lane)**
Client:	James Binney Will Trust
Date Started:	21/05/2026
File name:	A1307 Bus Crossing_90 sec cycle Robust Lane Usage.lsg3x
Company:	KMC
Address:	Cambridge
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

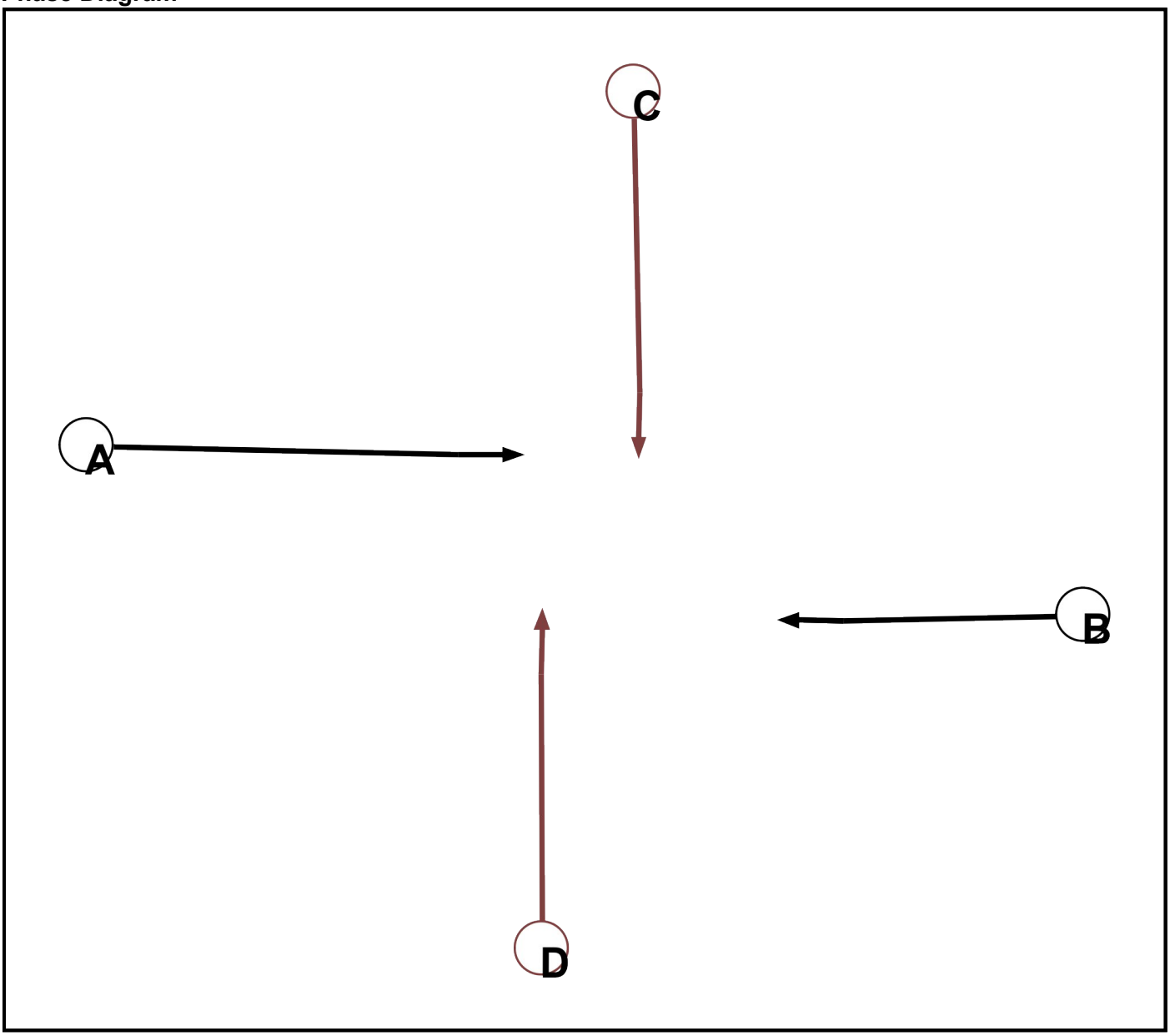
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)

1	CaPCAM Trip Distribution (2550) AM	CaPCAM Trip Distribution (2550) AM	Network Control Plan 1	08:00 - 09:00	90	64.3	2.78
2	CaPCAM Trip Distribution (2550) PM	CaPCAM Trip Distribution (2550) PM	Network Control Plan 1	17:00 - 18:00	90	28.6	3.93
3	CaPCAM Trip Distribution (5000) AM	CaPCAM Trip Distribution (5000) AM	Network Control Plan 1	08:00 - 09:00	90	27.0	4.14
4	CaPCAM Trip Distribution (5000) PM	CaPCAM Trip Distribution (5000) PM	Network Control Plan 1	17:00 - 18:00	90	8.8	6.29

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	4	2	A1307 Bus Crossing	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7

B	Traffic		7	7
C	Bus		7	7
D	Bus		7	7

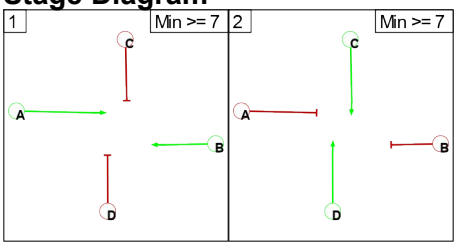
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	6	

Lane Input Data

Junction: A1307 Bus Crossing												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1307 (S) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

1/2 (A1307 (S) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Ahead	Inf
2/2 (A1307 (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 1 Ahead	Inf
3/1 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
3/2 (A1307 (S))	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
4/1 (Bus Lane (N))	U	C	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Ahead	Inf
5/1 (Bus Lane (S))	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 8 Ahead	Inf
6/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (bUS IANE (s) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (a1307 (n) EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A1307 Bus Crossing
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A1307 Bus Crossing				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
2/1	1/1	Internal	5	35
2/2	1/2	Internal	5	35
3/1	6/1	Internal	5	35
3/2	6/2	Internal	5	35
4/1	7/1	Internal	5	35
5/1	8/1	Internal	5	35

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A1307 Bus Crossing								
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 (A1307 (S) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A1307 (S) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
2/1 (A1307 (N))	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
2/2 (A1307 (N))	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
3/1 (A1307 (S))	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (A1307 (S))	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
4/1 (Bus Lane (N))	3.75	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1990	1990
5/1 (Bus Lane (S))	3.75	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1990	1990
6/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (a1307 (n) EXIT Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (bUS lANE (s) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (a1307 (n) EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'CaPCAM Trip Distribution (2550) AM'	08:00	09:00	01:00	
2: 'CaPCAM Trip Distribution (2550) PM'	17:00	18:00	01:00	
3: 'CaPCAM Trip Distribution (5000) AM'	08:00	09:00	01:00	
4: 'CaPCAM Trip Distribution (5000) PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: 'CaPCAM Trip Distribution (2550) AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

FG2: 'CaPCAM Trip Distribution (2550) PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

FG3: 'CaPCAM Trip Distribution (5000) AM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

FG4: 'CaPCAM Trip Distribution (5000) PM'

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1839	0	0	1839

	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	803	0	0	803
	B	1222	0	0	0	1222
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1222	803	6	6	2037

Traffic Flows, Difference

Difference :

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

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1494	0	0	1494
	B	836	0	0	0	836
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	836	1494	6	6	2342

Traffic Flows, Difference

Difference :

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

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	886	0	0	886
	B	1528	0	0	0	1528
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1528	886	6	6	2426

Traffic Flows, Difference

Difference :

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

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1839	0	0	1839
	B	1016	0	0	0	1016
	C	0	0	0	6	6
	D	0	0	6	0	6
	Tot.	1016	1839	6	6	2867

Traffic Flows, Difference

Difference :

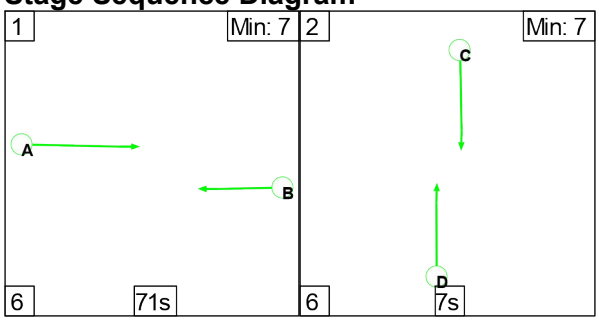
		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: CaPCAM Trip Distribution (2550) AM	Scenario 2: CaPCAM Trip Distribution (2550) PM	Scenario 3: CaPCAM Trip Distribution (5000) AM	Scenario 4: CaPCAM Trip Distribution (5000) PM
Junction: A1307 Bus Crossing				
1/1	562	1100	650	1300
1/2	241	394	236	539
2/1	562	1100	650	1300
2/2	241	394	236	539
3/1	850	600	1100	700
3/2	372	236	428	316
4/1	6	6	6	6
5/1	6	6	6	6
6/1	850	600	1100	700
6/2	372	236	428	316
7/1	6	6	6	6
8/1	6	6	6	6

Scenario 1: 'CaPCAM Trip Distribution (2550) AM' (FG1: 'CaPCAM Trip Distribution (2550) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



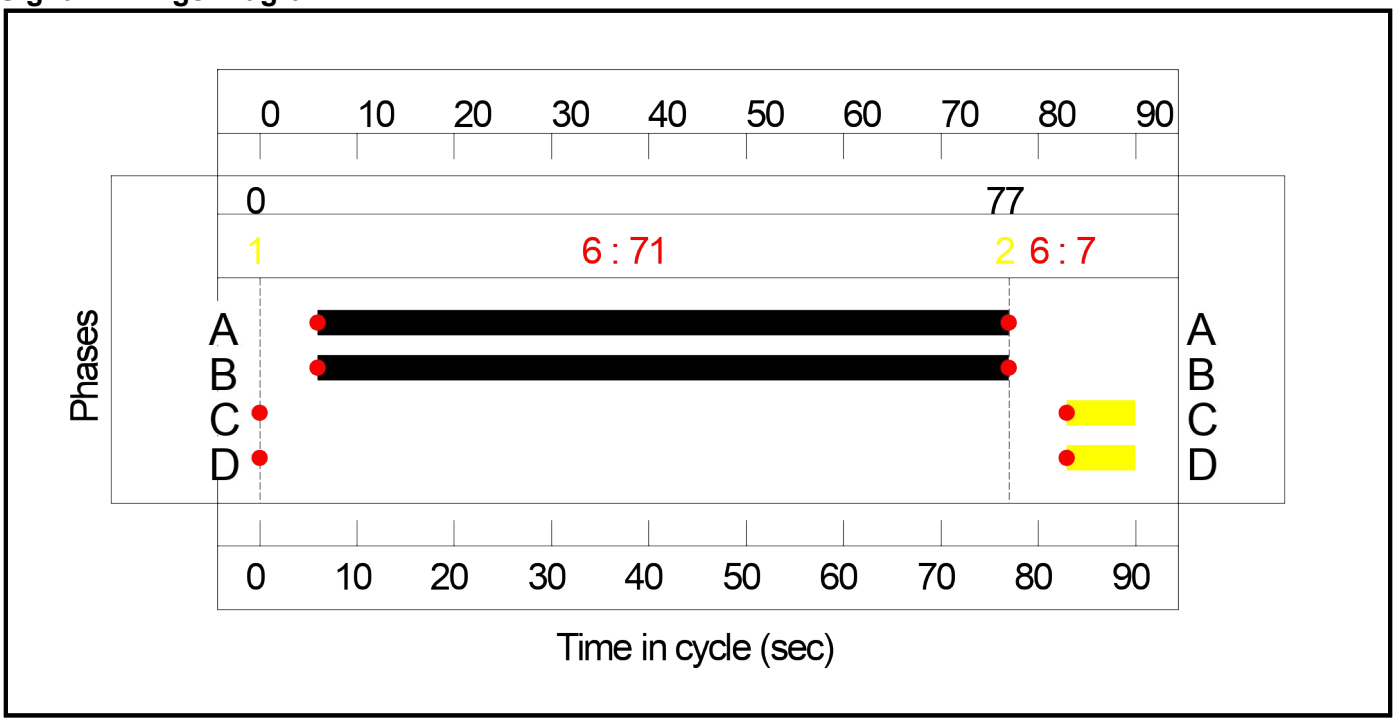
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

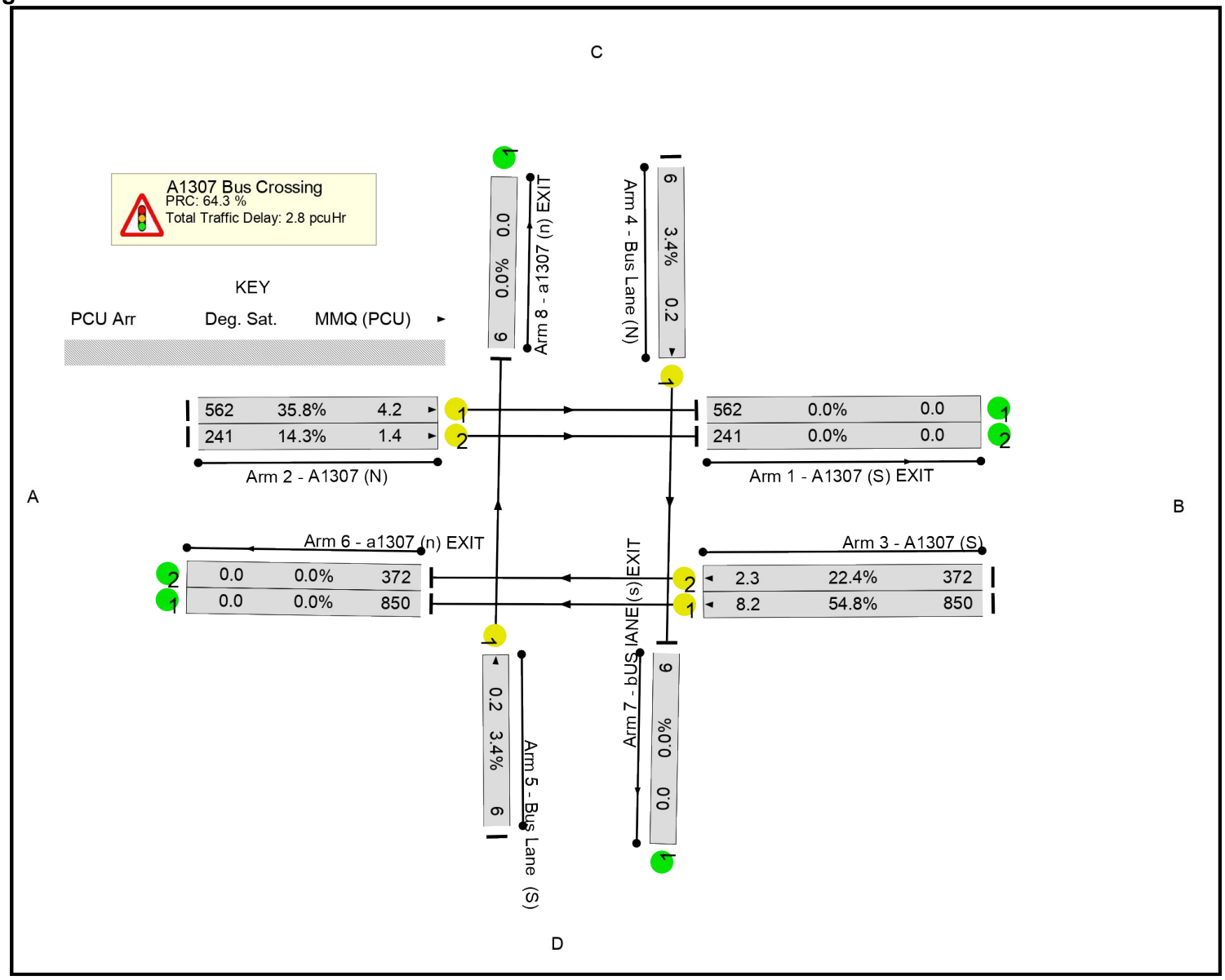
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.8%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**54.8%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	241	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	562	1965	1572	35.8%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	241	2105	1684	14.3%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	850	1940	1552	54.8%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	372	2080	1664	22.4%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	850	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
7/1	bUS IANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

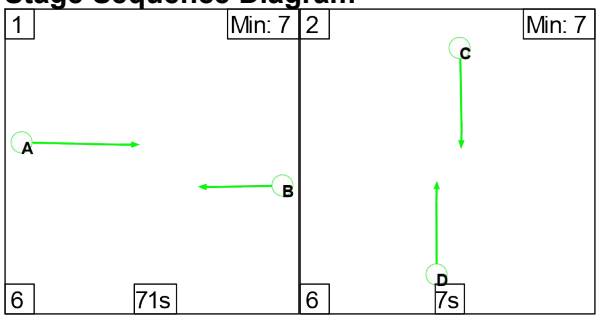
Detailed Input Data And Results

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.6**	**1.1**	**0.0**	**2.8**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**1.6**	**1.1**	**0.0**	**2.8**	**-**	**-**	**-**	**-**	
1/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	562	562	-	-	-	0.4	0.3	-	0.7	4.3	3.9	0.3	4.2	
2/2	241	241	-	-	-	0.1	0.1	-	0.2	3.3	1.3	0.1	1.4	
3/1	850	850	-	-	-	0.8	0.6	-	1.4	5.8	7.6	0.6	8.2	
3/2	372	372	-	-	-	0.2	0.1	-	0.4	3.6	2.2	0.1	2.3	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 64.3 Total Delay for Signalled Lanes (pcuHr): 2.78 Cycle Time (s): 90
PRC Over All Lanes (%): 64.3 Total Delay Over All Lanes(pcuHr): 2.78

Scenario 2: 'CaPCAM Trip Distribution (2550) PM' (FG2: 'CaPCAM Trip Distribution (2550) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



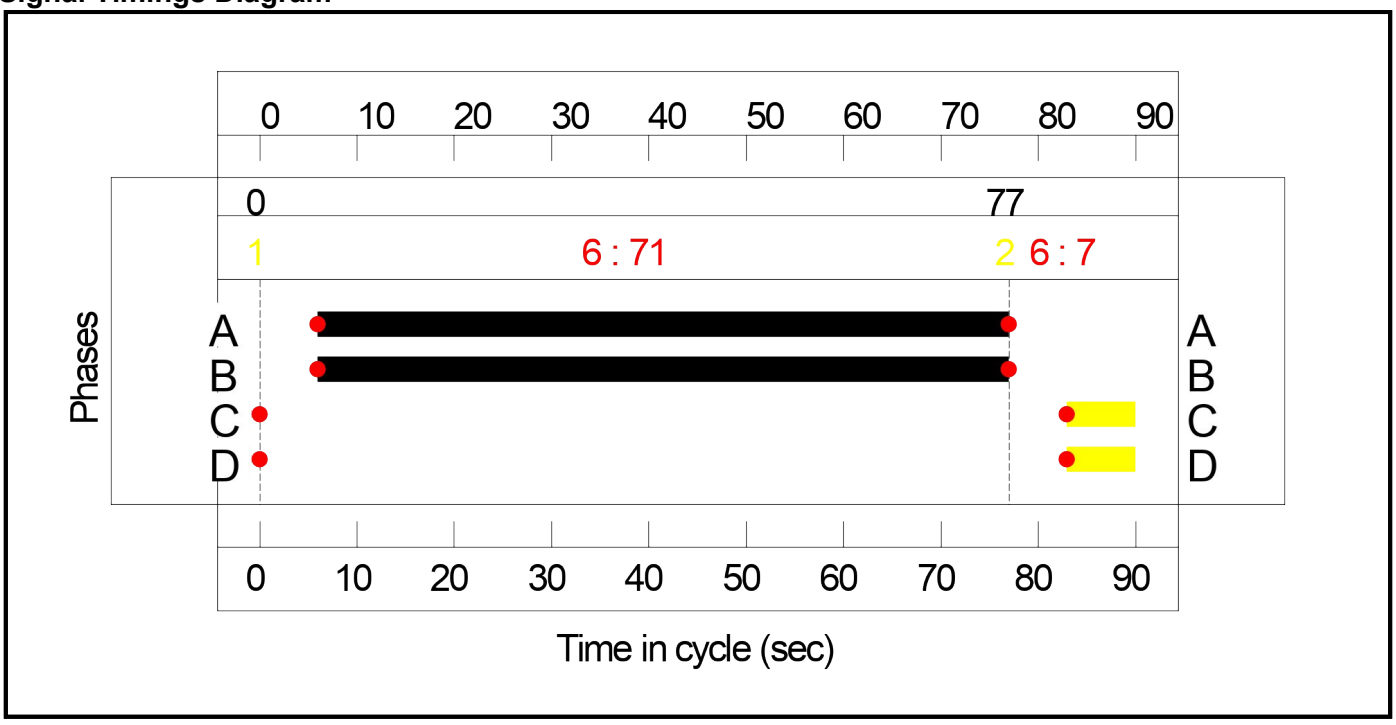
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

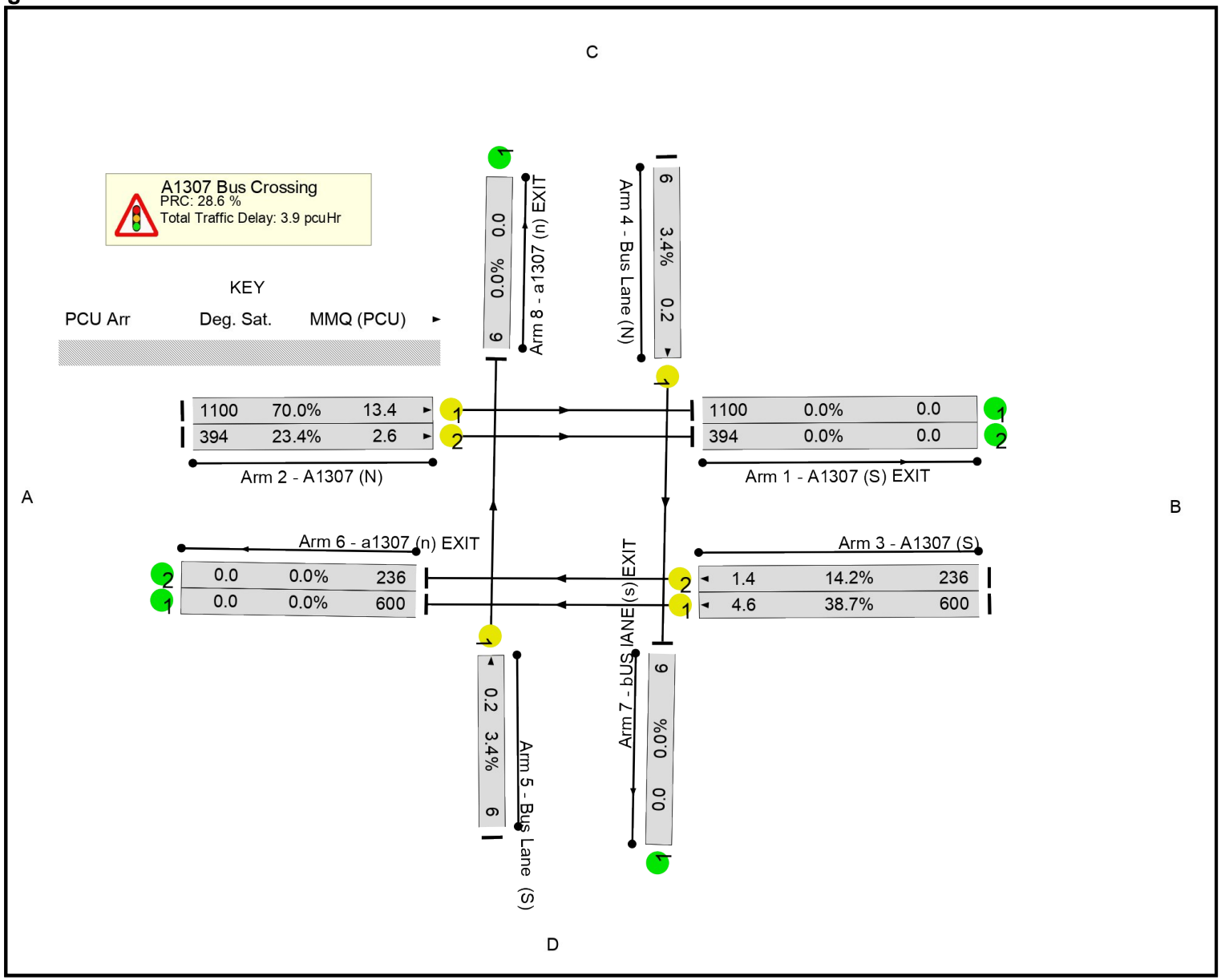
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.0%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	394	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	1100	1965	1572	70.0%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	394	2105	1684	23.4%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	600	1940	1552	38.7%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	236	2080	1664	14.2%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	236	Inf	Inf	0.0%
7/1	bUS IANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

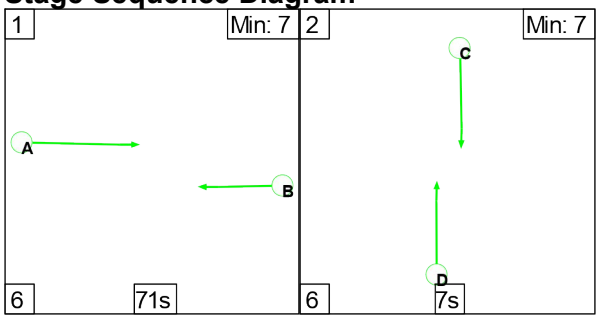
Detailed Input Data And Results

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.7**	**0.0**	**3.9**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.2**	**1.7**	**0.0**	**3.9**	**-**	**-**	**-**	**-**	
1/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	1100	1100	-	-	-	1.2	1.2	-	2.4	7.9	12.2	1.2	13.4	
2/2	394	394	-	-	-	0.2	0.2	-	0.4	3.6	2.4	0.2	2.6	
3/1	600	600	-	-	-	0.4	0.3	-	0.7	4.5	4.3	0.3	4.6	
3/2	236	236	-	-	-	0.1	0.1	-	0.2	3.3	1.3	0.1	1.4	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 28.6 Total Delay for Signalled Lanes (pcuHr): 3.93 Cycle Time (s): 90
PRC Over All Lanes (%): 28.6 Total Delay Over All Lanes(pcuHr): 3.93

Scenario 3: 'CaPCAM Trip Distribution (5000) AM' (FG3: 'CaPCAM Trip Distribution (5000) AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



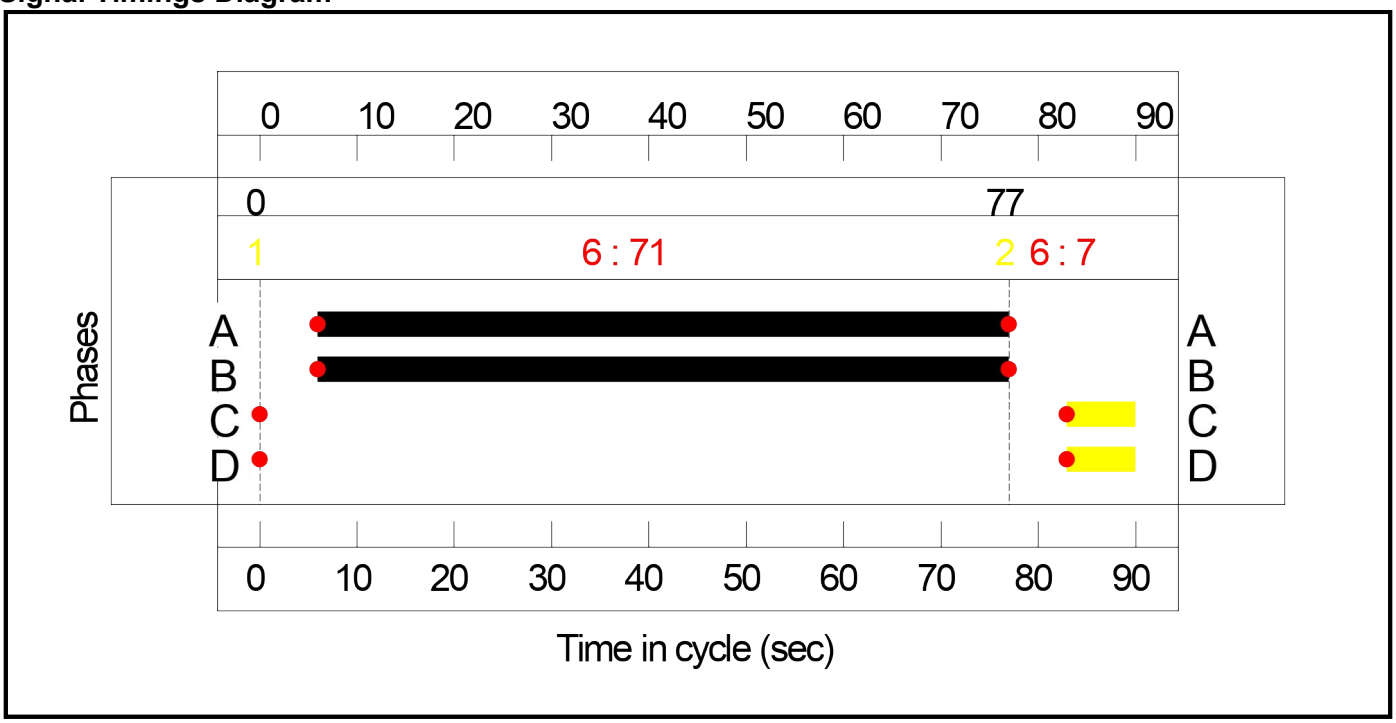
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

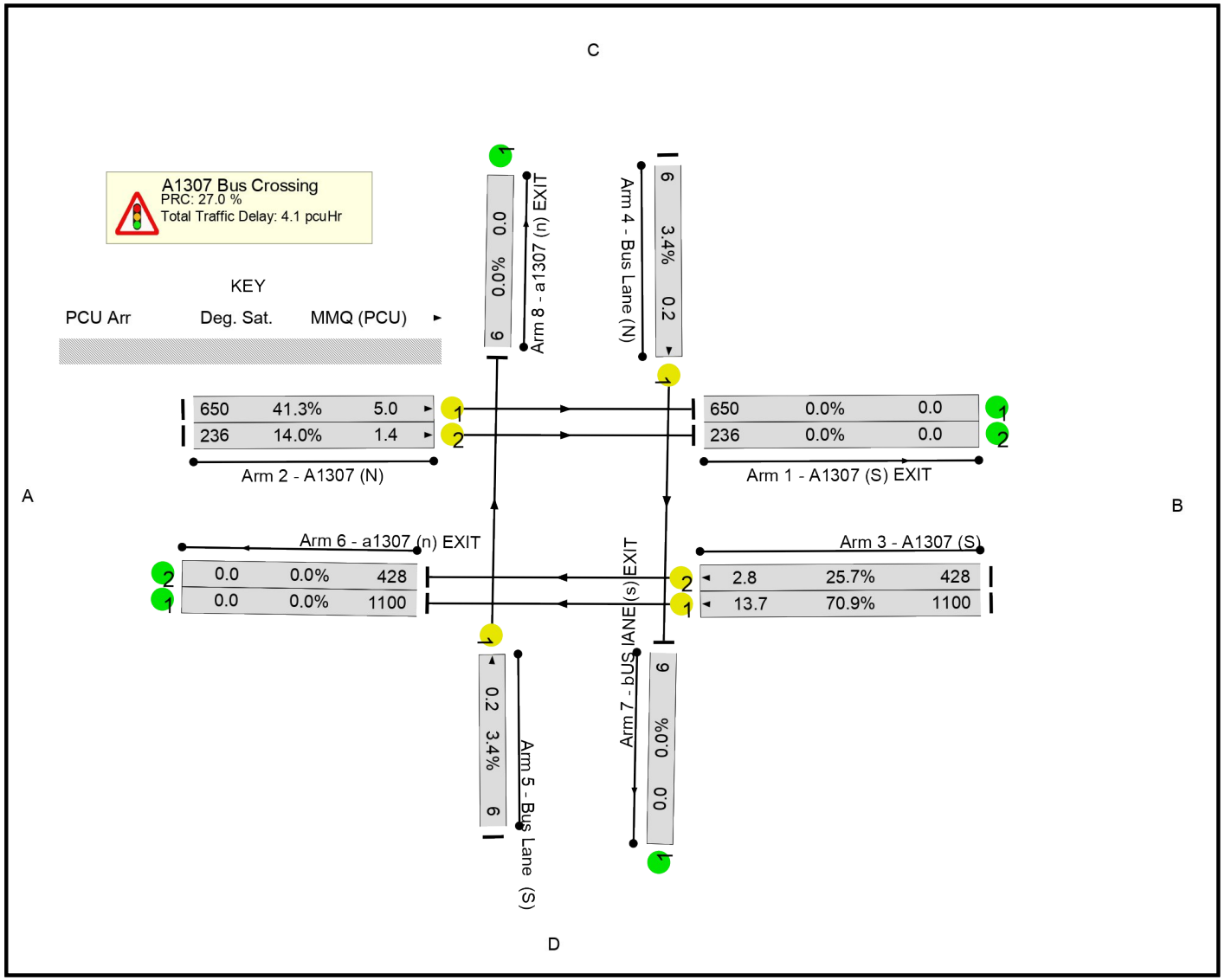
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	236	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	650	1965	1572	41.3%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	236	2105	1684	14.0%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	1100	1940	1552	70.9%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	428	2080	1664	25.7%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	428	Inf	Inf	0.0%
7/1	bUS IANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%

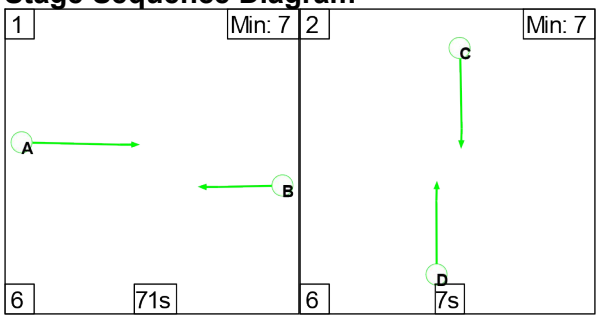
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.3**	**1.9**	**0.0**	**4.1**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**2.3**	**1.9**	**0.0**	**4.1**	**-**	**-**	**-**	**-**	
1/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	650	650	-	-	-	0.5	0.4	-	0.8	4.6	4.7	0.4	5.0	
2/2	236	236	-	-	-	0.1	0.1	-	0.2	3.3	1.3	0.1	1.4	
3/1	1100	1100	-	-	-	1.3	1.2	-	2.5	8.1	12.5	1.2	13.7	
3/2	428	428	-	-	-	0.3	0.2	-	0.4	3.7	2.6	0.2	2.8	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 27.0 Total Delay for Signalled Lanes (pcuHr): 4.14 Cycle Time (s): 90
PRC Over All Lanes (%): 27.0 Total Delay Over All Lanes(pcuHr): 4.14

Scenario 4: 'CaPCAM Trip Distribution (5000) PM' (FG4: 'CaPCAM Trip Distribution (5000) PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



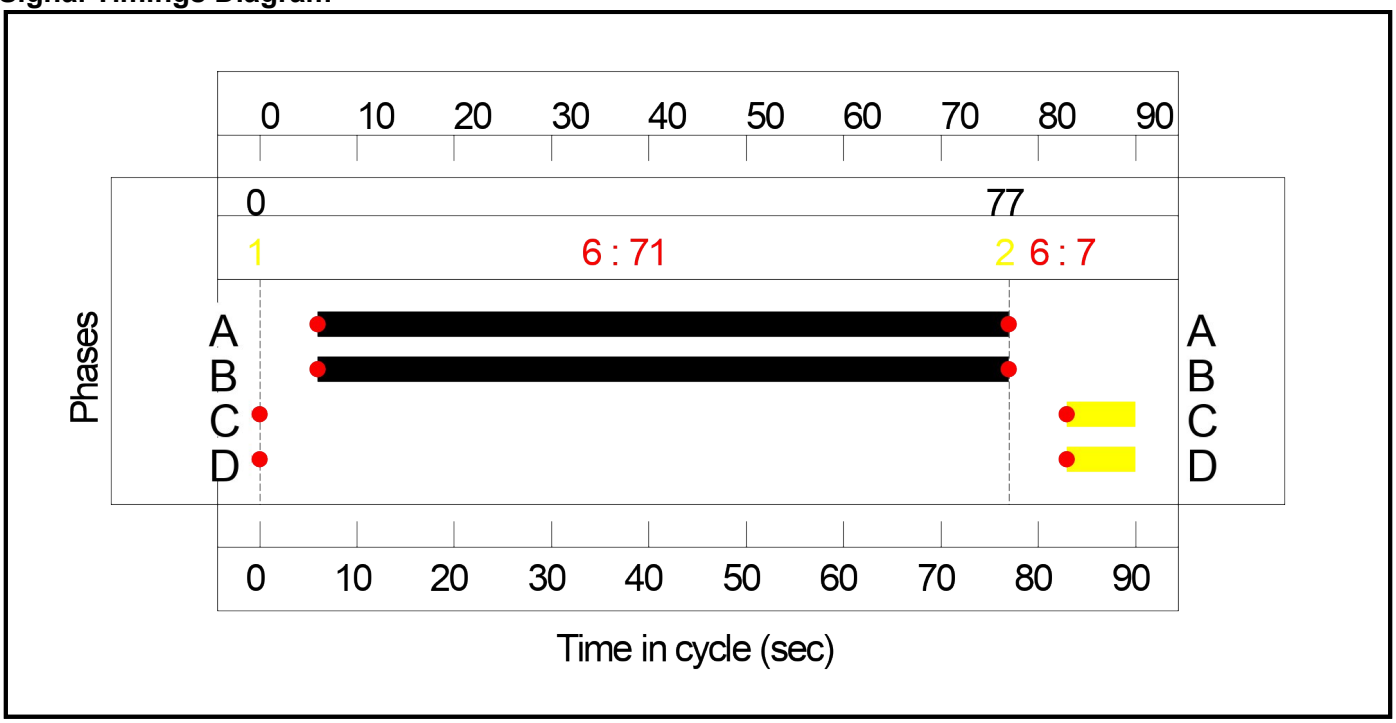
Stage Timings

Stage	1	2
Duration	71	7
Change Point	0	77

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A1307 (N) Ahead	Traffic	71	6	77
B	A1307 (S) Ahead A1307 (S)	Traffic	71	6	77
C	Bus Lane (N) Ahead Buses Bus Lane (N)	Bus	7	83	0
D	Bus Lane (S) Ahead Buses Bus Lane (S)	Bus	7	83	0

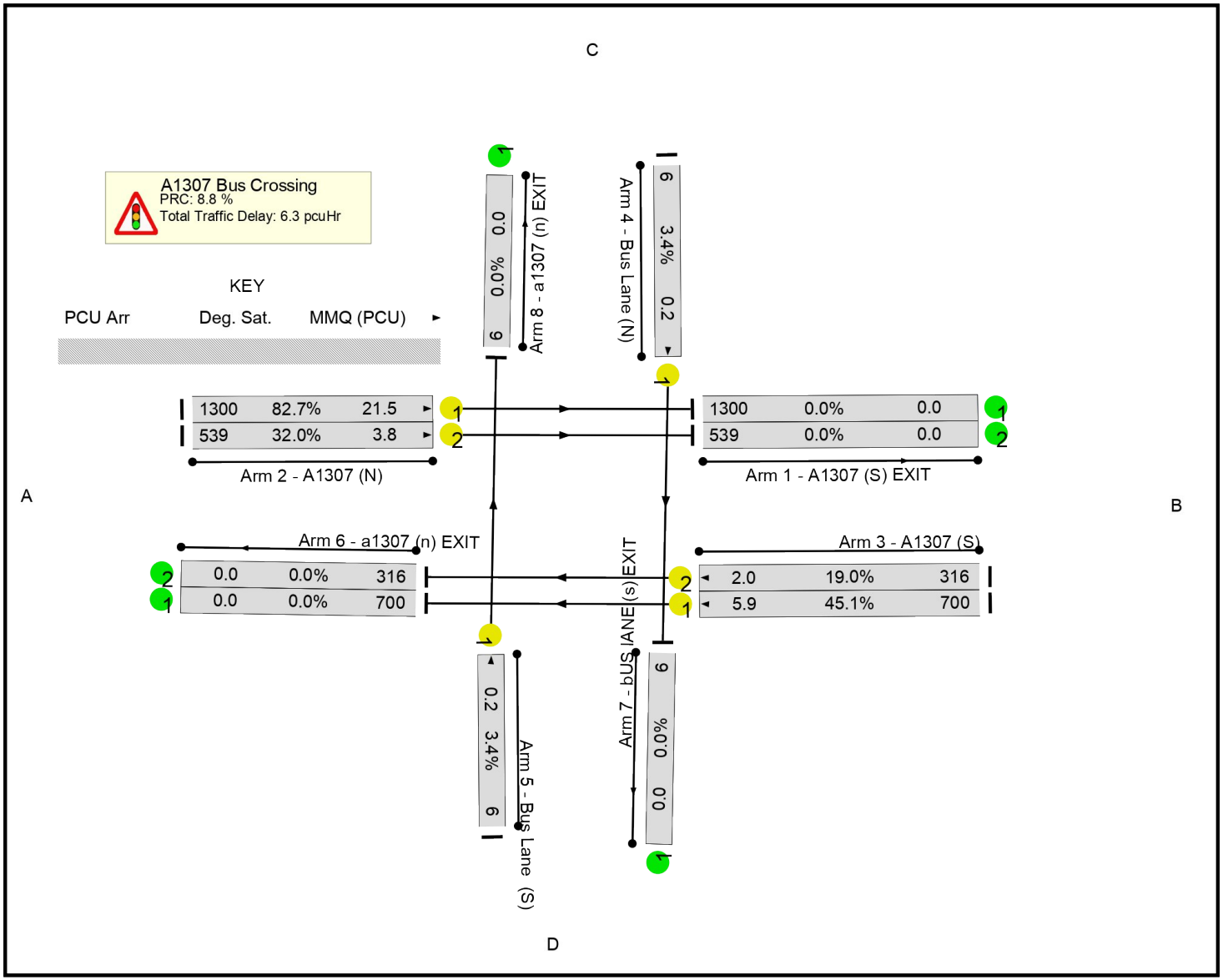
Signal Timings Diagram



Lane Green Times

Junction: A1307 Bus Crossing					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	A1307 (N) Ahead	U	A	6	77
2/2	A1307 (N) Ahead	U	A	6	77
3/1	A1307 (S) Ahead	U	B	6	77
3/2	A1307 (S) Ahead	U	B	6	77
4/1	Bus Lane (N) Ahead	U	C	83	0
5/1	Bus Lane (S) Ahead	U	D	83	0

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
A1307 Bus Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/1	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	1300	Inf	Inf	0.0%
1/2	A1307 (S) EXIT	U	N/A	N/A	-		-	-	-	-	539	Inf	Inf	0.0%
2/1	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	1300	1965	1572	82.7%
2/2	A1307 (N) Ahead	U	N/A	N/A	A		1	71	-	-	539	2105	1684	32.0%
3/1	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	700	1940	1552	45.1%
3/2	A1307 (S) Ahead	U	N/A	N/A	B		1	71	-	-	316	2080	1664	19.0%
4/1	Bus Lane (N) Ahead	U	N/A	N/A	C		1	7	-	-	6	1990	177	3.4%
5/1	Bus Lane (S) Ahead	U	N/A	N/A	D		1	7	-	-	6	1990	177	3.4%
6/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	700	Inf	Inf	0.0%
6/2	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
7/1	bUS lANE (s) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	0.0%
8/1	a1307 (n) EXIT	U	N/A	N/A	-		-	-	-	-	6	Inf	Inf	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	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	

Detailed Input Data And Results

								(pcuHr)						
Network: A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**3.1**	**3.1**	**0.0**	**6.3**	**-**	**-**	**-**	**-**	
A1307 Bus Crossing	**-**	**-**	**0**	**0**	**0**	**3.1**	**3.1**	**0.0**	**6.3**	**-**	**-**	**-**	**-**	
1/1	1300	1300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
1/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/1	1300	1300	-	-	-	1.9	2.3	-	4.3	11.8	19.1	2.3	21.5	
2/2	539	539	-	-	-	0.4	0.2	-	0.6	4.0	3.6	0.2	3.8	
3/1	700	700	-	-	-	0.5	0.4	-	1.0	4.9	5.4	0.4	5.9	
3/2	316	316	-	-	-	0.2	0.1	-	0.3	3.5	1.8	0.1	2.0	
4/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
5/1	6	6	-	-	-	0.1	0.0	-	0.1	48.3	0.1	0.0	0.2	
6/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 6.29 Cycle Time (s): 90
PRC Over All Lanes (%): 8.8 Total Delay Over All Lanes(pcuHr): 6.29

Technical Note

Project Name	Grange Farm
Subject	Topic Paper 3 – Trip Budget, Mode Share Targets and Impact
Reference	25103
Date	20th May 2026

1.1 Purpose

1.1.1 The main issues covered by this Topic Paper are:

- The role of a trip budget;
- The stages of defining a trip budget;
- Methodology for defining a trip budget for Grange Farm;
- The mode share forecasts which will be necessary to achieve the trip budget at Grange Farm;
- The impact of the trip budget on the surrounding highway network, assessed via indicative modelling;
- The implications for development quantum, mix and sustainable trip patterns at Grange Farm; and,
- Next steps.

1.1.2 This topic paper should be read alongside **Topic Paper 1** outlining how the Grange Farm emerging masterplan will support external connectivity and **Topic Paper 2**, which sets out the external delivery opportunities and phasing for sustainable transport connections.

1.1.3 The modelling exercises undertaken in this note are proportionate to plan making at Regulation 19 stage. This work has been undertaken in advance of a detailed masterplan and quantum of development and mix of uses. It has been undertaken to provide confidence that the level of trip making can be mitigated and is broadly commensurate with forecasting by the local authority in their CaPCAM model.

1.2 Role of a Trip Budget

1.2.1 The CCC definition of a trip budget is as follows:

1.2.2 *"A trip budget is a transport policy approach that sets a limit on the level of external vehicular trips that can be generated by a particular development site as part of a comprehensive mitigation package, rather than limiting the amount of development that is achievable due to the number of car trips that are acceptable"*. The role of the trip budget in plan making is therefore to create

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confidence that strategic sites can be allocated with effects which are consistent with the Plan's strategy and with planned infrastructure investment which can avoid a severe transport impact.

1.2.3 At the plan making stage, the trip budget approach fulfils the national policy as it:

- Provides proportionate evidence that a quantum of development can be delivered with a credible car driver mode share;
- Demonstrates deliverability through obtaining commitment to the principle from the site promotor / developer;
- Retains some flexibility in its application in the short term so it can respond to unforeseen changes and major sustainable infrastructure delivery as the plan period progresses;
- Enables an early definition of how the approach will inform future detailed planning phases where the specific trip budget can be better and more fully defined; and,
- Provides the basis of a framework for monitoring and local authority control (Monitor and Manage framework) with its application covering planning to delivery.

1.3 The Stages of Defining a Trip Budget

1.3.1 The trip budget approach ought to consist of a number of distinct stages, allowing proportionate evidence at each stage of the plan making progress, planning application, delivery and occupation.

1.3.2 The stages are schematically shown overleaf and explained further in the subsequent text.

Regulation 18 Local Plan - 'The Range Finding Stage'

1.3.3 At the Reg 18 stage of plan making, early principles around the trip budget are established and these have already been undertaken for Grange Farm. There are two parts to this:

- The first part is to define a broad level of traffic impact and network performance that is considered acceptable. At this stage, these conclusions need to be based on proportionate evidence (and tools) commensurate with this early stage of the plan making process. This level of assessment has been undertaken by CCC and is further evidenced in this Topic Paper.
- The second part, is then to consider what this vehicular trip limit means for the development quantum, mix and mitigation packages at the site, and what vehicular mode shares would then need to occur at the site to not breach the trip budget and the network performance. The resulting car driver mode shares associated with the eventual development quantum and mix should be credible and defendable. Both parts are necessary to demonstrate there is a reasonable prospect that this scale of development could come forward for further, more detailed assessment as part of the Local Plan process and that the principle of the site's development is not likely to be inconsistent with the emerging local plan strategy. This second stage is again covered by this Topic Paper.

1.3.4 Developing the trip budget at Reg 18 stage therefore includes:

- A high-level understanding of the trip budget based on any broad estimates of the existing site traffic generation and forecasts of capacity within the road network, taking account of likely infrastructure investment;
- An indicative level of trip generation and distribution associated with the full scheme build out after mitigation;
- An indicative car driver mode which it will be necessary to achieve for the development to meet the trip budget – and an assessment of whether this is credible; and,
- A consideration in principle of whether any further mitigation may be necessary to ensure the development can operate consistently with the plan's emerging strategy.

Regulation 19 Local Plan – 'The Refinement Stage'

1.3.5 During later stages of the plan making process (Reg 19), refinement of the above is undertaken, taking into account more developed assumptions on land-use mix, quantum and mitigation packages arising from cross-topic evidence stages and a more detailed understanding of the capacity of the network and of planned infrastructure investment. This leads to a refinement of both the parts above. In addition, a number of standalone operational models can be used to consider specific junctions and access locations. These operational models would be supplementary and would seek to validate the conclusions drawn from earlier stages of assessment.

1.3.6 In the case of Grange Farm and the 2026 Greater Cambridge Local Plan, the Greater Cambridge Transport Strategy (GCTS) will be published to align with the proposed Local Plan Submission to Government for Examination. The GCTS will sit alongside the strategic site proformas, which set out the transport needs for the strategic sites, and provide the authorities and PINS with the confidence that appropriate transport connectivity can be provided across the Greater Cambridge sub-region. This work will supplement and sit alongside the work provided by the site promoter.

Planning Application – 'The Specific Stage'

1.3.7 During the planning application process, further operational network assessments would be undertaken as part of the Transport Assessment to further refine the trip budget. These will take full account of phasing, detailed access designs, network mitigations and wider changes, as well as detailed and agreed methodologies for wider growth/ reductions and other committed schemes in a wider agreed study area. The Transport Assessment will report the trip generation, distribution, mode share and assignment in detail of the completed development using a methodology scoped and agreed with Cambridgeshire County Council or a successor authority following Local Government Reorganisation.

1.3.8 The outcome of the modelling at this stage will be to establish the level of acceptable trip making from the site on the surrounding highway networks on a corridor and junction basis which will then form the basis of obligations and ongoing post-planning monitoring. It is at this stage that detailed conclusions can be reached about the precise trip budget and how it is to be applied and monitored.

Post Planning – Phased Delivery – 'The Compliance and Control Stage'

1.3.9 At each reserved matters application or for each key phase application (subject to how any outline consent is structured), the technical work will be updated to consider the observed performance of the external highway networks and the performance of the site against the trip budget and the car driver mode share target established at Outline Stage. External changes can be incorporated into further assessments alongside detailed monitoring data from occupied parts of the development. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved.

1.3.10 The full detail of these mechanisms would be established in the s.106 obligations entered into on the grant of outline consent and in accordance with protocols established by CCC on previous consents in the Greater Cambridge geography. It is important to note that whilst this stage plays a controlling role it should also be used to 'recalibrate' performance back to the transport vision i.e. positive controls rather than punitive.

1.4 A Trip Budget at Grange Farm

1.4.1 As is consistent with strategic sites in the Greater Cambridge area, a vehicle trip budget will be agreed through planning which will be suitably ambitious and be used as a tool to drive better transport outcomes through its application and monitoring. This, as an approach, is supported.

1.4.2 The initial trip budget was set out in the WSP Transport Mitigation Report which originated from Cambridgeshire County Council modelling using the Cambridge Sub Regional Model (CSRM) Do Something 2 Scenario. The assumptions about Grange Farm built into the model include trip distribution and mode share, which are summarised in Chapter 19 of the Greater Cambridge Local Plan Transport Evidence Report. It is noted that the CSRM modelling did assume links to research campuses by active travel and public transport, plus that CSET Phase 2 would be extended to Grange Farm.

1.4.3 The model run indicated that Grange Farm could accommodate 1,114 two-way vehicle trips in both the AM and the PM peak periods.

1.4.4 The trip budget will be refined as the project progresses to planning application, taking in account the above and also readjusting the assumptions around the:

- Access opportunities to Research and Development Campuses in Southern Cluster including Babraham Research Campus, Granta Park and Wellcome Genome Campus (set out in **Topic Paper 2**);
- Access opportunities to Cambridge via sustainable transport opportunities including cycling and public transport (set out in **Topic Paper 2**); and,
- On-site infrastructure to support low car living through reducing the need to travel per se, and reducing the need to travel by car (set out in **Topic Paper 3**).

1.4.5 This Topic Paper refines the initial trip budget based on the above to suggest a level of trips from Grange Farm which can be accommodated by the local highway network, factoring in any mitigations required.

1.5 Trip Generation Methodology

1.5.1 The following methodology has been used to determine the number of trips to/from Grange Farm for both a **2,550** dwelling scenario and a **5,000** dwelling scenario. This will be refined as the proposals come forward at further stage of planning process. For now, 5,000 dwellings has been selected as an indication of the approximate site capacity emerging from the development of the emerging Spatial Framework. This work is supplementary to the CCC modelling and not instead of.

1.5.2 To begin, a combination of TRICs and National Travel Survey data has been used to establish an indicative base trip generation by transport mode, by trip purpose **(NTS0409a**) and by time of day (**NTS0502a**). From this, internalisation and vision-based mode share has been added, as discussed below.

Reducing the need to travel - Internalisation

1.5.3 As set out in **Topic Paper 1**, Grange Farm will seek to optimise the innovative and flexible solutions on site and potential for reducing the impact on external transport networks through considered masterplanning and land use decisions. To this end, public spaces (commercial/retail/community) will be accessible and inclusive to diverse cultures, ages, and abilities which will build from the landowner's legacy and reduce dependency on off-site trip making.

1.5.4 In terms of this opportunity, and the journey purposes which could be internalised at Grange Farm, the potential internalisation assumptions are below and have been presented as a range. These internalisation assumptions have been built based on professional judgement and knowledge of other target ranges at local developments including Waterbeach New Town. As part of the detailed forecasting associated with any planning application and further detail on the masterplan and quantum of development mixes, the assumptions below will be fully evidenced.

Table 1.1: Potential Internalisation Ranges at Grange Farm

Purpose	Potential Internalisation Range	On-Site Proposals
Commuting/business on-site	30-40%	30% work from home + at least 10% work on site at employment/co-working spaces (likely to increase dependent on the proposed level of employment on site).
Education	85-95%	Early years, primary and secondary education, plus specialist provision
Shopping	25-40%	Small local centres, supermarket, some niche shops

Other work, escort, personal business	15-25%	Social facilities for personal business onsite to likely include healthcare, personal care etc.
Local Leisure	20-30%	Leisure facilities on site for exercise, dog walking etc
Holiday, day trip, other	0%	n/a

Source: KMC

1.5.5 The lower end of the ranges above have been applied to the indicative base trip generation to determine resulting external trip generation to/from Grange Farm.

1.5.6 It is considered that this is a more robust approach to take at this early stage of the development and will be built on with more scenarios as the project progresses to planning application. It is acknowledged that the timing of delivery of infrastructure and amenities within the site is crucial for delivering the range of internalisation set out in Table 1.1.

1.6 Vision-based Mode Shares

1.6.1 Following application of internalisation rates to the indicative base trip generation, vision-based mode shares have been applied to the external trip generation, to rebalance the trips in light of the type and quality of infrastructure proposed within and connecting to Grange Farm.

1.6.2 A summary table is provided below:

Table 1.2: Vision led Mode Share – (Internal and External Trips)

	Walk	Cycle	Car driver	Car pax	MCC	Other	Bus	Rail	Taxi
Commuting	7%	28%	28%	1%	0%	0%	36%	0%	0%
Business	9%	2%	71%	6%	0%	1%	2%	7%	1%
Education	66%	26%	4%	4%	0%	0%	1%	0%	0%
Shopping	31%	6%	34%	13%	0%	0%	15%	1%	0%
Other	13%	6%	46%	19%	0%	1%	15%	0%	0%
Local Leisure	29%	9%	30%	16%	0%	1%	14%	1%	1%
Holiday, day trip	26%	1%	44%	23%	0%	1%	3%	1%	2%

Source: KMC

1.6.3 The mode shares applied differ based on trip purpose. Here it can be seen that education trips, which are assumed be majority internal to the site have been split between walking and cycling. Commuting trips are also assumed to have reasonably high mode share by sustainable modes of transport, using the sustainable transport connections to the site. In contrast, it is recognised that there are other types of trip which are likely to have higher levels of driving.

1.7 Trip Generation

1.7.1 TRICS has been used to derive initial trip rates, which are built on using the internalisation and mode share assumptions outlined above. The full TRICS output is included in Appendix D.

1.7.2 Based on the above, the resultant estimated trip generation to the site has been calculated. This specifically relates to the 5,000 dwelling scenario, the 2,550 dwelling scenario which we included in the modelling is broadly half of what is shown below in Table 1.3 and Table 1.4.

Table 1.3: Morning Peak Trip Generation

08:00-09:00	Walk	Cycle	Car driver	Car pax	MCC	Other	Bus	Rail	Taxi
Commuting	55	210	210	7	2	2	270	3	1
Business	11	2	90	8	0	1	3	9	2
Education	1,660	643	91	90	0	10	18	5	2
Shopping	60	11	65	25	0	1	29	1	1
Other	80	36	287	115	0	4	93	2	2
Local Leisure	55	17	57	30	0	1	27	2	2
Holiday, day trip	79	3	134	70	0	3	10	4	5
Total	2,001	923	**934**	345	3	22	450	25	15
Trip Budget			**1,114**						

Source: KMC

Table 1.4: Afternoon Peak Trip Generation

17:00-18:00	Walk	Cycle	Car driver	Car pax	MCC	Other	Bus	Rail	Taxi
Commuting	68	261	261	9	2	2	336	4	1
Business	9	2	74	6	0	1	2	7	1
Education	151	58	8	8	0	1	2	0	0
Shopping	153	29	166	65	1	2	74	3	2
Other	93	41	331	132	0	4	107	2	3
Local Leisure	232	70	238	125	1	6	113	8	10
Holiday, day trip	110	4	187	98	0	4	14	5	6
Total	816	466	**1,265**	443	4	20	648	30	24
Trip Budget			**1,114**						

Source: KMC

1.7.3 For the purposes of the trip budget comparison, rail and taxi trips are included as vehicle trips. Here, it can be seen that the morning peak is within the initial trip budget by over 100 trips, whilst the afternoon peak is over the initial trip budget by circa 200 trips. This validates the CCC forecasting and vice versa i.e. different methodologies but similar outputs.

1.7.4 Whilst the site will also provide jobs, significant employment floorspace is not anticipated given the abundance of jobs in the local area. The on site jobs are expected to be local jobs which support the new community and not therefore jobs that create significant in commuting demand. Employment trip generation has not, at this early stage, been accounted for.

1.8 The Impact of Trip Budget on the surrounding Highway Network

1.8.1 The impact of the trips being forecast at this early stage of the planning process have been assessed to determine whether they can be accommodated by the surrounding highway network.

1.8.2 These are early assessments which have been undertaken on the critical and immediate parts of the network, and these will be supplemented by further assessment work across a wider area including the local road network during planning application stage.

1.8.3 To this end, three initial areas have been focused on for indicative modelling, likely to be refined and agreed with the Local Highway Authority at planning application stage

- the site access junction to Grange Farm on the A1307 – ARCADY roundabout model;
- the junction between the A11/A1307 (Fourwentways) – ARCADY roundabout model; and,
- a 'merge and diverge' assessment of the A11 northern access junction on the A11.

1.8.4 To inform the Reg 19 stage of the Local Plan process, the modelling of the impact of Grange Farm has taken into account the following scenarios:

- Base + selected committed developments + 2,550 dwellings at Grange Farm (including mitigations outlined in Section 1.8.27)
- Base + selected committed developments + 5,000 dwellings at Grange Farm (including mitigation outlined in Section 1.8.27)

1.8.5 The 2,550 dwellings at Grange Farm scenario has been considered appropriate to conduct as it matches the number of dwellings estimated during the Local Plan period forecast year 2046 and thus included in generating the initial trip budget. Building on this the 5,000 scenario is representative of a potential total build out of Grange Farm based on the masterplan capacity work undertaken to date.

1.8.6 Committed developments include projects currently being undertaken at Granta Park (21/03822/FUL / 22/05549/OUT). In addition to committed growth, typically, junction assessments would include a level of background 'growth' on the network in future year forecasts. Background growth is normally taken from a combination of certain local committed developments and industry standard TEMPro which seeks to account for planned growth in the area. In this instance it has been considered that Grange Farm represents a large proportion of the residential 'growth' in the area and thus, adding background growth on top of Grange Farm would run the risk of 'double counting' traffic. Committed development has been included and will be refined at a future stage of the planning process. Detailed scoping around growth and committed developments will be undertaken as part of any planning application process.

1.8.7 Two ARCADY models have been developed for assessment using the industry standard Junctions 10 programme. The Junctions 10 program presents queue lengths in passenger car units (PCUs), delay (in seconds), and Ratio of Flow to Capacity (RFC) for each arm, which is a measure of operating conditions on junction arms for priority and roundabout junctions. Note all queue and delay modelling results have been rounded to the nearest whole number.

1.8.8 An RFC of 0.85 is generally considered an acceptable upper limit for junctions to remain under operational capacity. The Level of Service (LOS) of each arm and the overall junction is also reported, as well as Network Residual Capacity (a measure of how much additional traffic the junction could accommodate before reaching capacity).

1.8.9 An RFC of up to 1.0 / 100% is viewed as acceptable for the operation of existing junctions in peak periods, although the pattern of queuing is also important. This range is within absolute capacity, but should be noted that queues and delay will be present. When RFC values exceed 1.0 / 100%, the junction is over absolute capacity and will be experiencing significant delays and queues. In this scenario, the respective program capacity and queue length predictions become increasingly unreliable, tending to over-estimate predicted queue lengths.

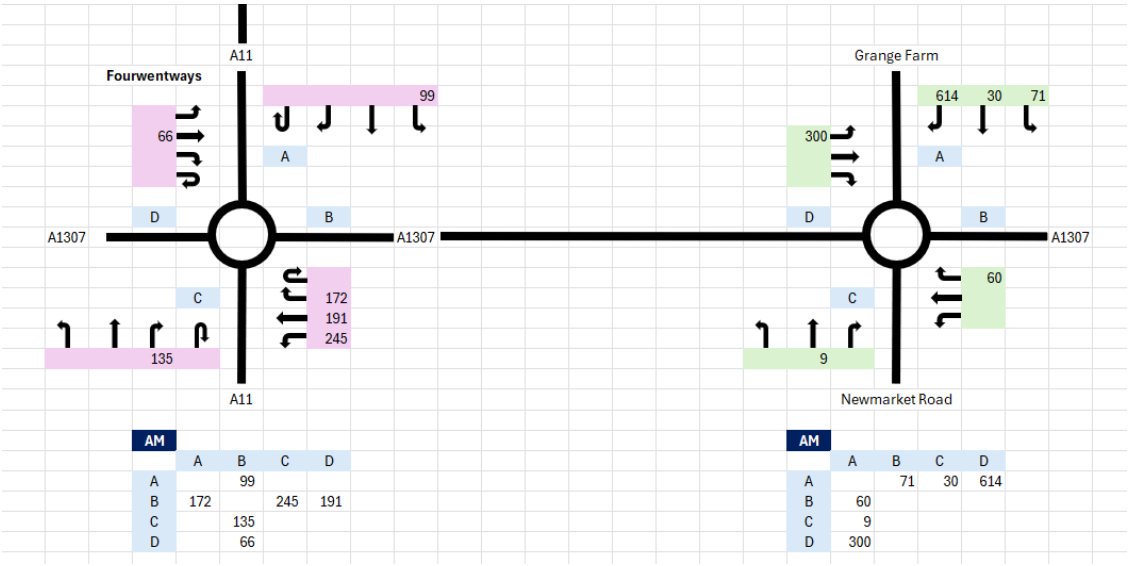
1.8.10 Interaction between junctions can be modelled in more detail at planning application stage.

Cambridge and Peterborough Combined Authority (CPCA) CaPCAM Modelling

1.8.11 The Cambridgeshire and Peterborough Combined Authority Model (CaPCAM) has been used to prepare flow estimates for Grange Farm in a 2046 forecast year with an assumption of 2,550 dwellings and 99 jobs.

1.8.12 The trip distribution of these trips has been analysed and is summarised in Figure 1.1 and Figure 1.2 below.

Figure 1.1: CaPCAM Morning Peak Outputs

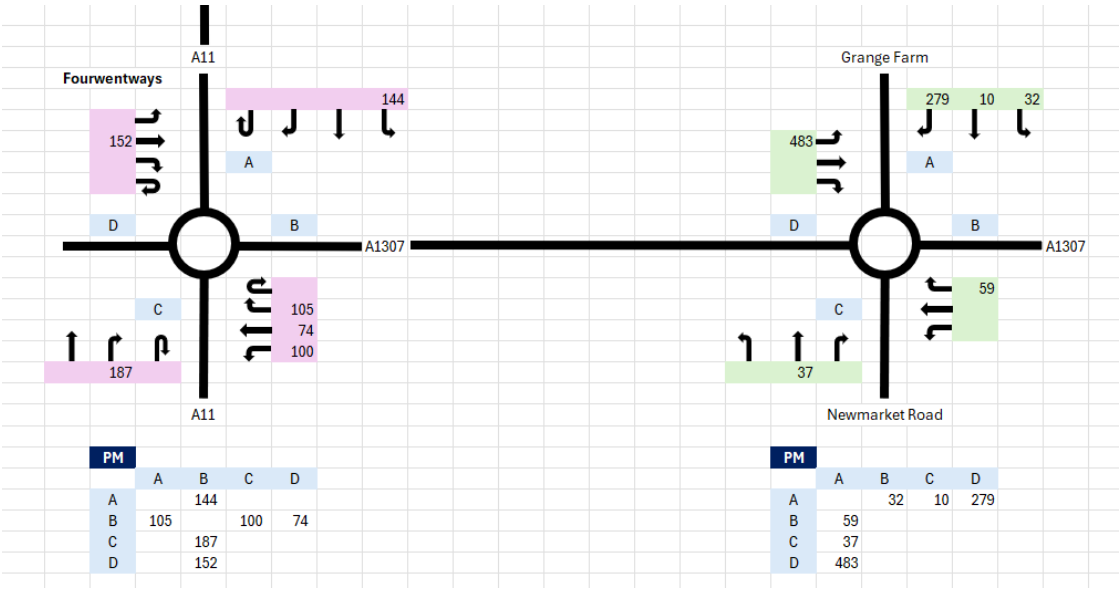


Source: KMC using CaPCAM Flows from CCC

1.8.13 The CaPCAM outputs estimate that approximately 700 vehicle trips would egress Grange Farm in the morning peak and nearly 400 would enter.

1.8.14 At Fourwentways, the model assumes a relatively even split of traffic would route on A11 South, A11 North and the A1307.

Figure 1.2: CaPCAM Afternoon Peak Outputs



Source: KMC using CaPCAM Flows from CCC

1.8.15 The CaPCAM outputs estimate that approximately 300 vehicle trips would egress Grange Farm in the afternoon peak and approximately 550 would enter.

1.8.16 The numbers included above have been replaced in the modelling assessment by the calculations set out in Section 1.7. However, the CaPCAM data has been used to determine

turning counts and trip distribution of Grange Farm traffic at both junctions and therefore the KMC modelling is 'back to back' with the CaPCAM forecasts.

1.8.17 KMC have obtained trip distribution models from the CaPCAM model which illustrates what links vehicle trips are estimated to use. The majority of trips are focused around the site access and Fourwentways. Thus, the modelling within this note focuses on these junctions. Any further modelling as part of a planning application would be agreed with the Local Highway Authority.

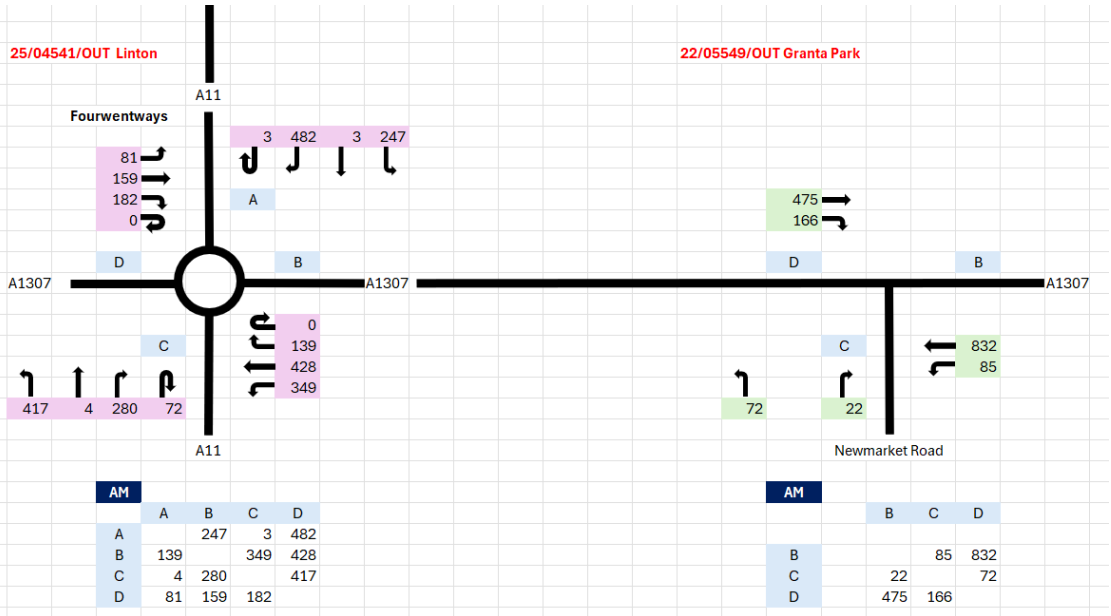
Base Traffic Flows

1.8.18 Base flows have been taken from the following sources:

- Summer 2025 traffic survey at A11/A1307 Fourwentways, undertaken as part of planning application 25/04541/OUT for 230 dwellings in Linton; and,
- Winter 2022 traffic survey at Newmarket Road/A1307 priority T-junction, undertaken as part of planning application 22/05549/OUT for the development of the TWI campus at Granta Park[1].

1.8.19 The base flows are shown in Figure 1.3 and Figure 1.4 below.

Figure 1.3: Base Morning Peak Flows

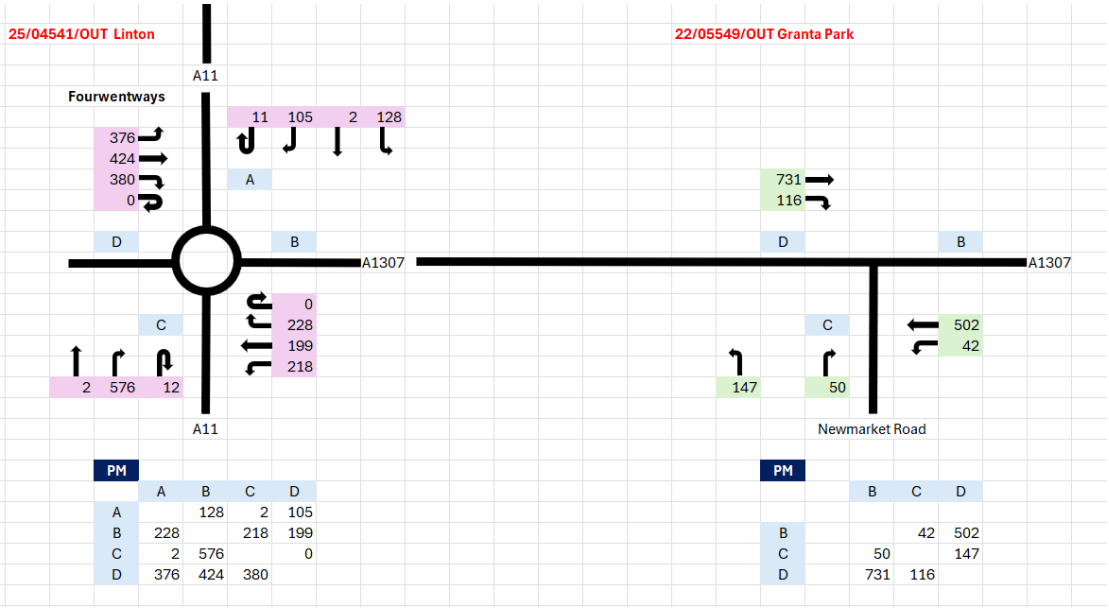


Source: KMC using data from local available planning applications

[1] This junction was not included in the Summer 2025 25/04541/OUT surveys.

1.8.20 Whilst the surveys were undertaken at different times, the results on the A1307 are similarly aligned, with circa 650 vehicles eastbound and 900 vehicles westbound during the morning peak.

Figure 1.4: Base Afternoon Peak Flows



Source: KMC using data from local available planning applications

1.8.21 Whilst the surveys were undertaken at different times, the results on the A1307 are similarly aligned for vehicles travelling west, with circa 650 vehicles westbound in the afternoon peak. Vehicles travelling east on the A1307 does vary by approximately 250 vehicles. This difference is noted, but the junctions have been modelled independently of each other.

1.8.22 The geometric parameters for the junction have been obtained from the Transport Assessment dated January 2025 that has accompanied CCC's application to the Department for Transport for a Transport and Works Act Order (TWAO) for the Cambridge South East Transport (CSET) Phase 2 scheme, comprising a new public transport route between a new travel hub immediately south-west of the A11 / A1307 junction and the Cambridge Biomedical Campus.

1.8.23 Traffic data has been input using the DIRECT method, and Intercept Correction Factors applied to the ARCADY model so that modelled queues are representative of observed queues. The baseline results are summarised in **Table 1.5,** taken from planning application 25/04541/OUT. The calibration has been required due to the geometries at the junction indicating, in modelling terms, that the junction should operate significantly better than observed. This difference may relate to the lack of lane markings and definition at the junction which results in a reduced capacity than could be expected.

Table 1.5: A11 / A1307 (Fourwentways Interchange) ARCADY Summary for 2025 Observed Flows

	AM	PM

	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Baseline								
A11 (N)	3	14	0.75	B	2	22	0.7	C
A1307 (E)	4	13	0.78	B	1	4	0.47	A
A11 (S)	14	54	0.99	F	2	7	0.65	A
A1307 (W)	1	3	0.29	A	8	25	0.91	D
Junction Delay (s)	23				15			
Junction LOS	C				B			
Network Residual Capacity	-3%				2%			

Source: Planning application 25/04541/OUT

1.8.24 The results show that in the baseline scenario:

- the A11 / A1307 (Fourwentways Interchange) roundabout junction is currently operating near absolute capacity in overall terms;
- the A11 (S) arm operating in excess of practical capacity in the AM peak hour;
- the A1307 (W) arm operating in excess of practical capacity in the PM peak hour; and, queue length surveys indicate that there is queuing in both peak periods.

1.8.25 The A1307/Newmarket Road priority junction was not modelled in the base scenario as it is currently a minor junction on the A1307.

Future Scenarios – A11/A1307 (Fourwentways)

1.8.26 The A11/A1307 Fourwentways junction has been tested using ARCADY for the following scenarios:

- 2,550 dwellings at Grange Farm (A1307 access only);
- 2,550 dwellings at Grange Farm (A1307 and northern A11 access);
- 5,000 dwellings at Grange Farm (A1307 access only); and,
- 5,000 dwellings at Grange Farm (A1307 and northern A11 access).

1.8.27 KMC has run a number of models sequentially to test a number of mitigations to improve the capacity at Fourwentways. From this point on, the modelling results factor in the following mitigations for each specific number of dwellings;

2,550 dwellings

- Westbound approach from A1307 – adding a left-turn slip lane
- Northbound approach from A11 – adding a left-turn slip lane

5,000 dwellings

- Westbound approach from A1307 – adding a left-turn slip lane;
- Northbound approach from A11 – adding a left-turn slip lane, plus two right-turn lanes;
- Eastbound exit to A1307 - two lanes;
- Two left turn lanes from southbound A11 off slip towards A1307 eastbound
- Circulatory lane markings;
- Plus, potential to include signals on northbound offslip from A11 to provide more capacity on entry to the junction from the A1307 eastbound approach to (not included in modelling, but suggestion for further work during planning app to explore just to give further control over junction).

1.8.28 The format of the above junction with mitigations is discussed further in **Topic Paper 2.**

1.8.29 For the scenarios with a northern A11 access from Grange Farm included, it has been assumed that 30% of traffic heading onto the A11 or towards Cambridge uses the northern access. The other 70%, plus all other directions of travel are assumed to use the A1307 access junction.

1.8.30 The results of the scenarios, factoring in mitigation are presented below. The full modelling outputs for 2,550 dwellings are included in **Appendix A** and 5,000 dwellings in **Appendix B.**

A11/A1307 Fourwentways: Base + Growth + 2,550 dwellings at Grange Farm (A1307 Access Only)

Table 1.6: A11/A1307 Fourwentways: Base + Growth + 2,550 Dwellings at Grange Farm (A1307 Access Only)

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 2,550 Dwellings at Grange Farm								
A11 (N)	4	13	0.641	B	2	20	0.593	C
A1307 (E)	2	7	0.508	A	1	4	0.267	A
A11 (S)	1	10	0.547	B	2	10	0.683	A
A1307 (W)	1	3	0.250	A	5	10	0.674	B
Junction Delay (s)	9				10			
Junction LOS	A				A			

1.8.31 The 2,550 dwelling scenario works well within capacity on all arms of the junction.

A11/A1307 Fourwentways: Base + Growth + 5,000 dwellings at Grange Farm (A1307 Access Only)

Table 1.7: A11/A1307 Fourwentways: Base + Growth + 5,000 Dwellings at Grange Farm (A1307 Access Only)

	AM	PM

	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 5,000 Dwellings at Grange Farm								
A11 (N)	5	17	0.797	C	3	21	0.706	C
A1307 (E)	3	10	0.609	A	1	4	0.314	A
A11 (S)	1	6	0.364	A	1	4	0.428	A
A1307 (W)	1	3	0.272	A	14	30	0.785	D
Junction Delay (s)	10				17			
Junction LOS	B				C			

1.8.32 **Table 1.7** above demonstrates that with all the mitigation tested for 5000 dwellings, Fourwentways works within capacity on all arms.

1.8.33 The available capacity is greater than the baseline scenario, where the junction is reaching capacity.

1.8.34 The results in **Table 1.8** below factor in the addition of the A11 Northern access to Grange Farm, assuming a 30% split of traffic using, as discussed above.

A11/A1307 Fourwentways: Base + Growth + 2,550 dwellings at Grange Farm (A1307 Access and A11 N Access)

Table 1.8: A11/A1307 Fourwentways: Base + Growth + 2,550 Dwellings at Grange Farm (A1307 + A11 Access)

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 2,550 Dwellings at Grange Farm								
A11 (N)	6	18	0.739	C	2	17	0.563	C
A1307 (E)	1	6	0.492	A	1	4	0.242	A
A11 (S)	2	11	0.584	B	2	10	0.705	A
A1307 (W)	1	3	0.251	A	5	13	0.677	B
Junction Delay (s)	10				11			
Junction LOS	B				B			

1.8.35 The 2,550 dwelling scenario works well within capacity on all arms of the junction with the additional access point at the north of the site onto the A11.

A11/A1307 Fourwentways: Base + Growth + 5,000 dwellings at Grange Farm (A1307 Access and A11 N Access)

Table 1.9: A11/A1307 Fourwentways: Base + Growth + 5,000 Dwellings at Grange Farm (A1307 + A11 Access)

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 5,000 Dwellings at Grange Farm								
A11 (N)	11	34	0.887	D	3	21	0.694	C
A1307 (E)	3	8	0.560	A	1	4	0.296	A
A11 (S)	1	6	0.378	A	1	4	0.450	A
A1307 (W)	1	4	0.278	A	24	47	0.820	E
Junction Delay (s)	16				24			
Junction LOS	C				C			

1.8.36 Whilst the junction still works within absolute capacity in a 5,000 dwelling scenario with an A11 Grange Farm access, adding in further opposing traffic flows onto the A11 southbound off-slip does reduce available capacity at Fourwentways.

Future Scenarios – A1307/Newmarket Road/Grange Farm Access

1.8.37 As set out in **Topic Paper 2**, the access roundabout has been sized to balance entry deflection (speed management and collision reduction) with entry capacity on A1307, while accommodating the internal primary street geometry. The inscribed circle and entry/flare lengths are coordinated to support forecast peak hour flows with a margin for growth, based on industry standard junction modelling (ARCADY) performance testing.

1.8.38 The access junction has been tested for the following scenarios:

- 2,550 dwellings at Grange Farm (A1307 access only).
- 5,000 dwellings at Grange Farm (A1307 access only).

1.8.39 The following methodology and assumptions have been included in the traffic flows for the model:

- Base traffic flow data taken from 22/05549/OUT, discussed above in section 1.8.16.
- Grange Farm trip generation taken from forecast trip generation including internalisation and vision mode share – set out in Tables 1.2 and 1.3.
- Trip distribution assumptions taken from the CapCAM modelling, which have determined the direction of traffic from the access junction.
- All traffic from Grange Farm exits at this access junction for robustness.

1.8.40 The results are summarised below, with the full results included in **Appendix C.**

A1307 Access Junction: Base + Growth + 2,550 dwellings at Grange Farm

Table 1.10: A1307 Access Junction: Base + Growth + 2,550 Dwellings at Grange Farm

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 2,550 Dwellings at Grange Farm								
Grange Farm	1	6	0.38	A	0	5	0.25	A
A1307 (E)	1	5	0.60	A	1	3	0.35	A
Newmarket Road	0	5	0.12	A	0	4	0.21	A
A1307 (W)	1	3	0.35	A	2	4	0.6	A
Junction Delay (s)	4				4			
Junction LOS	A				A			
Network Residual Capacity	43%				57%			

1.8.41 The modelled access junction works well within capacity on all arms of the roundabout in a scenario with 2,250 dwellings at Grange Farm.

A1307 Access Junction: Base + Growth + 5,000 dwellings at Grange Farm

Table 1.11: A1307 Access Junction: Base + Growth + 5,000 Dwellings at Grange Farm

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base + Growth + 5,000 Dwellings at Grange Farm								
Grange Farm	3	13	0.75	B	1	8	0.50	A
A1307 (E)	2	8	0.71	A	1	4	0.41	A
Newmarket Road	0	6	0.15	A	0	5	0.27	A
A1307 (W)	1	3	0.40	A	4	8	0.79	A
Junction Delay (s)	8				7			
Junction LOS	A				A			
Network Residual Capacity	15%				21%			

1.8.42 The indicative modelling indicates that all Grange Farm vehicle traffic in the peak periods can be accommodated by the proposed junction with the A1307, in both 2,250 and 5,000 dwelling scenarios.

1.8.43 Further work will be needed at a later stage of development to assess the impact of the signalised CSET crossing point to the west of the A1307. This will require a more complex microsimulation modelling to model the impact of the two junctions.

1.9 Merge/Diverge Assessment

1.9.1 The proposed northern roundabout access to Grange Farm will use the existing diverge and merge lanes onto the A11 southbound at Worsted Lodge.

1.9.2 KMC understand that the existing slip road, which serves the petrol garage, a small number of dwellings, a truck stop and access to an aggregate supplier, is within the control of Cambridgeshire Conty Council as the local highway authority. However, the road diverges/merges onto the A11 which is operated by National Highways.

1.9.3 An indicative mere/diverge assessment has been undertaken to assess the impact of additional traffic from the Grange Farm access using these existing slip roads onto the A11. The assessment has been based on the standard methodology from the Design Manual for Roads and Bridges (DMRB).

1.9.4 For the purposes of this indicative assessment, the mainline A11 traffic flows have been taken from available local DfT traffic count points on the A11 which suggests that the A11 has circa 50,000 vehicles per day (Annual Average Daily Traffic Flow). Based on the hourly flow breakdown, this is circa 2,000 southbound vehicles in the AM peak and 1,600 southbound vehicles in the PM peak.

1.9.5 It is assumed that given the current use of the slip road, that the existing traffic merging/diverging is minimal and has been set at circa 50 vehicles an hour.

1.9.6 The future year flows for Grange Farm have been based on the assumption that in the 5,000 dwelling scenario, 30% of traffic onto the A11 or towards Cambridge will exit via the northern access in the AM peak. In the afternoon, the number of vehicles accessing via the northern arm is less due to the limited access from vehicles travelling from Cambridge.

1.9.7 **Figure 1.5** and **Figure 1.6** illustrates the outputs of the assessment.

Figure 1.5: Merge Diverge Assessment - Merge

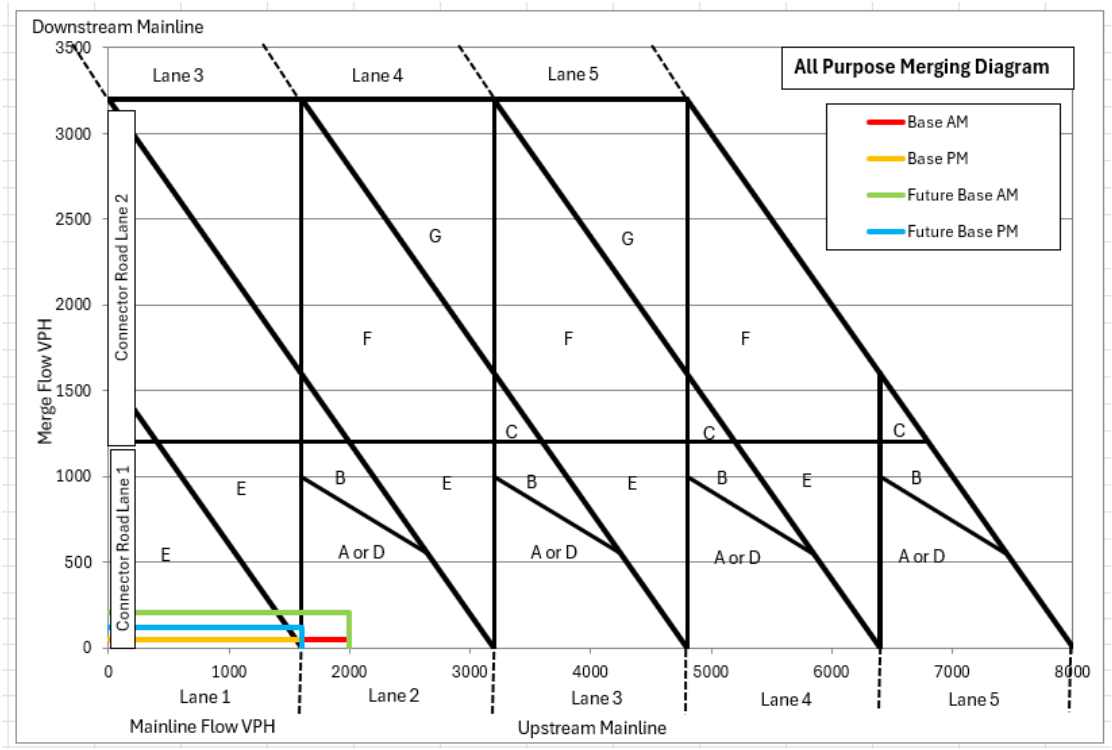
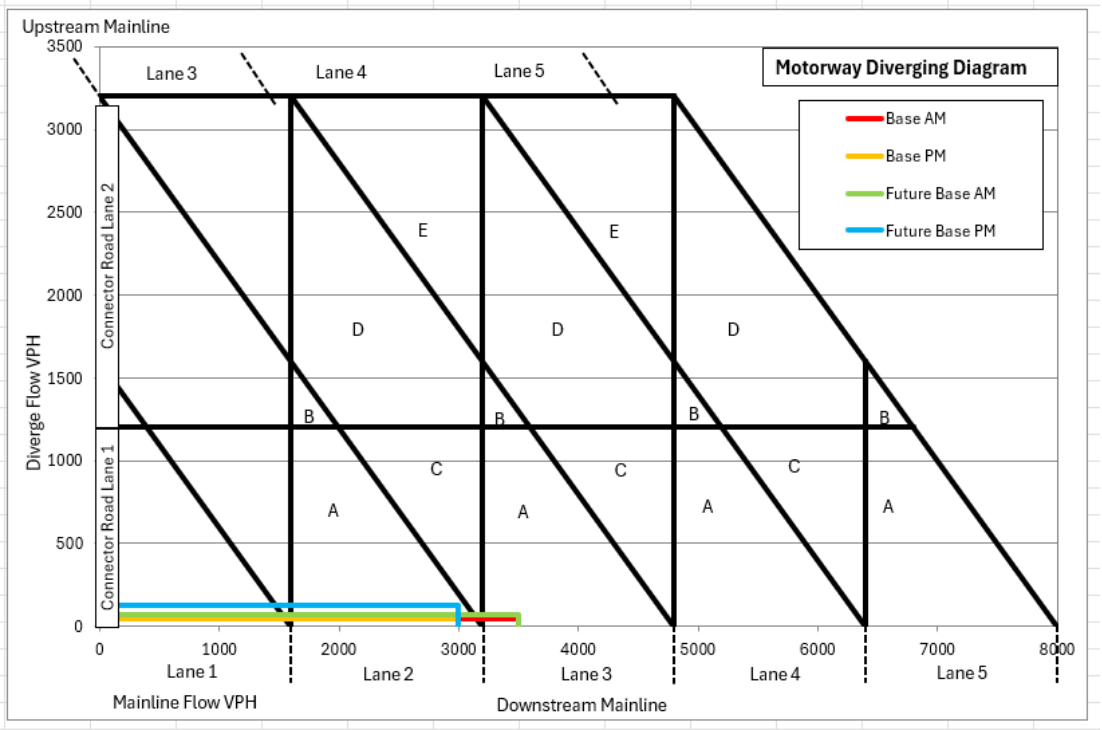


Figure 1.6: Merge Diverge Assessment – Diverge



1.9.8 'A' refers to a standard taper merge/diverge, which are currently in place on the slips between Worsted Lodge and the A11.

1.9.9 The results of this assessment indicate that the anticipated levels of Grange Farm traffic can be accommodated within the existing merge/diverge slip arrangements. This assessment will be discussed with NH and developed further during any planning application.

1.10 Implications for Development Quanta and Land Use Mix

1.10.1 On the basis of the transport modelling reported in the preceding section, a development quantum of c.5,000 dwellings at Grange Farm is achievable within the envelope of tested network capacity provided that the assumed high public transport mode shares are realised and sustained over time. These mode shares are predicated on delivery of CSET (or equivalent piece of public transport infrastructure) and associated bus-priority/segregated links that anchor a reliable, turn-up-and-go service into Cambridge and key employment destinations. In short, the land use proposition can be supported by the transport strategy if the public transport offer, parking strategy and active travel network collectively deliver the behavioural shift embedded in the modelled trip rates.

1.10.2 The transport impacts are sensitive to the internalisation of day-to-day trips. The proposed local centre should therefore be brought forward early and at meaningful scale which will include a food store, convenience and everyday services, workspace, primary care, and community/leisure uses. A strong centre, complemented by secondary neighbourhood hubs, will maximise the capture of discretionary trips on-site and shortens essential journeys, helping to keep external vehicle demand within the tested bounds.

1.10.3 The emerging Spatial Framework seeks to organise 5,000 homes into a series of walkable neighbourhoods which are no more than 10 minutes from the local centre, schools, stops on the extended CSET corridor, and high-quality open space. A fine-grained block structure, safe junction design, and filtered permeability will be essential to convert proximity into actual walking and cycling mode share. A connected, legible active travel spine aligned with the transit corridor and continuous links to strategic routes beyond the site will be essential in delivering the pedestrian/cycle trip shares assumed in the modelling.

1.10.4 The modelling supports the conclusion that on-site education provision is critical to the transport case. Two or more primary schools should be distributed to underpin walkable catchments, and the secondary school should be well located within the active travel network to maximise walk and cycle access from all neighbourhoods. Phasing triggers should secure timely delivery (e.g., first primary within the opening phases; secondary by mid-build-out) to avoid exporting school traffic off-site.

1.10.5 The tested trip rates assume a step change public transport offer consistent with CSET service levels. Development should therefore be phased alongside transit, with early occupations matched to interim bus priority and service uplift, and later phases contingent on full CSET operation. A primary mobility hub at the local centre integrating frequent buses, secure cycle parking, e-bike/scooter share, car-club bays, real-time information, and last-mile delivery lockers will help convert proximity to real mode shift and therefore the modelling conclusions.

1.10.6 To remain within the tested highway capacity, the land use mix will be paired with parking restraint (graduated maximums, limited on-street, EV-ready but not oversupplied), car-club offers, and comprehensive residential and school Travel Plans. As stated earlier in this Topic Paper, a Monitor-and-Manage framework will track actual trip rates by phase, with predefined contingency measures (service frequency increases, additional bus priority, micro-mobility capacity, parking management) if observed performance diverges from assumptions.

1.10.7 With a balanced, mixed-use centre, walkable neighbourhoods, on-site education, and transit-led phasing tied to CSET, the 5,000-home quantum is transport credible and the modelling of the trip budget deemed acceptable. The development mix should therefore prioritise early non-residential anchors and education, focus higher densities along the transit/active travel spine, and maintain flexibility to fine-tune ground-floor commercial/community space as demand evolves securing the mode share and network performance that underpin the modelling conclusion.

Appendix A – Future Year A1307/A11 Fourwentways Modelling – 2,250 Dwellings

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: 25103 - A11_A1307 Fourwentways Uncalibrated model (Future scenarios 2550 & 5000) (Lane Sim) LTS (LRG RDBT).j11
Path: C:\Users\SamuelSizer\KMC\KMC-Data - Documents\1_PROJECTS\25000\25103 - Grange Farm, Cambridge\Modelling\Fourwentways roundabout
Report generation date: 02/04/2026 10:08:34

»D3 - | Base + Com Dev | AM
»D4 - | Base + Com Dev | PM
»D5 - | Base + Com Dev + CaPCAM (2550) | AM
»D6 - | Base + Com Dev + CaPCAM (2550) | PM
»D9 - | Base + Com Dev + CaPCAM (5000) | AM
»D10 - | Base + Com Dev + CaPCAM (5000) | PM
»D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM
»D12 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | PM
»D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM
»D14 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	[Lane Simulation] - - Base + Com Dev													
Arm 1	D3	2.5	10.43		B	11.00	B	D4	0.6	8.50		A	5.85	A
Arm 2		5.7	16.43		C				1.3	4.58		A		
Arm 3		2.6	9.21		A				1.8	5.70		A		
Arm 4		0.4	3.00		A				2.4	6.12		A		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (2550)													
Arm 1	D5	3.4	13.17		B	8.67	A	D6	2.1	17.60		C	9.95	A
Arm 2		1.7	6.58		A				0.7	3.62		A		
Arm 3		1.4	9.98		A				2.5	9.88		A		
Arm 4		0.5	3.38		A				4.2	10.63		B		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (5000)													
Arm 1	D9	4.6	17.47		C	12.01	B	D10	18.1	101.53		F	32.12	D
Arm 2		3.1	9.07		A				0.9	4.00		A		
Arm 3		2.5	17.02		C				6.4	20.91		C		
Arm 4		0.6	3.85		A				13.5	29.58		D		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (2550) 30/70 SPLIT													
Arm 1	D11	5.9	18.03		C	10.47	B	D12	2.1	17.42		C	10.75	B
Arm 2		1.4	6.25		A				0.6	3.63		A		
Arm 3		2.1	10.95		B				2.3	9.76		A		
Arm 4		0.5	3.43		A				5.2	12.54		B		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (5000) 30/70 SPLIT													
Arm 1	D13	10.3	33.09		D	17.17	C	D14	12.5	79.91		F	37.60	E
Arm 2		2.5	8.35		A				0.8	3.89		A		
Arm 3		3.6	17.78		C				8.6	27.86		D		
Arm 4		0.9	3.87		A				22.1	46.07		E		

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

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

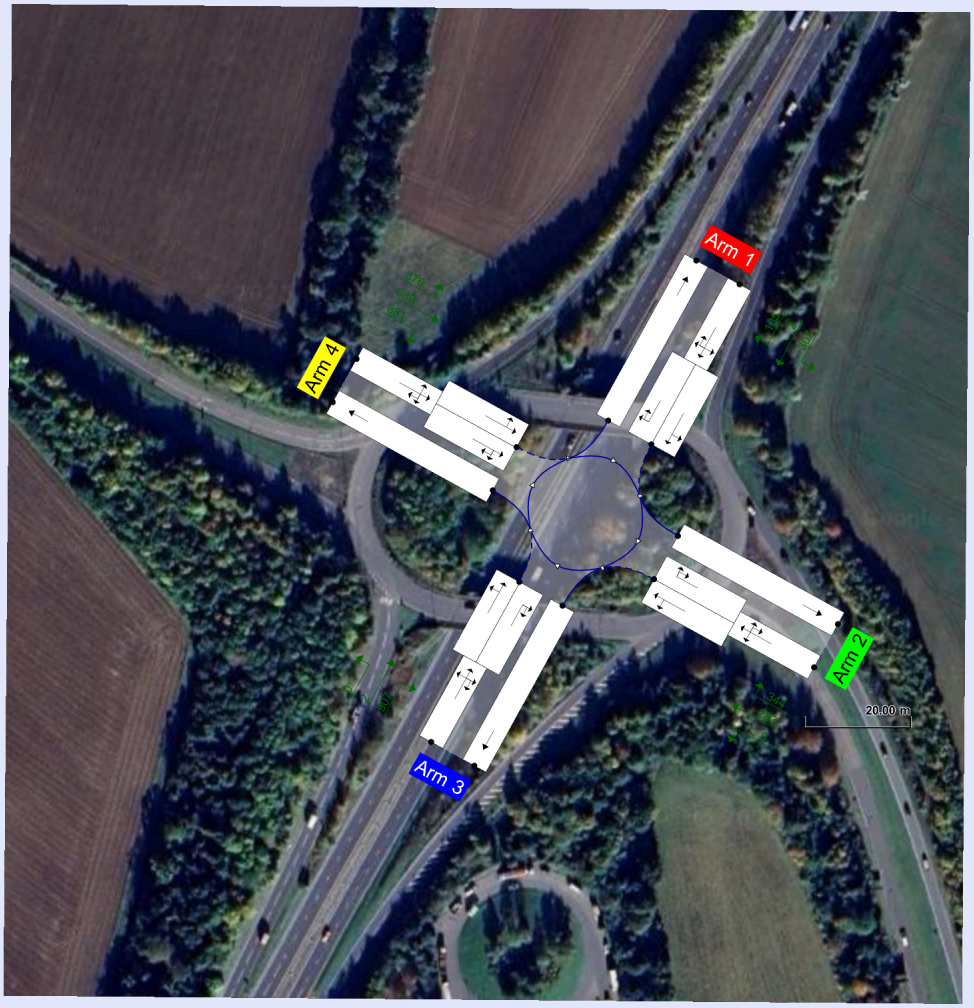
File summary

File Description

Title	
Location	
Site number	
Date	18/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamuelSizer
Description	

Units

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



Flows show original traffic demand (Veh/hr)

Lane simulation visualisation time: 00:00:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			974416050	145	6.99

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Com Dev	AM	ONE HOUR	00:00	01:30	15	✓
D4	Base + Com Dev	PM	ONE HOUR	00:00	01:30	15	✓
D5	Base + Com Dev + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓
D6	Base + Com Dev + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓
D9	Base + Com Dev + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓
D10	Base + Com Dev + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓
D11	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓
D12	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓
D13	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓
D14	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D3 - | Base + Com Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	11.00	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.00	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A11 (North)		
2	A1307 (East)		
3	A11 (South)		
4	A1307 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	4.50	7.03	12.0	39.0	100.0	10.0		
2	4.10	9.70	91.0	32.0	170.0	13.0		
3	6.60	8.84	46.0	40.0	100.0	24.0		
4	7.35	10.37	24.0	34.0	170.0	3.5		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	816	✓	45.00
2	827	✓	110.00
3	1208	✓	35.00
4	625	✓	110.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.932	2574
2	1.137	3309
3	1.006	3220
4	1.287	3693

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

Lane Simulation: Arm options

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

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	Entry	1	1	2, 3	✓	3.00			0	99999	
			2	1, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2	Entry	1	1	3, 4	✓	3.00			0	99999	
			2	1, 2	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
3	Entry	1	1	1, 4	✓	3.00			0	99999	
			2	2, 3	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4	Entry	1	1	1, 2	✓	3.00			0	99999	
			2	2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.466	1287
			2	0.466	1287
2	Entry	1	1	0.568	1654
			2	0.568	1654
3	Entry	1	1	0.503	1610
			2	0.503	1610
4	Entry	1	1	0.644	1847
			2	0.644	1847

Summary of Entry Lane allowed movements

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

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Com Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	735	100.000
2		ONE HOUR	✓	916	100.000
3		ONE HOUR	✓	773	100.000
4		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	3	247	3	482
	2	139	0	349	428
	3	4	280	72	417
	4	81	159	182	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	10.43	2.5	7.6	B	703	1054
2	16.43	5.7	17.8	C	922	1382
3	9.21	2.6	7.7	A	760	1139
4	3.00	0.4	1.8	A	403	605

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	586	146	564	585	578	203	0.0	1.1	5.258	A
2	751	188	575	753	746	574	0.0	1.1	4.935	A
3	631	158	826	627	620	502	0.0	1.0	4.224	A
4	340	85	426	341	334	1027	0.0	0.3	2.474	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	689	172	661	688	685	237	1.1	1.4	6.634	A
2	910	228	675	908	901	675	1.1	2.2	7.241	A
3	735	184	987	735	741	596	1.0	1.2	5.276	A
4	391	98	508	391	398	1215	0.3	0.3	2.749	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	843	211	824	841	841	290	1.4	2.4	9.646	A
2	1113	278	832	1101	1094	832	2.2	5.7	13.508	B
3	929	232	1203	921	912	730	1.2	2.6	8.244	A
4	486	122	627	486	485	1497	0.3	0.4	3.000	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	847	212	808	839	840	282	2.4	2.5	10.425	B
2	1096	274	822	1106	1110	826	5.7	4.3	16.425	C
3	910	228	1213	915	916	716	2.6	1.8	9.209	A
4	469	117	622	468	480	1507	0.4	0.4	2.987	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	685	171	666	686	697	230	2.5	1.4	7.223	A
2	911	228	683	913	914	669	4.3	1.8	8.247	A
3	739	185	994	739	742	601	1.8	1.2	5.945	A
4	397	99	500	397	398	1233	0.4	0.3	2.829	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	142	555	568	579	201	1.4	1.0	5.743	A
2	748	187	560	751	756	562	1.8	0.9	5.356	A
3	613	153	811	612	626	500	1.2	0.8	4.570	A
4	336	84	421	335	334	1002	0.3	0.2	2.633	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.06	0.00	0.13	2.41	3.25
2	1.07	0.00	0.00	2.54	3.58
3	0.97	0.00	0.00	2.38	2.81
4	0.26	0.00	0.00	0.61	0.94

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.40	0.00	0.51	3.07	4.25
2	2.16	0.00	0.78	5.75	7.29
3	1.21	0.00	0.32	2.74	3.35
4	0.34	0.00	0.00	0.77	1.15

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.37	0.00	0.95	5.70	7.25
2	5.74	0.00	3.50	13.75	17.75
3	2.60	0.00	1.23	6.44	7.69
4	0.43	0.00	0.00	1.11	1.63

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.50	0.00	1.33	6.25	7.55
2	4.30	0.00	1.90	11.50	16.25
3	1.82	0.00	0.67	4.25	5.75
4	0.41	0.00	0.00	0.94	1.82

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.45	0.00	0.58	2.96	3.75
2	1.85	0.00	0.76	3.88	5.44
3	1.17	0.00	0.24	2.73	3.75
4	0.32	0.00	0.00	0.71	0.93

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.98	0.00	0.18	2.29	2.90
2	0.94	0.00	0.00	2.69	3.59
3	0.77	0.00	0.00	1.91	2.64
4	0.19	0.00	0.00	0.45	0.80

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	213	1024	0.208	214	208	0.0	0.3	4.601	A
			2	1, 4	372	1024	0.363	372	370	0.0	0.6	5.105	A
		2	1	(1, 2, 3, 4)	586			585	582	0.0	0.1	0.317	A
	Exit	1	1		203			203	200	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	620	1328	0.467	621	618	0.0	0.9	4.477	A
			2	1, 2	132	1328	0.099	132	128	0.0	0.1	3.476	A
		2	1	(1, 2, 3, 4)	751			752	750	0.0	0.1	0.611	A
	Exit	1	1		574			574	567	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	340	1195	0.285	338	329	0.0	0.4	3.897	A
			2	2, 3	291	1195	0.243	288	291	0.0	0.5	4.138	A
		2	1	(1, 2, 3, 4)	631			630	623	0.0	0.1	0.215	A
	Exit	1	1		502			502	492	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	132	1572	0.084	132	131	0.0	0.1	2.399	A
			2	2, 3, 4	208	1572	0.132	209	203	0.0	0.2	2.510	A
		2	1	(1, 2, 3, 4)	340			340	335	0.0	0.0	0.008	A
	Exit	1	1		1027			1027	1019	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	248	979	0.253	250	247	0.3	0.4	5.161	A
			2	1, 4	441	979	0.450	439	437	0.6	0.8	6.147	A
		2	1	(1, 2, 3, 4)	689			689	686	0.1	0.2	0.827	A
	Exit	1	1		237			237	236	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	756	1271	0.594	755	749	0.9	1.3	5.570	A
			2	1, 2	156	1271	0.122	154	152	0.1	0.3	3.984	A
		2	1	(1, 2, 3, 4)	910			911	903	0.1	0.6	1.906	A
	Exit	1	1		675			675	678	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	388	1114	0.349	388	393	0.4	0.6	4.849	A
			2	2, 3	348	1114	0.312	347	347	0.5	0.6	4.727	A
		2	1	(1, 2, 3, 4)	735			736	742	0.1	0.1	0.482	A
	Exit	1	1		596			596	592	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	153	1520	0.100	152	156	0.1	0.2	2.623	A
			2	2, 3, 4	238	1520	0.156	238	242	0.2	0.2	2.806	A
		2	1	(1, 2, 3, 4)	391			391	398	0.0	0.0	0.014	A
	Exit	1	1		1215			1215	1218	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	306	903	0.338	306	303	0.4	0.6	6.368	A
			2	1, 4	534	903	0.591	535	538	0.8	1.1	7.689	A
		2	1	(1, 2, 3, 4)	843			839	843	0.2	0.7	2.398	A
	Exit	1	1		290			290	285	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	915	1182	0.774	914	910	1.3	2.0	7.063	A
			2	1, 2	186	1182	0.157	187	183	0.3	0.2	4.207	A
		2	1	(1, 2, 3, 4)	1113			1101	1096	0.6	3.6	6.854	A
	Exit	1	1		832			832	830	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	491	1005	0.488	490	483	0.6	1.0	6.365	A
			2	2, 3	434	1005	0.431	431	429	0.6	0.8	6.136	A
		2	1	(1, 2, 3, 4)	929			924	915	0.1	0.8	1.976	A
	Exit	1	1		730			730	726	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	192	1443	0.133	192	193	0.2	0.2	2.805	A
			2	2, 3, 4	294	1443	0.204	294	292	0.2	0.3	3.077	A
		2	1	(1, 2, 3, 4)	486			486	485	0.0	0.0	0.030	A
	Exit	1	1		1497			1497	1490	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	304	910	0.333	302	300	0.6	0.7	6.088	A
			2	1, 4	540	910	0.593	538	541	1.1	1.2	7.951	A
		2	1	(1, 2, 3, 4)	847			843	841	0.7	0.7	3.107	A
	Exit	1	1		282			282	281	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	918	1188	0.773	921	928	2.0	1.7	7.458	A
			2	1, 2	185	1188	0.156	186	183	0.2	0.2	4.322	A
		2	1	(1, 2, 3, 4)	1096			1104	1109	3.6	2.4	9.442	A
	Exit	1	1		826			826	826	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	485	1000	0.485	487	491	1.0	0.8	6.657	A
			2	2, 3	427	1000	0.427	429	425	0.8	0.6	6.306	A
		2	1	(1, 2, 3, 4)	910			912	914	0.8	0.4	2.716	A
	Exit	1	1		716			716	725	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	185	1447	0.128	185	188	0.2	0.2	2.747	A
			2	2, 3, 4	284	1447	0.196	284	292	0.3	0.3	3.101	A
		2	1	(1, 2, 3, 4)	469			469	480	0.0	0.0	0.025	A
	Exit	1	1		1507			1507	1514	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	241	977	0.247	241	248	0.7	0.4	5.447	A
			2	1, 4	445	977	0.456	445	448	1.2	0.9	6.559	A
		2	1	(1, 2, 3, 4)	685			686	695	0.7	0.1	1.052	A
	Exit	1	1		230			230	238	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	762	1266	0.602	762	759	1.7	1.3	5.873	A
			2	1, 2	150	1266	0.119	150	155	0.2	0.2	4.141	A
		2	1	(1, 2, 3, 4)	911			912	912	2.4	0.4	2.665	A
	Exit	1	1		669			669	680	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	396	1110	0.356	397	393	0.8	0.5	5.231	A
			2	2, 3	343	1110	0.309	342	349	0.6	0.5	5.234	A
		2	1	(1, 2, 3, 4)	739			739	741	0.4	0.1	0.716	A
	Exit	1	1		601			601	598	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	153	1525	0.100	152	154	0.2	0.1	2.680	A
			2	2, 3, 4	244	1525	0.160	245	244	0.3	0.2	2.896	A
		2	1	(1, 2, 3, 4)	397			397	397	0.0	0.0	0.017	A
	Exit	1	1		1233			1233	1235	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	208	1029	0.202	208	211	0.4	0.4	4.920	A
			2	1, 4	359	1029	0.349	360	367	0.9	0.6	5.501	A
		2	1	(1, 2, 3, 4)	567			567	577	0.1	0.0	0.446	A
	Exit	1	1		201			201	202	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	616	1336	0.461	619	626	1.3	0.7	4.731	A
			2	1, 2	132	1336	0.098	132	131	0.2	0.1	3.756	A
		2	1	(1, 2, 3, 4)	748			748	754	0.4	0.1	0.782	A
	Exit	1	1		562			562	570	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	328	1202	0.272	328	335	0.5	0.4	4.312	A
			2	2, 3	285	1202	0.237	284	292	0.5	0.4	4.336	A
		2	1	(1, 2, 3, 4)	613			612	625	0.1	0.1	0.249	A
	Exit	1	1		500			500	502	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	129	1576	0.082	129	129	0.1	0.1	2.508	A
			2	2, 3, 4	207	1576	0.131	206	205	0.2	0.1	2.694	A
		2	1	(1, 2, 3, 4)	336			336	333	0.0	0.0	0.010	A
	Exit	1	1		1002			1002	1021	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.30	0.00	0.00	0.90	1.58
			2	0.64	0.00	0.00	1.58	3.00
		2	1	0.12	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.86	0.00	0.00	2.29	2.67
			2	0.08	0.00	0.00	0.00	0.29
		2	1	0.13	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.36	0.00	0.00	0.87	1.47
			2	0.53	0.00	0.00	1.38	1.95
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.08	0.00	0.00	0.00	0.38
			2	0.17	0.00	0.00	0.30	0.78
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.35	0.00	0.00	0.86	1.54
			2	0.84	0.00	0.04	3.00	3.00
		2	1	0.21	0.00	0.00	0.00	1.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.29	0.00	0.44	2.77	4.00
			2	0.26	0.00	0.00	0.85	1.48
		2	1	0.61	0.00	0.00	2.38	3.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.59	0.00	0.00	1.50	2.22
			2	0.56	0.00	0.00	1.79	3.00
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.15	0.00	0.00	0.31	0.71
			2	0.19	0.00	0.00	0.43	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.58	0.00	0.00	1.65	2.31
			2	1.10	0.00	0.26	2.55	2.79
		2	1	0.70	0.00	0.00	2.10	3.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	2.00	0.00	2.11	2.85	2.95
			2	0.18	0.00	0.00	0.32	0.96
		2	1	3.57	0.00	0.35	10.75	14.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	1.00	0.00	0.18	2.44	2.74
			2	0.84	0.00	0.00	2.10	2.58
		2	1	0.76	0.00	0.00	3.19	4.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.17	0.00	0.00	0.34	0.80
			2	0.26	0.00	0.00	0.67	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.66	0.00	0.00	1.83	2.38
			2	1.18	0.00	0.38	3.00	3.00
		2	1	0.66	0.00	0.00	2.17	4.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.72	0.00	1.39	2.78	2.91
			2	0.20	0.00	0.00	0.38	0.95
		2	1	2.37	0.00	0.00	8.38	12.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.78	0.00	0.00	3.00	3.00
			2	0.65	0.00	0.00	1.78	3.00
		2	1	0.39	0.00	0.00	0.75	2.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.15	0.00	0.00	0.28	0.73
			2	0.26	0.00	0.00	0.60	0.94
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.44	0.00	0.00	0.92	1.68
			2	0.90	0.00	0.00	2.04	2.55
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.26	0.00	0.53	2.61	2.88
			2	0.19	0.00	0.00	0.36	1.31
		2	1	0.40	0.00	0.00	0.58	2.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.51	0.00	0.00	1.07	3.00
			2	0.52	0.00	0.00	1.50	2.25
		2	1	0.13	0.00	0.00	0.00	0.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.25	0.65
			2	0.17	0.00	0.00	0.36	0.76
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.35	0.00	0.00	0.82	1.25
			2	0.58	0.00	0.00	1.39	3.00
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.68	0.00	0.00	1.89	3.00
			2	0.14	0.00	0.00	0.00	0.96
		2	1	0.13	0.00	0.00	0.00	0.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.37	0.00	0.00	0.90	1.59
			2	0.35	0.00	0.00	1.06	1.86
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.06	0.00	0.00	0.00	-0.04
			2	0.13	0.00	0.00	0.21	0.63
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	212	53	1288	1025	0.207	212	206	0.0	0.3	4.609	A
				3	1	0.37	462	383	0.004	2	2	0.0	0.0	3.683	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.43	577	474	0.004	2	2	0.0	0.0	4.642	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	370	93	1288	1025	0.361	370	368	0.0	0.6	5.108	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	0.073	A
				2	212	53	-	-	-	212	207	0.0	0.0	0.270	A
				3	1	0.37	-	-	-	1	2	0.0	0.0	0.143	A
				4	371	93	-	-	-	370	371	0.0	0.1	0.344	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	1655	1329	0.224	299	293	0.0	0.4	4.625	A
				4	323	81	1655	1329	0.243	322	325	0.0	0.5	4.358	A
			2	1	132	33	1655	1328	0.099	132	128	0.0	0.1	3.476	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	132	33	-	-	-	132	128	0.0	0.0	0.477	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	295	0.0	0.1	0.643	A
				4	322	81	-	-	-	323	327	0.0	0.0	0.628	A
3	Entry	1	1	1	4	0.99	900	687	0.006	4	4	0.0	0.0	5.026	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	336	84	1611	1196	0.281	334	325	0.0	0.3	3.886	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	236	59	1611	1195	0.198	234	236	0.0	0.5	4.206	A
				3	54	14	1611	1196	0.045	54	54	0.0	0.1	3.874	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.99	-	-	-	4	4	0.0	0.0	0.206	A
				2	236	59	-	-	-	236	238	0.0	0.0	0.222	A
				3	54	14	-	-	-	54	55	0.0	0.0	0.213	A
				4	336	84	-	-	-	336	327	0.0	0.0	0.211	A
4	Entry	1	1	1	65	16	1847	1571	0.041	65	66	0.0	0.0	2.445	A
				2	67	17	1847	1573	0.043	67	65	0.0	0.0	2.351	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	1847	1573	0.039	61	60	0.0	0.0	2.364	A
				3	147	37	1847	1574	0.094	147	142	0.0	0.1	2.571	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	65	16	-	-	-	65	67	0.0	0.0	0.003	A
				2	128	32	-	-	-	128	125	0.0	0.0	0.001	A
				3	148	37	-	-	-	147	143	0.0	0.0	0.015	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	245	61	1288	978	0.250	246	244	0.3	0.4	5.157	A
				3	3	0.81	728	557	0.006	3	3	0.0	0.0	5.426	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	551	416	0.005	2	2	0.0	0.0	5.856	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	439	110	1288	979	0.448	437	435	0.6	0.8	6.149	A
		2	1	1	2	0.50	-	-	-	2	2	0.0	0.0	0.970	A
				2	245	61	-	-	-	245	244	0.0	0.1	0.767	A
				3	3	0.81	-	-	-	3	3	0.0	0.0	0.397	A
				4	439	110	-	-	-	439	436	0.1	0.1	0.861	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	1655	1269	0.284	360	355	0.4	0.7	5.709	A
				4	395	99	1655	1268	0.312	395	394	0.5	0.6	5.457	A
			2	1	156	39	1655	1271	0.122	154	152	0.1	0.3	3.984	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	156	39	-	-	-	156	153	0.0	0.1	1.660	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	-	-	-	360	356	0.1	0.3	1.925	A
				4	395	99	-	-	-	395	395	0.0	0.3	1.971	A
3	Entry	1	1	1	5	1	944	665	0.007	5	5	0.0	0.0	5.407	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	384	96	1611	1111	0.345	384	389	0.3	0.6	4.843	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	281	70	1611	1114	0.253	280	283	0.5	0.4	4.789	A
				3	66	17	1611	1112	0.060	66	64	0.1	0.1	4.484	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.723	A
				2	281	70	-	-	-	281	283	0.0	0.0	0.478	A
				3	66	17	-	-	-	66	65	0.0	0.0	0.426	A
				4	383	96	-	-	-	384	390	0.0	0.0	0.491	A
4	Entry	1	1	1	76	19	1847	1516	0.050	76	77	0.0	0.1	2.698	A
				2	76	19	1847	1515	0.050	76	79	0.0	0.0	2.549	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	71	18	1847	1519	0.046	71	73	0.0	0.0	2.498	A
				3	167	42	1847	1517	0.110	167	169	0.1	0.2	2.936	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	76	19	-	-	-	76	77	0.0	0.0	0.009	A
				2	147	37	-	-	-	147	152	0.0	0.0	0.014	A
				3	167	42	-	-	-	167	169	0.0	0.0	0.016	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	303	76	1288	904	0.335	303	300	0.4	0.6	6.374	A
				3	3	0.72	701	504	0.006	3	3	0.0	0.0	5.887	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.74	773	551	0.005	3	4	0.0	0.0	7.320	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	531	133	1288	903	0.588	532	534	0.8	1.1	7.691	A
		2	1	1	3	0.77	-	-	-	3	4	0.0	0.0	2.083	A
				2	303	76	-	-	-	303	301	0.1	0.2	2.335	A
				3	3	0.72	-	-	-	3	3	0.0	0.0	1.869	A
				4	534	133	-	-	-	531	535	0.1	0.5	2.435	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	1655	1181	0.366	432	432	0.7	1.0	7.256	A
				4	483	121	1655	1180	0.409	481	479	0.6	1.0	6.906	A
			2	1	186	46	1655	1181	0.157	187	183	0.3	0.2	4.207	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	189	47	-	-	-	186	183	0.1	0.6	6.507	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	435	109	-	-	-	432	433	0.3	1.3	6.881	A
				4	490	122	-	-	-	483	480	0.3	1.6	6.944	A
3	Entry	1	1	1	6	1	1111	691	0.008	6	6	0.0	0.0	7.294	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	485	121	1611	1005	0.483	484	478	0.6	1.0	6.356	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	1611	1007	0.348	347	347	0.4	0.7	6.233	A
				3	83	21	1611	1004	0.083	84	81	0.1	0.1	5.763	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	6	0.0	0.0	1.334	A
				2	352	88	-	-	-	350	348	0.0	0.3	1.946	A
				3	83	21	-	-	-	83	81	0.0	0.0	1.907	A
				4	489	122	-	-	-	485	479	0.0	0.4	2.015	A
4	Entry	1	1	1	94	23	1847	1444	0.065	93	92	0.1	0.1	2.928	A
				2	98	25	1847	1442	0.068	99	100	0.0	0.1	2.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	1847	1441	0.058	83	82	0.0	0.1	2.785	A
				3	211	53	1847	1442	0.146	211	210	0.2	0.2	3.190	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	94	23	-	-	-	94	92	0.0	0.0	0.020	A
				2	182	45	-	-	-	182	183	0.0	0.0	0.015	A
				3	211	53	-	-	-	211	210	0.0	0.0	0.048	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1288	913	0.328	298	296	0.6	0.7	6.098	A
				3	4	0.97	737	519	0.007	4	3	0.0	0.0	5.266	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	4	1	781	548	0.007	4	4	0.0	0.0	9.031	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	536	134	1288	912	0.587	534	537	1.1	1.2	7.943	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	2.965	A
				2	301	75	-	-	-	300	297	0.2	0.2	2.893	A
				3	4	0.97	-	-	-	4	3	0.0	0.0	3.801	A
				4	538	134	-	-	-	536	538	0.5	0.4	3.212	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	430	107	1655	1188	0.362	431	438	1.0	0.8	7.660	A
				4	489	122	1655	1187	0.412	490	490	1.0	0.9	7.296	A
			2	1	185	46	1655	1188	0.156	186	183	0.2	0.2	4.322	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	185	46	-	-	-	185	183	0.6	0.5	9.285	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	425	106	-	-	-	430	438	1.3	0.8	9.383	A
				4	486	122	-	-	-	489	489	1.6	1.0	9.539	A
3	Entry	1	1	1	3	0.85	966	598	0.006	3	5	0.0	0.0	6.910	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	481	120	1611	998	0.482	483	487	1.0	0.8	6.655	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	87	1611	1000	0.349	351	347	0.7	0.5	6.385	A
				3	78	19	1611	999	0.078	78	77	0.1	0.1	5.987	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.85	-	-	-	3	5	0.0	0.0	3.918	A
				2	349	87	-	-	-	350	346	0.3	0.2	2.704	A
				3	78	19	-	-	-	78	77	0.0	0.0	2.438	A
				4	480	120	-	-	-	481	486	0.4	0.2	2.761	A
4	Entry	1	1	1	89	22	1847	1453	0.061	89	91	0.1	0.1	2.834	A
				2	96	24	1847	1455	0.066	96	98	0.1	0.1	2.665	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	82	20	1847	1451	0.056	82	85	0.1	0.1	2.800	A
				3	202	51	1847	1449	0.139	202	207	0.2	0.2	3.224	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	89	22	-	-	-	89	91	0.0	0.0	0.024	A
				2	177	44	-	-	-	177	182	0.0	0.0	0.011	A
				3	202	51	-	-	-	202	207	0.0	0.0	0.037	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	1288	977	0.244	239	246	0.7	0.4	5.458	A
				3	2	0.62	568	429	0.006	2	2	0.0	0.0	4.441	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.66	693	516	0.005	3	3	0.0	0.0	5.889	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	443	111	1288	976	0.454	442	445	1.2	0.9	6.563	A
		2	1	1	3	0.66	-	-	-	3	3	0.0	0.0	1.148	A
				2	238	59	-	-	-	239	245	0.2	0.0	0.931	A
				3	2	0.60	-	-	-	2	2	0.0	0.0	1.224	A
				4	442	111	-	-	-	443	444	0.4	0.1	1.112	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	361	90	1655	1267	0.285	363	359	0.8	0.6	6.100	A
				4	401	100	1655	1267	0.316	399	401	0.9	0.7	5.691	A
			2	1	150	38	1655	1266	0.119	150	155	0.2	0.2	4.141	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	150	38	-	-	-	150	155	0.5	0.1	2.341	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	-	-	-	361	358	0.8	0.1	2.751	A
				4	400	100	-	-	-	401	400	1.0	0.2	2.701	A
3	Entry	1	1	1	5	1	989	669	0.008	5	5	0.0	0.0	6.107	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	391	98	1611	1110	0.352	392	388	0.8	0.5	5.222	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	279	70	1611	1109	0.252	278	283	0.5	0.4	5.313	A
				3	64	16	1611	1110	0.058	64	66	0.1	0.1	4.928	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	1.005	A
				2	279	70	-	-	-	279	283	0.2	0.0	0.790	A
				3	64	16	-	-	-	64	65	0.0	0.0	0.731	A
				4	391	98	-	-	-	391	387	0.2	0.1	0.661	A
4	Entry	1	1	1	72	18	1847	1518	0.048	72	76	0.1	0.1	2.843	A
				2	80	20	1847	1524	0.053	80	78	0.1	0.1	2.520	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	1847	1524	0.048	73	73	0.1	0.0	2.490	A
				3	172	43	1847	1524	0.113	171	171	0.2	0.1	3.067	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	72	18	-	-	-	72	76	0.0	0.0	0.022	A
				2	153	38	-	-	-	153	151	0.0	0.0	0.005	A
				3	172	43	-	-	-	172	171	0.0	0.0	0.026	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	1288	1027	0.200	206	209	0.4	0.4	4.925	A
				3	2	0.62	613	484	0.005	2	3	0.0	0.0	4.501	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.52	586	468	0.004	2	3	0.0	0.0	5.785	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	358	89	1288	1026	0.348	358	365	0.9	0.6	5.499	A
		2	1	1	2	0.52	-	-	-	2	3	0.0	0.0	0.229	A
				2	205	51	-	-	-	205	208	0.0	0.0	0.390	A
				3	2	0.62	-	-	-	2	3	0.0	0.0	0.214	A
				4	357	89	-	-	-	358	363	0.1	0.0	0.479	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	298	74	1655	1335	0.223	300	300	0.6	0.3	4.867	A
				4	319	80	1655	1334	0.239	320	325	0.7	0.4	4.617	A
			2	1	132	33	1655	1337	0.098	132	131	0.2	0.1	3.756	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	132	33	-	-	-	132	130	0.1	0.0	0.591	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	298	74	-	-	-	298	299	0.1	0.0	0.814	A
				4	319	80	-	-	-	319	324	0.2	0.1	0.820	A
3	Entry	1	1	1	3	0.68	833	617	0.004	3	4	0.0	0.0	4.848	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	325	81	1611	1202	0.270	325	331	0.5	0.4	4.307	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	58	1611	1205	0.191	230	237	0.4	0.2	4.407	A
				3	54	14	1611	1204	0.045	54	55	0.1	0.1	4.065	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.68	-	-	-	3	4	0.0	0.0	0.121	A
				2	230	58	-	-	-	230	236	0.0	0.0	0.217	A
				3	55	14	-	-	-	54	55	0.0	0.0	0.283	A
				4	325	81	-	-	-	325	330	0.1	0.0	0.265	A
4	Entry	1	1	1	64	16	1847	1577	0.041	64	65	0.1	0.0	2.581	A
				2	65	16	1847	1575	0.041	65	64	0.1	0.0	2.435	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	62	15	1847	1580	0.039	62	61	0.0	0.0	2.506	A
				3	145	36	1847	1577	0.092	144	144	0.1	0.1	2.773	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	64	16	-	-	-	64	65	0.0	0.0	0.007	A
				2	126	32	-	-	-	126	125	0.0	0.0	0.001	A
				3	145	36	-	-	-	145	144	0.0	0.0	0.019	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D4 - | Base + Com Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	5.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.85	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1571	✓	45.00
2	558	✓	110.00
3	619	✓	35.00
4	967	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base + Com Dev	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	246	100.000
2		ONE HOUR	✓	645	100.000
3		ONE HOUR	✓	851	100.000
4		ONE HOUR	✓	1180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	128	2	105
	2	228	0	218	199
	3	2	576	12	261
	4	376	424	380	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	8.50	0.6	3.0	A	235	353
2	4.58	1.3	2.9	A	624	936
3	5.70	1.8	7.0	A	819	1228
4	6.12	2.4	7.0	A	1091	1637

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188	47	1059	187	182	486	0.0	0.4	5.064	A
2	517	129	371	520	519	875	0.0	0.4	3.090	A
3	654	164	413	654	660	477	0.0	0.6	3.424	A
4	909	227	642	903	895	426	0.0	1.0	3.268	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237	59	1278	237	224	548	0.4	0.4	6.288	A
2	582	146	463	581	618	1052	0.4	0.7	3.716	A
3	783	196	468	775	789	576	0.6	1.5	4.283	A
4	1077	269	747	1079	1075	496	1.0	1.3	3.976	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284	71	1548	281	279	698	0.4	0.6	8.124	A
2	771	193	559	764	757	1271	0.7	1.3	4.175	A
3	1001	250	628	1003	979	695	1.5	1.8	5.581	A
4	1302	326	951	1296	1295	681	1.3	2.3	5.432	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	1594	273	277	709	0.6	0.5	8.504	A
2	744	186	557	743	756	1309	1.3	1.1	4.581	A
3	1015	254	610	1021	985	689	1.8	1.2	5.702	A
4	1320	330	983	1321	1327	648	2.3	2.4	6.117	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235	59	1256	237	238	558	0.5	0.2	6.727	A
2	614	154	461	614	613	1032	1.1	0.8	3.731	A
3	778	194	496	778	787	579	1.2	1.0	4.187	A
4	1059	265	757	1057	1070	517	2.4	1.6	4.112	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	49	1065	196	188	488	0.2	0.3	5.641	A
2	514	128	382	514	514	879	0.8	0.3	3.324	A
3	682	171	427	686	667	469	1.0	0.5	3.645	A
4	880	220	671	882	901	442	1.6	0.8	3.516	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.36	0.00	0.00	0.73	0.91
2	0.40	0.00	0.00	0.93	1.63
3	0.60	0.00	0.00	1.27	3.00
4	0.95	0.00	0.14	1.80	2.90

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.38	0.00	0.00	0.88	2.00
2	0.67	0.00	0.00	1.40	2.45
3	1.50	0.00	0.44	3.45	7.00
4	1.33	0.00	0.50	2.93	3.63

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.57	0.00	0.00	1.20	1.73
2	1.31	0.00	0.14	2.63	2.90
3	1.76	0.00	0.50	3.76	5.80
4	2.26	0.00	1.20	5.40	7.00

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.55	0.00	0.00	1.45	3.00
2	1.07	0.00	0.28	1.76	2.90
3	1.19	0.00	0.00	2.80	4.45
4	2.36	0.00	1.38	4.66	5.80

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.24	0.00	0.00	0.60	0.86
2	0.79	0.00	0.00	1.93	2.63
3	1.02	0.00	0.22	1.56	1.90
4	1.57	0.00	0.90	2.93	3.63

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.26	0.00	0.00	0.70	1.45
2	0.33	0.00	0.00	0.85	2.00
3	0.48	0.00	0.00	2.00	2.00
4	0.79	0.00	0.00	2.20	2.73

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	108	784	0.138	107	101	0.0	0.2	5.137	A
			2	1, 4	79	784	0.101	80	81	0.0	0.1	4.913	A
		2	1	(1, 2, 3, 4)	188			188	184	0.0	0.0	0.029	A
	Exit	1	1		486			486	471	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	338	1462	0.231	341	340	0.0	0.1	3.177	A
			2	1, 2	179	1462	0.123	179	179	0.0	0.3	2.783	A
		2	1	(1, 2, 3, 4)	517			517	520	0.0	0.0	0.051	A
	Exit	1	1		875			875	879	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	201	1443	0.139	200	199	0.0	0.1	2.803	A
			2	2, 3	455	1443	0.315	454	461	0.0	0.5	3.562	A
		2	1	(1, 2, 3, 4)	654			655	662	0.0	0.0	0.093	A
	Exit	1	1		477			477	480	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	466	1422	0.327	464	447	0.0	0.5	3.177	A
			2	2, 3, 4	443	1422	0.311	440	448	0.0	0.5	3.142	A
		2	1	(1, 2, 3, 4)	909			909	899	0.0	0.0	0.109	A
	Exit	1	1		426			426	425	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	128	698	0.184	129	121	0.2	0.2	6.388	A
			2	1, 4	109	698	0.156	109	103	0.1	0.1	6.011	A
		2	1	(1, 2, 3, 4)	237			237	224	0.0	0.0	0.079	A
	Exit	1	1		548			548	572	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	384	1407	0.273	383	396	0.1	0.4	3.740	A
			2	1, 2	198	1407	0.141	198	222	0.3	0.2	3.135	A
		2	1	(1, 2, 3, 4)	582			582	619	0.0	0.0	0.194	A
	Exit	1	1		1052			1052	1044	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	237	1412	0.168	236	242	0.1	0.2	3.264	A
			2	2, 3	543	1412	0.385	540	547	0.5	1.0	4.214	A
		2	1	(1, 2, 3, 4)	783			780	792	0.0	0.2	0.359	A
	Exit	1	1		576			576	576	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	540	1359	0.397	538	535	0.5	0.7	3.769	A
			2	2, 3, 4	541	1359	0.398	541	540	0.5	0.5	3.680	A
		2	1	(1, 2, 3, 4)	1077			1080	1077	0.0	0.0	0.251	A
	Exit	1	1		496			496	514	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	152	592	0.257	149	151	0.2	0.3	8.325	A
			2	1, 4	132	592	0.223	132	128	0.1	0.3	7.424	A
		2	1	(1, 2, 3, 4)	284			284	280	0.0	0.0	0.221	A
	Exit	1	1		698			698	692	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	509	1350	0.377	504	493	0.4	0.9	4.126	A
			2	1, 2	261	1350	0.193	260	264	0.2	0.3	3.379	A
		2	1	(1, 2, 3, 4)	771			769	759	0.0	0.1	0.313	A
	Exit	1	1		1271			1271	1272	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	327	1321	0.247	330	309	0.2	0.2	3.742	A
			2	2, 3	673	1321	0.510	674	670	1.0	1.1	4.649	A
		2	1	(1, 2, 3, 4)	1001			1000	979	0.2	0.4	1.214	A
	Exit	1	1		695			695	694	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	655	1237	0.529	653	650	0.7	0.9	4.599	A
			2	2, 3, 4	647	1237	0.523	643	645	0.5	1.0	4.537	A
		2	1	(1, 2, 3, 4)	1302			1302	1298	0.0	0.4	0.861	A
	Exit	1	1		681			681	652	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	147	574	0.257	147	153	0.3	0.3	8.550	A
			2	1, 4	124	574	0.215	126	124	0.3	0.3	8.125	A
		2	1	(1, 2, 3, 4)	271			271	277	0.0	0.0	0.148	A
	Exit	1	1		709			709	703	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	476	1351	0.352	476	492	0.9	0.5	4.464	A
			2	1, 2	269	1351	0.199	267	264	0.3	0.4	3.497	A
		2	1	(1, 2, 3, 4)	744			745	755	0.1	0.1	0.462	A
	Exit	1	1		1309			1309	1286	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	319	1331	0.240	317	304	0.2	0.4	3.621	A
			2	2, 3	701	1331	0.527	704	681	1.1	0.6	4.962	A
		2	1	(1, 2, 3, 4)	1015			1020	984	0.4	0.1	1.163	A
	Exit	1	1		689			689	722	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	664	1218	0.545	664	660	0.9	1.0	4.898	A
			2	2, 3, 4	661	1218	0.542	656	666	1.0	1.0	4.773	A
		2	1	(1, 2, 3, 4)	1320			1325	1327	0.4	0.4	1.284	A
	Exit	1	1		648			648	633	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	125	707	0.176	125	131	0.3	0.1	6.978	A
			2	1, 4	111	707	0.156	112	107	0.3	0.1	6.173	A
		2	1	(1, 2, 3, 4)	235			235	237	0.0	0.0	0.119	A
	Exit	1	1		558			558	564	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	401	1409	0.285	403	400	0.5	0.3	3.745	A
			2	1, 2	213	1409	0.151	211	212	0.4	0.5	3.087	A
		2	1	(1, 2, 3, 4)	614			614	612	0.1	0.0	0.220	A
	Exit	1	1		1032			1032	1060	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	247	1396	0.177	246	242	0.4	0.3	3.326	A
			2	2, 3	528	1396	0.378	532	545	0.6	0.5	4.085	A
		2	1	(1, 2, 3, 4)	778			776	786	0.1	0.2	0.336	A
	Exit	1	1		579			579	572	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	519	1354	0.384	521	534	1.0	0.6	3.984	A
			2	2, 3, 4	539	1354	0.398	536	536	1.0	0.8	3.777	A
		2	1	(1, 2, 3, 4)	1059			1059	1068	0.4	0.1	0.232	A
	Exit	1	1		517			517	514	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	103	781	0.131	103	102	0.1	0.1	5.744	A
			2	1, 4	93	781	0.119	93	86	0.1	0.1	5.399	A
		2	1	(1, 2, 3, 4)	196			196	188	0.0	0.0	0.058	A
	Exit	1	1		488			488	486	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	340	1456	0.234	340	333	0.3	0.2	3.396	A
			2	1, 2	173	1456	0.119	174	181	0.5	0.1	2.910	A
		2	1	(1, 2, 3, 4)	514			514	512	0.0	0.0	0.100	A
	Exit	1	1		879			879	882	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	199	1435	0.139	199	199	0.3	0.2	3.009	A
			2	2, 3	484	1435	0.337	487	467	0.5	0.3	3.693	A
		2	1	(1, 2, 3, 4)	682			683	665	0.2	0.0	0.163	A
	Exit	1	1		469			469	474	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	451	1405	0.321	455	457	0.6	0.3	3.472	A
			2	2, 3, 4	429	1405	0.305	427	444	0.8	0.5	3.431	A
		2	1	(1, 2, 3, 4)	880			880	899	0.1	0.0	0.065	A
	Exit	1	1		442			442	428	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.21	0.00	0.00	1.00	1.00
			2	0.14	0.00	0.00	0.20	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.14	0.00	0.00	0.20	0.73
			2	0.26	0.00	0.00	0.69	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.14	0.00	0.00	0.20	0.73
			2	0.45	0.00	0.00	0.91	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.45	0.00	0.00	0.90	1.45
			2	0.48	0.00	0.00	1.36	1.78
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.24	0.00	0.00	0.63	2.00
			2	0.14	0.00	0.00	0.20	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.43	0.00	0.00	0.90	3.00
			2	0.21	0.00	0.00	0.54	0.84
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.24	0.00	0.00	0.60	0.86
			2	1.03	0.00	0.00	3.00	3.00
		2	1	0.24	0.00	0.00	-0.10	4.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.74	0.00	0.00	1.80	3.00
			2	0.55	0.00	0.00	2.00	2.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.31	0.00	0.00	0.76	2.00
			2	0.29	0.00	0.00	0.73	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.86	0.00	0.00	2.36	2.78
			2	0.31	0.00	0.00	0.83	2.00
		2	1	0.14	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.19	0.00	0.00	0.45	2.00
			2	1.14	0.00	0.38	3.00	3.00
		2	1	0.43	0.00	0.00	0.40	2.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.90	0.00	0.17	3.00	3.00
			2	0.95	0.00	0.00	3.00	3.00
		2	1	0.40	0.00	0.00	0.80	2.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.29	0.00	0.00	0.68	0.89
			2	0.26	0.00	0.00	0.76	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.50	0.00	0.00	1.40	3.00
			2	0.43	0.00	0.00	0.90	2.00
		2	1	0.14	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.40	0.00	0.00	0.90	3.00
			2	0.64	0.00	0.00	3.00	3.00
		2	1	0.14	0.00	0.00	0.00	-0.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.95	0.00	0.09	3.00	3.00
			2	1.00	0.00	0.00	3.00	3.00
		2	1	0.40	0.00	0.00	0.40	3.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.12	0.00	0.00	1.00	1.00
			2	0.12	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.33	0.00	0.00	1.20	1.73
			2	0.45	0.00	0.00	2.00	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.33	0.00	0.00	0.85	2.00
			2	0.48	0.00	0.00	0.90	3.00
		2	1	0.19	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.64	0.00	0.00	1.76	3.00
			2	0.79	0.00	0.00	1.83	3.00
		2	1	0.14	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.12	0.00	0.00	0.00	2.00
			2	0.14	0.00	0.00	0.20	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.24	0.00	0.00	0.70	2.00
			2	0.10	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.17	0.00	0.00	0.36	0.78
			2	0.31	0.00	0.00	0.83	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.33	0.00	0.00	0.76	0.90
			2	0.45	0.00	0.00	1.20	1.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	107	27	1198	782	0.137	106	100	0.0	0.2	5.136	A
				3	1	0.29	257	169	0.007	1	0.86	0.0	0.0	5.181	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	7	2	1084	739	0.009	7	8	0.0	0.0	5.842	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	73	18	1198	784	0.093	73	73	0.0	0.1	4.808	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	107	27	-	-	-	107	101	0.0	0.0	0.042	A
				3	1	0.29	-	-	-	1	0.86	0.0	0.0	0.000	A
				4	73	18	-	-	-	73	73	0.0	0.0	0.015	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	1685	1459	0.125	186	184	0.0	0.0	3.317	A
				4	155	39	1685	1460	0.106	155	155	0.0	0.1	3.023	A
			2	1	179	45	1685	1461	0.123	179	179	0.0	0.3	2.783	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	179	45	-	-	-	179	180	0.0	0.0	0.038	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	-	-	-	183	185	0.0	0.0	0.068	A
				4	155	39	-	-	-	155	155	0.0	0.0	0.048	A
3	Entry	1	1	1	2	0.50	640	560	0.004	2	2	0.0	0.0	3.293	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	199	50	1679	1444	0.138	198	197	0.0	0.1	2.799	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	447	112	1679	1447	0.309	446	452	0.0	0.5	3.573	A
				3	8	2	1519	1316	0.006	8	9	0.0	0.0	3.039	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
				2	446	112	-	-	-	447	454	0.0	0.0	0.106	A
				3	8	2	-	-	-	8	9	0.0	0.0	0.134	A
				4	199	50	-	-	-	199	198	0.0	0.0	0.065	A
4	Entry	1	1	1	301	75	1807	1421	0.211	299	282	0.0	0.4	3.413	A
				2	165	41	1807	1424	0.116	165	164	0.0	0.1	2.770	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	159	40	1807	1425	0.112	157	162	0.0	0.2	2.793	A
				3	284	71	1807	1426	0.199	282	286	0.0	0.3	3.340	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	301	75	-	-	-	301	284	0.0	0.0	0.110	A
				2	325	81	-	-	-	325	328	0.0	0.0	0.090	A
				3	284	71	-	-	-	284	287	0.0	0.0	0.129	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	126	32	1198	697	0.181	126	119	0.2	0.2	6.402	A
				3	2	0.50	399	238	0.008	2	2	0.0	0.0	5.625	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1027	599	0.014	9	9	0.0	0.0	5.265	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1198	696	0.144	100	94	0.1	0.1	6.079	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.000	A
				2	126	32	-	-	-	126	119	0.0	0.0	0.122	A
				3	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
				4	100	25	-	-	-	100	95	0.0	0.0	0.036	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	221	55	1685	1408	0.157	222	217	0.0	0.2	3.836	A
				4	163	41	1685	1411	0.116	161	179	0.1	0.3	3.634	A
			2	1	198	50	1685	1412	0.140	198	222	0.3	0.2	3.135	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	198	50	-	-	-	198	222	0.0	0.0	0.118	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	221	55	-	-	-	221	217	0.0	0.0	0.233	A
				4	163	41	-	-	-	163	180	0.0	0.0	0.240	A
3	Entry	1	1	1	1	0.36	520	432	0.003	1	1	0.0	0.0	4.127	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	236	59	1679	1412	0.167	235	241	0.1	0.2	3.259	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	533	133	1679	1410	0.378	529	535	0.5	1.0	4.226	A
				3	10	3	1559	1288	0.008	10	12	0.0	0.0	3.693	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.36	-	-	-	1	1	0.0	0.0	0.177	A
				2	535	134	-	-	-	533	537	0.0	0.2	0.406	A
				3	10	3	-	-	-	10	12	0.0	0.0	0.393	A
				4	236	59	-	-	-	236	241	0.0	0.0	0.255	A
4	Entry	1	1	1	340	85	1807	1356	0.251	340	340	0.4	0.5	4.082	A
				2	200	50	1807	1356	0.148	198	195	0.1	0.3	3.223	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	1807	1353	0.148	199	194	0.2	0.2	3.209	A
				3	341	85	1807	1360	0.251	342	345	0.3	0.4	3.946	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	339	85	-	-	-	340	340	0.0	0.0	0.284	A
				2	399	100	-	-	-	399	391	0.0	0.0	0.225	A
				3	340	85	-	-	-	341	346	0.0	0.0	0.250	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	1198	593	0.251	147	149	0.2	0.3	8.332	A
				3	3	0.79	399	195	0.016	3	2	0.0	0.0	7.854	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	16	4	1141	562	0.028	15	13	0.0	0.0	7.957	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1198	594	0.196	117	115	0.1	0.2	7.364	A
		2	1	1	16	4	-	-	-	16	13	0.0	0.0	0.000	A
				2	149	37	-	-	-	149	150	0.0	0.0	0.296	A
				3	3	0.79	-	-	-	3	2	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	115	0.0	0.0	0.156	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	272	68	1685	1349	0.202	268	263	0.2	0.5	4.227	A
				4	237	59	1685	1351	0.175	236	230	0.3	0.3	4.019	A
			2	1	261	65	1685	1351	0.193	260	264	0.2	0.3	3.379	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	262	66	-	-	-	261	264	0.0	0.1	0.270	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	-	-	-	272	265	0.0	0.0	0.360	A
				4	237	59	-	-	-	237	230	0.0	0.0	0.310	A
3	Entry	1	1	1	2	0.43	560	442	0.004	2	2	0.0	0.0	4.066	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	325	81	1679	1319	0.246	328	307	0.2	0.2	3.740	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	658	165	1679	1319	0.499	658	655	1.0	1.1	4.651	A
				3	15	4	1679	1319	0.011	15	16	0.0	0.0	4.569	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	0.506	A
				2	659	165	-	-	-	658	655	0.2	0.4	1.288	A
				3	15	4	-	-	-	15	16	0.0	0.0	0.927	A
				4	325	81	-	-	-	325	307	0.0	0.1	1.076	A
4	Entry	1	1	1	421	105	1807	1237	0.341	422	413	0.5	0.5	4.989	A
				2	234	58	1807	1230	0.190	232	237	0.3	0.4	3.917	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	234	58	1807	1232	0.190	234	232	0.2	0.2	3.846	A
				3	413	103	1807	1234	0.334	409	414	0.4	0.8	4.922	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	421	105	-	-	-	421	414	0.0	0.1	0.924	A
				2	469	117	-	-	-	467	469	0.0	0.2	0.798	A
				3	412	103	-	-	-	413	415	0.0	0.1	0.870	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	145	36	1198	574	0.252	144	150	0.3	0.3	8.584	A
				3	3	0.71	741	356	0.008	3	3	0.0	0.0	6.808	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1141	551	0.020	10	12	0.0	0.1	8.763	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1198	576	0.195	115	112	0.2	0.2	8.057	A
		2	1	1	11	3	-	-	-	11	12	0.0	0.0	0.009	A
				2	144	36	-	-	-	145	150	0.0	0.0	0.175	A
				3	3	0.71	-	-	-	3	3	0.0	0.0	0.000	A
				4	112	28	-	-	-	113	112	0.0	0.0	0.133	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	258	64	1685	1351	0.191	258	273	0.5	0.2	4.580	A
				4	218	54	1685	1350	0.161	217	219	0.3	0.3	4.331	A
			2	1	269	67	1685	1350	0.199	267	264	0.3	0.4	3.497	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	270	67	-	-	-	269	265	0.1	0.1	0.373	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	257	64	-	-	-	258	272	0.0	0.0	0.421	A
				4	217	54	-	-	-	218	218	0.0	0.0	0.614	A
3	Entry	1	1	1	2	0.43	640	507	0.003	2	2	0.0	0.0	3.096	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	317	79	1679	1328	0.239	315	302	0.2	0.4	3.624	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	692	173	1679	1328	0.521	695	670	1.1	0.6	4.971	A
				3	9	2	1599	1269	0.007	8	11	0.0	0.0	4.453	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	0.113	A
				2	691	173	-	-	-	692	668	0.4	0.1	1.244	A
				3	9	2	-	-	-	9	11	0.0	0.0	0.734	A
				4	314	79	-	-	-	317	303	0.1	0.0	1.009	A
4	Entry	1	1	1	429	107	1807	1216	0.352	431	426	0.5	0.6	5.396	A
				2	235	59	1807	1219	0.193	234	235	0.4	0.3	3.990	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	237	59	1807	1221	0.194	236	231	0.2	0.3	4.136	A
				3	424	106	1807	1217	0.348	420	435	0.8	0.7	5.113	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	427	107	-	-	-	429	426	0.1	0.2	1.303	A
				2	471	118	-	-	-	472	466	0.2	0.2	1.195	A
				3	422	105	-	-	-	424	435	0.1	0.1	1.360	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	1198	702	0.176	124	130	0.3	0.1	7.000	A
				3	1	0.29	371	216	0.005	1	2	0.0	0.0	5.530	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1141	662	0.017	12	12	0.1	0.0	6.077	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	1198	702	0.141	100	95	0.2	0.1	6.184	A
		2	1	1	11	3	-	-	-	11	12	0.0	0.0	0.102	A
				2	123	31	-	-	-	123	129	0.0	0.0	0.170	A
				3	1	0.29	-	-	-	1	2	0.0	0.0	0.000	A
				4	99	25	-	-	-	99	95	0.0	0.0	0.057	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	1685	1405	0.163	230	222	0.2	0.2	3.804	A
				4	172	43	1685	1407	0.122	173	178	0.3	0.1	3.677	A
			2	1	213	53	1685	1407	0.151	211	212	0.4	0.5	3.087	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	213	53	-	-	-	213	212	0.1	0.0	0.143	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	-	-	-	229	222	0.0	0.0	0.230	A
				4	172	43	-	-	-	172	178	0.0	0.0	0.298	A
3	Entry	1	1	1	2	0.50	560	467	0.004	2	2	0.0	0.0	3.996	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	246	62	1679	1397	0.176	244	241	0.4	0.3	3.322	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	519	130	1679	1395	0.372	522	534	0.6	0.5	4.080	A
				3	9	2	1519	1262	0.007	10	11	0.0	0.0	4.337	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.50	-	-	-	2	2	0.0	0.0	0.000	A
				2	520	130	-	-	-	519	534	0.1	0.2	0.385	A
				3	9	2	-	-	-	9	11	0.0	0.0	0.619	A
				4	246	62	-	-	-	246	240	0.0	0.0	0.216	A
4	Entry	1	1	1	332	83	1807	1354	0.245	333	338	0.6	0.5	4.328	A
				2	188	47	1807	1357	0.138	187	196	0.3	0.2	3.394	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	199	50	1807	1354	0.147	198	199	0.3	0.2	3.356	A
				3	341	85	1807	1354	0.251	338	337	0.7	0.6	4.027	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	331	83	-	-	-	332	337	0.2	0.0	0.277	A
				2	387	97	-	-	-	386	395	0.2	0.1	0.208	A
				3	341	85	-	-	-	341	336	0.1	0.0	0.216	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	102	26	1198	773	0.132	103	101	0.1	0.1	5.707	A
				3	0.57	0.14	428	264	0.002	0.57	2	0.0	0.0	7.788	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1055	681	0.012	9	9	0.0	0.0	5.279	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	85	21	1198	780	0.109	84	77	0.1	0.1	5.413	A
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.000	A
				2	102	26	-	-	-	102	101	0.0	0.0	0.080	A
				3	0.57	0.14	-	-	-	0.57	2	0.0	0.0	0.589	A
				4	85	21	-	-	-	85	77	0.0	0.0	0.026	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	181	45	1685	1456	0.124	180	180	0.2	0.2	3.482	A
				4	160	40	1685	1456	0.110	160	153	0.1	0.1	3.303	A
			2	1	173	43	1685	1455	0.119	174	181	0.5	0.1	2.910	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	173	43	-	-	-	173	179	0.0	0.0	0.062	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	181	45	-	-	-	181	180	0.0	0.0	0.155	A
				4	160	40	-	-	-	160	153	0.0	0.0	0.086	A
3	Entry	1	1	1	2	0.43	560	474	0.004	2	2	0.0	0.0	3.019	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	197	49	1679	1435	0.137	198	198	0.3	0.2	3.009	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	473	118	1679	1437	0.330	476	458	0.5	0.3	3.697	A
				3	11	3	1479	1272	0.008	11	9	0.0	0.0	3.478	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	0.000	A
				2	473	118	-	-	-	473	457	0.2	0.0	0.172	A
				3	11	3	-	-	-	11	9	0.0	0.0	0.333	A
				4	197	49	-	-	-	197	197	0.0	0.0	0.135	A
4	Entry	1	1	1	302	76	1807	1404	0.215	304	295	0.5	0.2	3.758	A
				2	149	37	1807	1404	0.106	152	162	0.2	0.1	2.954	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	1807	1405	0.106	149	162	0.2	0.1	3.072	A
				3	280	70	1807	1404	0.199	278	283	0.6	0.4	3.638	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	302	76	-	-	-	302	294	0.0	0.0	0.057	A
				2	298	75	-	-	-	298	323	0.1	0.0	0.052	A
				3	280	70	-	-	-	280	282	0.0	0.0	0.090	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D5 - | Base + Com Dev + CaPCAM (2550) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	8.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.67	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	928	✓	45.00
2	849	✓	110.00
3	1433	✓	35.00
4	802	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base + Com Dev + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	775	100.000
2		ONE HOUR	✓	760	100.000
3		ONE HOUR	✓	410	100.000
4		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	288	3	482
	2	231	0	0	529
	3	4	334	72	0
	4	81	181	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	13.17	3.4	9.9	B	751	1127
2	6.58	1.7	6.4	A	744	1116
3	9.98	1.4	5.9	A	413	619
4	3.38	0.5	2.0	A	447	671

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	614	154	639	618	603	277	0.0	1.0	5.772	A
2	613	153	589	613	610	667	0.0	0.7	3.792	A
3	335	84	991	338	333	211	0.0	0.6	4.828	A
4	369	92	545	371	364	784	0.0	0.2	2.719	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	742	186	769	747	739	334	1.0	1.6	7.830	A
2	734	183	714	734	735	802	0.7	0.8	4.805	A
3	411	103	1180	409	405	268	0.6	0.8	6.407	A
4	436	109	666	436	434	923	0.2	0.3	3.049	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	891	223	930	891	878	400	1.6	3.4	11.793	B
2	891	223	845	890	898	975	0.8	1.7	6.310	A
3	491	123	1427	496	494	309	0.8	1.0	9.313	A
4	528	132	803	527	530	1120	0.3	0.5	3.308	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	899	225	927	899	897	410	3.4	3.0	13.168	B
2	898	224	852	904	899	973	1.7	1.2	6.577	A
3	489	122	1438	491	489	318	1.0	1.4	9.979	A
4	536	134	802	535	528	1127	0.5	0.5	3.381	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	748	187	775	751	734	326	3.0	1.3	8.018	A
2	723	181	712	722	729	815	1.2	1.1	5.025	A
3	413	103	1177	416	424	257	1.4	0.7	7.022	A
4	435	109	666	435	436	926	0.5	0.3	3.122	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	613	153	650	613	620	275	1.3	1.0	6.422	A
2	605	151	582	604	607	681	1.1	0.7	4.123	A
3	338	84	970	338	342	217	0.7	0.5	5.347	A
4	380	95	544	381	369	764	0.3	0.3	2.829	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.96	0.00	0.25	1.93	2.48
2	0.70	0.00	0.00	1.67	2.46
3	0.61	0.00	0.00	1.62	2.93
4	0.24	0.00	0.00	0.61	0.87

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.63	0.00	0.38	3.90	5.43
2	0.81	0.00	0.00	1.82	2.46
3	0.82	0.00	0.00	2.57	3.57
4	0.33	0.00	0.00	0.73	0.91

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.43	0.00	2.27	7.90	9.85
2	1.73	0.00	0.57	3.85	6.43
3	1.00	0.00	0.17	1.90	3.43
4	0.50	0.00	0.00	1.30	1.76

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.95	0.00	1.46	5.70	9.70
2	1.17	0.00	0.10	2.90	4.43
3	1.41	0.00	0.24	3.68	5.85
4	0.52	0.00	0.00	0.95	1.64

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.31	0.00	0.61	2.53	3.43
2	1.09	0.00	0.18	2.52	2.95
3	0.66	0.00	0.00	1.93	2.95
4	0.34	0.00	0.00	0.82	2.00

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.99	0.00	0.11	1.91	3.43
2	0.69	0.00	0.00	1.79	2.37
3	0.46	0.00	0.00	0.90	1.46
4	0.29	0.00	0.00	0.71	0.94

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	240	982	0.245	239	236	0.0	0.4	5.153	A
			2	1, 4	376	982	0.383	378	367	0.0	0.5	5.438	A
		2	1	(1, 2, 3, 4)	614			616	606	0.0	0.0	0.440	A
	Exit	1	1		277			277	277	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	407	1318	0.309	408	402	0.0	0.4	3.579	A
			2	1, 2	205	1318	0.156	205	208	0.0	0.2	3.870	A
		2	1	(1, 2, 3, 4)	613			612	613	0.0	0.1	0.123	A
	Exit	1	1		667			667	652	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	3	1111	0.003	3	3	0.0	0.0	3.485	A
			2	2, 3	331	1111	0.298	334	330	0.0	0.5	4.521	A
		2	1	(1, 2, 3, 4)	335			335	335	0.0	0.1	0.310	A
	Exit	1	1		211			211	214	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	144	1487	0.097	144	138	0.0	0.1	2.572	A
			2	2, 3, 4	225	1487	0.151	226	225	0.0	0.1	2.782	A
		2	1	(1, 2, 3, 4)	369			369	365	0.0	0.0	0.017	A
	Exit	1	1		784			784	767	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	299	923	0.324	301	295	0.4	0.6	5.907	A
			2	1, 4	445	923	0.482	446	444	0.5	0.7	6.847	A
		2	1	(1, 2, 3, 4)	742			744	741	0.0	0.3	1.329	A
	Exit	1	1		334			334	333	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	478	1248	0.383	478	482	0.4	0.4	4.376	A
			2	1, 2	256	1248	0.205	256	253	0.2	0.4	4.416	A
		2	1	(1, 2, 3, 4)	734			734	735	0.1	0.0	0.418	A
	Exit	1	1		802			802	794	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1021	0.004	4	4	0.0	0.0	3.690	A
			2	2, 3	406	1021	0.397	405	402	0.5	0.7	5.792	A
		2	1	(1, 2, 3, 4)	411			410	406	0.1	0.1	0.631	A
	Exit	1	1		268			268	262	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	161	1412	0.114	160	165	0.1	0.1	2.895	A
			2	2, 3, 4	276	1412	0.195	276	269	0.1	0.2	3.123	A
		2	1	(1, 2, 3, 4)	436			436	435	0.0	0.0	0.013	A
	Exit	1	1		923			923	925	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	355	850	0.418	354	349	0.6	0.8	6.989	A
			2	1, 4	538	850	0.633	537	529	0.7	1.5	8.599	A
		2	1	(1, 2, 3, 4)	891			894	882	0.3	1.2	3.792	A
	Exit	1	1		400			400	407	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	586	1174	0.500	586	587	0.4	1.0	5.362	A
			2	1, 2	304	1174	0.259	304	311	0.4	0.4	4.951	A
		2	1	(1, 2, 3, 4)	891			891	900	0.0	0.3	1.073	A
	Exit	1	1		975			975	972	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	902	0.005	4	4	0.0	0.0	4.414	A
			2	2, 3	489	902	0.542	492	490	0.7	0.9	7.561	A
		2	1	(1, 2, 3, 4)	491			493	495	0.1	0.1	1.778	A
	Exit	1	1		309			309	309	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	202	1328	0.152	202	204	0.1	0.2	3.130	A
			2	2, 3, 4	326	1328	0.245	325	326	0.2	0.3	3.360	A
		2	1	(1, 2, 3, 4)	528			528	531	0.0	0.0	0.036	A
	Exit	1	1		1120			1120	1113	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	364	851	0.428	364	357	0.8	0.6	7.412	A
			2	1, 4	535	851	0.628	535	539	1.5	1.3	8.746	A
		2	1	(1, 2, 3, 4)	899			899	895	1.2	1.0	4.932	A
	Exit	1	1		410			410	406	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	592	1169	0.507	596	593	1.0	0.7	5.471	A
			2	1, 2	307	1169	0.263	308	306	0.4	0.3	5.016	A
		2	1	(1, 2, 3, 4)	898			899	897	0.3	0.2	1.243	A
	Exit	1	1		973			973	968	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	3	897	0.004	3	5	0.0	0.0	5.325	A
			2	2, 3	485	897	0.540	488	485	0.9	1.0	7.840	A
		2	1	(1, 2, 3, 4)	489			488	490	0.1	0.4	2.157	A
	Exit	1	1		318			318	310	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	214	1328	0.161	213	208	0.2	0.2	3.061	A
			2	2, 3, 4	322	1328	0.243	322	320	0.3	0.3	3.526	A
		2	1	(1, 2, 3, 4)	536			536	528	0.0	0.0	0.037	A
	Exit	1	1		1127			1127	1130	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	295	920	0.321	297	290	0.6	0.4	6.186	A
			2	1, 4	456	920	0.495	455	444	1.3	0.9	6.925	A
		2	1	(1, 2, 3, 4)	748			751	731	1.0	0.1	1.390	A
	Exit	1	1		326			326	327	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	471	1249	0.377	473	483	0.7	0.6	4.633	A
			2	1, 2	252	1249	0.202	249	246	0.3	0.5	4.362	A
		2	1	(1, 2, 3, 4)	723			723	729	0.2	0.0	0.475	A
	Exit	1	1		815			815	814	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1022	0.004	4	4	0.0	0.0	4.698	A
			2	2, 3	410	1022	0.401	412	420	1.0	0.6	6.220	A
		2	1	(1, 2, 3, 4)	413			413	422	0.4	0.1	0.826	A
	Exit	1	1		257			257	256	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	165	1412	0.117	166	167	0.2	0.1	2.990	A
			2	2, 3, 4	270	1412	0.191	270	268	0.3	0.2	3.155	A
		2	1	(1, 2, 3, 4)	435			435	435	0.0	0.0	0.030	A
	Exit	1	1		926			926	925	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	248	977	0.254	248	248	0.4	0.4	5.453	A
			2	1, 4	366	977	0.374	365	372	0.9	0.5	5.824	A
		2	1	(1, 2, 3, 4)	613			614	618	0.1	0.1	0.739	A
	Exit	1	1		275			275	272	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	400	1322	0.302	400	404	0.6	0.4	3.884	A
			2	1, 2	205	1322	0.155	204	204	0.5	0.3	4.014	A
		2	1	(1, 2, 3, 4)	605			605	606	0.0	0.0	0.203	A
	Exit	1	1		681			681	672	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1122	0.004	4	4	0.0	0.0	4.636	A
			2	2, 3	333	1122	0.297	334	338	0.6	0.4	5.015	A
		2	1	(1, 2, 3, 4)	338			337	341	0.1	0.0	0.336	A
	Exit	1	1		217			217	220	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	147	1488	0.099	147	140	0.1	0.1	2.683	A
			2	2, 3, 4	234	1488	0.157	234	229	0.2	0.2	2.899	A
		2	1	(1, 2, 3, 4)	380			380	369	0.0	0.0	0.011	A
	Exit	1	1		764			764	774	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.43	0.00	0.00	1.30	1.76
			2	0.52	0.00	0.00	1.34	1.71
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.40	0.00	0.00	0.92	1.71
			2	0.23	0.00	0.00	0.62	1.37
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.53	0.00	0.00	1.62	2.37
		2	1	0.08	0.00	0.00	0.00	-0.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	1.00	1.00
			2	0.13	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.60	0.00	0.00	1.67	2.37
			2	0.75	0.00	0.00	3.00	3.00
		2	1	0.28	0.00	0.00	0.94	1.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.39	0.00	0.00	1.10	1.69
			2	0.39	0.00	0.00	0.87	1.37
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.67	0.00	0.00	3.00	3.00
		2	1	0.13	0.00	0.00	0.00	0.57
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	1.00	1.00
			2	0.18	0.00	0.00	0.44	0.76
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.78	0.00	0.00	3.00	3.00
			2	1.49	0.00	1.03	3.00	3.00
		2	1	1.16	0.00	0.00	3.85	6.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.04	0.00	0.24	2.44	2.76
			2	0.39	0.00	0.00	1.34	3.00
		2	1	0.31	0.00	0.00	0.00	1.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.89	0.00	0.17	3.00	3.00
		2	1	0.11	0.00	0.00	0.00	0.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.17	0.00	0.00	0.39	0.74
			2	0.34	0.00	0.00	0.84	1.46
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.64	0.00	0.00	1.95	2.64
			2	1.30	0.00	0.60	3.00	3.00
		2	1	1.01	0.00	0.00	2.70	6.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.66	0.00	0.00	3.00	3.00
			2	0.30	0.00	0.00	0.86	1.57
		2	1	0.20	0.00	0.00	0.00	0.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.04	0.00	0.24	2.48	2.82
		2	1	0.36	0.00	0.00	0.57	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.20	0.00	0.00	0.51	0.79
			2	0.29	0.00	0.00	0.73	0.95
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.39	0.00	0.00	0.94	1.77
			2	0.86	0.00	0.08	1.82	3.00
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.55	0.00	0.00	1.48	1.82
			2	0.48	0.00	0.00	1.39	1.95
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.59	0.00	0.00	3.00	3.00
		2	1	0.07	0.00	0.00	0.00	-0.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.10	0.00	0.00	0.00	0.48
			2	0.24	0.00	0.00	0.64	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.40	0.00	0.00	0.95	1.64
			2	0.51	0.00	0.00	1.12	1.81
		2	1	0.08	0.00	0.00	0.00	0.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.40	0.00	0.00	1.12	1.81
			2	0.28	0.00	0.00	0.81	1.57
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.42	0.00	0.00	0.89	1.46
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.12	0.00	0.00	1.00	1.00
			2	0.17	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	1272	985	0.243	238	234	0.0	0.4	5.142	A
				3	1	0.25	444	352	0.003	1	2	0.0	0.0	6.566	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.65	444	352	0.007	3	2	0.0	0.0	4.640	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	373	93	1272	984	0.379	376	365	0.0	0.5	5.442	A
		2	1	1	3	0.65	-	-	-	3	2	0.0	0.0	0.423	A
				2	239	60	-	-	-	239	236	0.0	0.0	0.428	A
				3	1	0.25	-	-	-	1	2	0.0	0.0	0.622	A
				4	372	93	-	-	-	373	367	0.0	0.0	0.447	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	407	102	1651	1318	0.309	408	402	0.0	0.4	3.579	A
			2	1	205	51	1651	1320	0.156	205	208	0.0	0.2	3.870	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	205	51	-	-	-	205	209	0.0	0.0	0.151	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	407	102	-	-	-	407	404	0.0	0.1	0.111	A
3	Entry	1	1	1	3	0.87	726	533	0.007	3	3	0.0	0.0	3.485	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	280	70	1586	1113	0.252	283	277	0.0	0.5	4.518	A
				3	51	13	1586	1113	0.046	52	53	0.0	0.1	4.537	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.87	-	-	-	3	3	0.0	0.0	0.082	A
				2	280	70	-	-	-	280	279	0.0	0.1	0.299	A
				3	51	13	-	-	-	51	53	0.0	0.0	0.377	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	67	17	1825	1490	0.045	66	64	0.0	0.1	2.715	A
				2	77	19	1825	1485	0.052	78	75	0.0	0.0	2.450	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	69	17	1825	1485	0.046	69	66	0.0	0.1	2.539	A
				3	156	39	1825	1487	0.105	158	160	0.0	0.0	2.881	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	67	17	-	-	-	67	64	0.0	0.0	0.000	A
				2	146	37	-	-	-	146	141	0.0	0.0	0.012	A
				3	156	39	-	-	-	156	160	0.0	0.0	0.028	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1272	926	0.321	298	292	0.4	0.6	5.920	A
				3	3	0.65	613	450	0.006	3	3	0.0	0.0	4.617	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.36	337	247	0.006	2	1	0.0	0.0	6.430	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	443	111	1272	923	0.480	445	443	0.5	0.7	6.848	A
		2	1	1	1	0.36	-	-	-	1	1	0.0	0.0	0.380	A
				2	297	74	-	-	-	297	293	0.0	0.2	1.286	A
				3	3	0.65	-	-	-	3	3	0.0	0.0	0.834	A
				4	442	110	-	-	-	443	444	0.0	0.1	1.362	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	478	120	1651	1248	0.383	478	482	0.4	0.4	4.376	A
			2	1	256	64	1651	1248	0.205	256	253	0.2	0.4	4.416	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	256	64	-	-	-	256	253	0.0	0.0	0.443	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	478	120	-	-	-	478	482	0.1	0.0	0.407	A
3	Entry	1	1	1	4	1	821	534	0.008	4	4	0.0	0.0	3.690	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	337	84	1586	1020	0.330	336	334	0.5	0.6	5.838	A
				3	69	17	1586	1024	0.067	69	68	0.1	0.1	5.586	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.192	A
				2	338	84	-	-	-	337	335	0.1	0.1	0.651	A
				3	69	17	-	-	-	69	68	0.0	0.0	0.559	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	72	18	1825	1414	0.051	72	76	0.1	0.1	3.031	A
				2	88	22	1825	1415	0.062	88	90	0.0	0.1	2.779	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	1825	1414	0.057	79	78	0.1	0.1	2.835	A
				3	195	49	1825	1417	0.138	197	191	0.0	0.1	3.238	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	72	18	-	-	-	72	76	0.0	0.0	0.002	A
				2	168	42	-	-	-	168	168	0.0	0.0	0.005	A
				3	195	49	-	-	-	195	191	0.0	0.0	0.024	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	354	88	1272	852	0.416	352	346	0.6	0.8	6.984	A
				3	2	0.51	659	437	0.005	2	3	0.0	0.0	7.518	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.54	628	423	0.005	2	3	0.0	0.0	9.448	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	536	134	1272	851	0.629	534	526	0.7	1.5	8.594	A
		2	1	1	2	0.51	-	-	-	2	3	0.0	0.0	5.247	A
				2	353	88	-	-	-	354	347	0.2	0.4	3.665	A
				3	2	0.54	-	-	-	2	3	0.0	0.0	3.383	A
				4	534	133	-	-	-	536	529	0.1	0.7	3.864	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	586	147	1651	1174	0.500	586	587	0.4	1.0	5.362	A
			2	1	304	76	1651	1175	0.259	304	311	0.4	0.4	4.951	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	305	76	-	-	-	304	311	0.0	0.2	1.090	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	585	146	-	-	-	586	590	0.0	0.1	1.065	A
3	Entry	1	1	1	4	1	879	512	0.009	4	4	0.0	0.0	4.414	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	408	102	1586	903	0.452	412	412	0.6	0.7	7.652	A
				3	81	20	1586	903	0.090	80	78	0.1	0.2	7.132	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	1.121	A
				2	406	102	-	-	-	408	412	0.1	0.1	1.823	A
				3	80	20	-	-	-	81	79	0.0	0.0	1.590	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	89	22	1825	1338	0.067	89	89	0.1	0.1	3.368	A
				2	113	28	1825	1334	0.085	113	116	0.1	0.1	2.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	98	25	1825	1329	0.074	98	98	0.1	0.1	2.912	A
				3	227	57	1825	1332	0.171	227	228	0.1	0.2	3.549	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	89	22	-	-	-	89	88	0.0	0.0	0.028	A
				2	211	53	-	-	-	211	214	0.0	0.0	0.017	A
				3	227	57	-	-	-	227	229	0.0	0.0	0.055	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	360	90	1272	851	0.423	360	354	0.8	0.6	7.402	A
				3	4	1	750	502	0.009	4	3	0.0	0.0	8.435	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.65	536	358	0.007	3	2	0.0	0.0	7.100	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	532	133	1272	851	0.625	532	537	1.5	1.3	8.753	A
		2	1	1	2	0.61	-	-	-	3	2	0.0	0.0	5.190	A
				2	360	90	-	-	-	360	353	0.4	0.3	4.766	A
				3	4	1	-	-	-	4	3	0.0	0.0	2.735	A
				4	532	133	-	-	-	532	536	0.7	0.7	5.044	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	592	148	1651	1169	0.507	596	593	1.0	0.7	5.471	A
			2	1	307	77	1651	1173	0.262	308	306	0.4	0.3	5.016	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	307	77	-	-	-	307	306	0.2	0.1	1.129	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	591	148	-	-	-	592	591	0.1	0.1	1.292	A
3	Entry	1	1	1	3	0.80	955	529	0.006	3	5	0.0	0.0	5.325	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	405	101	1586	897	0.451	408	406	0.7	1.0	7.928	A
				3	80	20	1586	897	0.089	80	79	0.2	0.1	7.429	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.80	-	-	-	3	5	0.0	0.0	2.137	A
				2	406	101	-	-	-	405	407	0.1	0.3	2.147	A
				3	80	20	-	-	-	80	79	0.0	0.0	2.205	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	97	24	1825	1331	0.073	96	93	0.1	0.1	3.172	A
				2	117	29	1825	1332	0.088	117	115	0.1	0.1	2.971	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	89	22	1825	1334	0.066	89	93	0.1	0.0	2.960	A
				3	234	58	1825	1328	0.176	233	227	0.2	0.3	3.752	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	97	24	-	-	-	97	93	0.0	0.0	0.040	A
				2	206	51	-	-	-	206	208	0.0	0.0	0.016	A
				3	234	58	-	-	-	234	227	0.0	0.0	0.055	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	292	73	1272	918	0.318	294	288	0.6	0.4	6.189	A
				3	3	0.65	475	334	0.008	3	2	0.0	0.0	5.788	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.40	460	331	0.005	2	2	0.0	0.0	7.352	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	454	114	1272	921	0.493	453	442	1.3	0.9	6.923	A
		2	1	1	2	0.40	-	-	-	2	2	0.0	0.0	1.744	A
				2	291	73	-	-	-	292	287	0.3	0.0	1.329	A
				3	3	0.65	-	-	-	3	2	0.0	0.0	0.837	A
				4	453	113	-	-	-	454	440	0.7	0.0	1.427	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	471	118	1651	1249	0.378	473	483	0.7	0.6	4.633	A
			2	1	252	63	1651	1249	0.202	249	246	0.3	0.5	4.362	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	252	63	-	-	-	252	247	0.1	0.0	0.470	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	471	118	-	-	-	471	483	0.1	0.0	0.478	A
3	Entry	1	1	1	4	0.90	707	460	0.008	4	4	0.0	0.0	4.698	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	86	1586	1022	0.335	344	352	1.0	0.5	6.338	A
				3	68	17	1586	1025	0.066	68	68	0.1	0.1	5.675	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.90	-	-	-	4	4	0.0	0.0	0.408	A
				2	343	86	-	-	-	342	351	0.3	0.1	0.834	A
				3	67	17	-	-	-	68	68	0.0	0.0	0.808	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	72	18	1825	1411	0.051	72	75	0.1	0.0	3.115	A
				2	93	23	1825	1414	0.066	94	92	0.1	0.0	2.886	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	82	21	1825	1407	0.058	83	82	0.0	0.0	2.829	A
				3	188	47	1825	1413	0.133	187	186	0.3	0.2	3.298	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	72	18	-	-	-	72	75	0.0	0.0	0.030	A
				2	175	44	-	-	-	175	174	0.0	0.0	0.015	A
				3	188	47	-	-	-	188	186	0.0	0.0	0.044	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	62	1272	978	0.252	245	245	0.4	0.4	5.460	A
				3	2	0.51	720	553	0.004	2	3	0.0	0.0	4.940	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.47	475	364	0.005	2	2	0.0	0.0	6.892	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	364	91	1272	977	0.372	364	370	0.9	0.5	5.818	A
		2	1	1	2	0.47	-	-	-	2	2	0.0	0.0	1.373	A
				2	246	62	-	-	-	246	245	0.0	0.0	0.623	A
				3	2	0.51	-	-	-	2	3	0.0	0.0	0.128	A
				4	363	91	-	-	-	364	369	0.0	0.0	0.811	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	400	100	1651	1322	0.303	400	404	0.6	0.4	3.884	A
			2	1	205	51	1651	1321	0.155	204	204	0.5	0.3	4.014	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	205	51	-	-	-	205	203	0.0	0.0	0.200	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	400	100	-	-	-	400	403	0.0	0.0	0.204	A
3	Entry	1	1	1	4	1	917	642	0.007	4	4	0.0	0.0	4.636	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	274	68	1586	1121	0.244	275	281	0.5	0.3	5.051	A
				3	59	15	1586	1117	0.053	59	57	0.1	0.1	4.854	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.141	A
				2	274	69	-	-	-	274	280	0.1	0.0	0.336	A
				3	59	15	-	-	-	59	57	0.0	0.0	0.350	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	64	16	1825	1491	0.043	64	62	0.0	0.0	2.756	A
				2	83	21	1825	1489	0.056	83	77	0.0	0.1	2.623	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	19	1825	1489	0.052	78	70	0.0	0.1	2.717	A
				3	156	39	1825	1486	0.105	156	160	0.2	0.1	2.977	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	64	16	-	-	-	64	62	0.0	0.0	0.005	A
				2	160	40	-	-	-	160	147	0.0	0.0	0.000	A
				3	156	39	-	-	-	156	159	0.0	0.0	0.024	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D6 - | Base + Com Dev + CaPCAM (2550) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	9.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.95	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1874	✓	45.00
2	570	✓	110.00
3	768	✓	35.00
4	1201	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Base + Com Dev + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	356	100.000
2		ONE HOUR	✓	556	100.000
3		ONE HOUR	✓	733	100.000
4		ONE HOUR	✓	1294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	238	2	105
	2	302	0	0	254
	3	2	719	12	0
	4	376	537	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	17.60	2.1	6.9	C	334	501
2	3.62	0.7	2.4	A	526	789
3	9.88	2.5	8.4	A	698	1047
4	10.63	4.2	12.7	B	1200	1801

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	68	1276	274	280	551	0.0	0.4	6.591	A
2	438	110	391	440	430	1159	0.0	0.3	3.004	A
3	589	147	530	588	576	301	0.0	0.8	4.496	A
4	984	246	846	982	995	273	0.0	1.2	3.737	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	323	81	1513	322	325	637	0.4	1.0	8.999	A
2	510	127	452	507	514	1383	0.3	0.6	3.194	A
3	679	170	608	683	690	351	0.8	1.0	6.099	A
4	1178	294	971	1180	1182	320	1.2	1.8	5.133	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	102	1869	403	404	767	1.0	2.1	14.659	B
2	637	159	564	640	637	1708	0.6	0.5	3.609	A
3	845	211	771	845	834	433	1.0	2.5	9.529	A
4	1442	361	1198	1438	1429	418	1.8	4.2	9.416	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	1880	399	408	788	2.1	2.1	17.597	C
2	635	159	576	634	628	1703	0.5	0.6	3.624	A
3	841	210	764	844	850	445	2.5	2.2	9.880	A
4	1442	361	1204	1464	1444	404	4.2	3.7	10.625	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	1510	330	339	615	2.1	0.9	10.188	B
2	505	126	473	504	512	1367	0.6	0.7	3.324	A
3	676	169	610	676	685	367	2.2	1.0	6.274	A
4	1170	293	957	1168	1168	328	3.7	1.6	5.280	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	69	1261	277	279	523	0.9	0.4	7.127	A
2	428	107	382	429	433	1156	0.7	0.4	3.064	A
3	560	140	517	563	576	294	1.0	0.6	4.944	A
4	986	247	801	983	983	279	1.6	1.3	4.081	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.42	0.00	0.00	1.14	1.67
2	0.26	0.00	0.00	0.72	1.28
3	0.85	0.00	0.00	2.24	2.77
4	1.16	0.00	0.40	2.58	3.14

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.04	0.00	0.25	2.06	2.81
2	0.56	0.00	0.00	1.37	1.81
3	1.02	0.00	0.00	2.40	3.57
4	1.77	0.00	0.97	3.49	4.18

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.10	0.00	0.93	4.40	6.90
2	0.51	0.00	0.00	1.16	1.74
3	2.48	0.00	0.92	6.35	8.35
4	4.18	0.00	2.26	10.70	12.70

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.12	0.00	0.72	5.07	5.70
2	0.61	0.00	0.00	1.28	2.34
3	2.22	0.00	0.84	5.57	6.68
4	3.66	0.00	2.26	7.47	10.40

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.89	0.00	0.00	1.90	3.23
2	0.65	0.00	0.00	1.60	2.43
3	1.04	0.00	0.00	2.77	3.74
4	1.61	0.00	0.76	3.49	4.43

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.43	0.00	0.00	0.93	1.62
2	0.38	0.00	0.00	0.92	1.46
3	0.60	0.00	0.00	1.60	2.34
4	1.29	0.00	0.46	2.80	3.45

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	183	701	0.260	184	192	0.0	0.3	6.856	A
			2	1, 4	90	701	0.129	90	88	0.0	0.1	5.255	A
		2	1	(1, 2, 3, 4)	273			273	282	0.0	0.0	0.251	A
	Exit	1	1		551			551	538	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	190	1451	0.131	192	192	0.0	0.1	2.954	A
			2	1, 2	248	1451	0.171	248	237	0.0	0.2	2.981	A
		2	1	(1, 2, 3, 4)	438			438	431	0.0	0.0	0.035	A
	Exit	1	1		1159			1159	1164	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1368	0.001	2	2	0.0	0.0	3.809	A
			2	2, 3	587	1368	0.429	586	574	0.0	0.8	4.121	A
		2	1	(1, 2, 3, 4)	589			589	579	0.0	0.0	0.376	A
	Exit	1	1		301			301	308	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	496	1299	0.382	494	496	0.0	0.6	3.551	A
			2	2, 3, 4	488	1299	0.376	488	499	0.0	0.6	3.611	A
		2	1	(1, 2, 3, 4)	984			984	1000	0.0	0.0	0.155	A
	Exit	1	1		273			273	271	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	222	615	0.360	221	221	0.3	0.7	8.944	A
			2	1, 4	102	615	0.166	101	103	0.1	0.3	7.270	A
		2	1	(1, 2, 3, 4)	323			324	327	0.0	0.1	0.598	A
	Exit	1	1		637			637	638	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	229	1414	0.162	229	232	0.1	0.2	3.091	A
			2	1, 2	281	1414	0.199	279	282	0.2	0.4	3.208	A
		2	1	(1, 2, 3, 4)	510			510	515	0.0	0.0	0.040	A
	Exit	1	1		1383			1383	1389	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1325	0.002	2	2	0.0	0.0	2.744	A
			2	2, 3	678	1325	0.511	680	688	0.8	0.9	5.071	A
		2	1	(1, 2, 3, 4)	679			680	690	0.0	0.1	1.034	A
	Exit	1	1		351			351	359	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	589	1228	0.480	589	588	0.6	0.9	4.491	A
			2	2, 3, 4	592	1228	0.482	591	594	0.6	0.8	4.524	A
		2	1	(1, 2, 3, 4)	1178			1181	1185	0.0	0.1	0.626	A
	Exit	1	1		320			320	326	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	273	486	0.562	271	273	0.7	1.1	12.844	B
			2	1, 4	134	486	0.276	131	131	0.3	0.7	10.102	B
		2	1	(1, 2, 3, 4)	407			407	407	0.1	0.4	2.693	A
	Exit	1	1		767			767	776	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	297	1347	0.221	299	292	0.2	0.2	3.446	A
			2	1, 2	341	1347	0.253	342	345	0.4	0.3	3.570	A
		2	1	(1, 2, 3, 4)	637			638	637	0.0	0.0	0.096	A
	Exit	1	1		1708			1708	1683	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1234	0.002	2	2	0.0	0.0	2.621	A
			2	2, 3	842	1234	0.682	843	831	0.9	1.5	6.267	A
		2	1	(1, 2, 3, 4)	845			844	836	0.1	1.0	3.263	A
	Exit	1	1		433			433	434	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	726	1098	0.661	723	716	0.9	1.3	5.706	A
			2	2, 3, 4	715	1098	0.651	715	714	0.8	1.2	5.891	A
		2	1	(1, 2, 3, 4)	1442			1441	1432	0.1	1.7	3.609	A
	Exit	1	1		418			418	411	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	267	482	0.555	268	275	1.1	1.1	14.785	B
			2	1, 4	132	482	0.274	131	133	0.7	0.6	10.660	B
		2	1	(1, 2, 3, 4)	401			400	407	0.4	0.5	4.190	A
	Exit	1	1		788			788	771	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	284	1339	0.212	284	286	0.2	0.3	3.417	A
			2	1, 2	350	1339	0.262	350	342	0.3	0.3	3.585	A
		2	1	(1, 2, 3, 4)	635			635	628	0.0	0.0	0.116	A
	Exit	1	1		1703			1703	1708	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	3	1238	0.003	3	3	0.0	0.0	2.861	A
			2	2, 3	840	1238	0.679	841	847	1.5	1.5	6.340	A
		2	1	(1, 2, 3, 4)	841			843	850	1.0	0.7	3.552	A
	Exit	1	1		445			445	445	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	727	1095	0.664	729	719	1.3	1.2	6.092	A
			2	2, 3, 4	733	1095	0.670	735	725	1.2	1.2	6.227	A
		2	1	(1, 2, 3, 4)	1442			1460	1444	1.7	1.2	4.467	A
	Exit	1	1		404			404	406	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	223	616	0.361	224	229	1.1	0.6	9.712	A
			2	1, 4	106	616	0.171	106	110	0.6	0.3	8.079	A
		2	1	(1, 2, 3, 4)	327			328	336	0.5	0.0	1.077	A
	Exit	1	1		615			615	629	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	232	1402	0.165	232	232	0.3	0.2	3.207	A
			2	1, 2	273	1402	0.195	272	280	0.3	0.4	3.355	A
		2	1	(1, 2, 3, 4)	505			505	512	0.0	0.0	0.036	A
	Exit	1	1		1367			1367	1382	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	1	1324	0.001	1	2	0.0	0.0	2.186	A
			2	2, 3	674	1324	0.509	674	683	1.5	0.9	5.071	A
		2	1	(1, 2, 3, 4)	676			676	682	0.7	0.1	1.227	A
	Exit	1	1		367			367	360	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	578	1235	0.468	577	581	1.2	0.7	4.579	A
			2	2, 3, 4	593	1235	0.480	591	587	1.2	0.8	4.608	A
		2	1	(1, 2, 3, 4)	1170			1171	1165	1.2	0.1	0.696	A
	Exit	1	1		328			328	333	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	188	707	0.266	189	191	0.6	0.3	7.305	A
			2	1, 4	87	707	0.123	88	88	0.3	0.1	6.141	A
		2	1	(1, 2, 3, 4)	275			275	277	0.0	0.0	0.207	A
	Exit	1	1		523			523	532	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	200	1456	0.137	200	197	0.2	0.2	2.993	A
			2	1, 2	229	1456	0.157	229	236	0.4	0.2	3.079	A
		2	1	(1, 2, 3, 4)	428			428	432	0.0	0.0	0.026	A
	Exit	1	1		1156			1156	1165	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	1	1375	0.001	1	2	0.0	0.0	2.981	A
			2	2, 3	559	1375	0.406	561	575	0.9	0.6	4.386	A
		2	1	(1, 2, 3, 4)	560			560	575	0.1	0.0	0.564	A
	Exit	1	1		294			294	299	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	488	1324	0.368	487	488	0.7	0.5	3.903	A
			2	2, 3, 4	498	1324	0.376	496	495	0.8	0.7	3.854	A
		2	1	(1, 2, 3, 4)	986			985	982	0.1	0.1	0.206	A
	Exit	1	1		279			279	276	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.30	0.00	0.00	0.83	1.39
			2	0.12	0.00	0.00	0.04	0.63
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.08	0.00	0.00	0.00	0.39
			2	0.18	0.00	0.00	0.34	0.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.80	0.00	0.00	3.00	3.00
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.58	0.00	0.00	0.94	3.00
			2	0.56	0.00	0.00	1.49	1.85
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.67	0.00	0.00	1.84	3.00
			2	0.30	0.00	0.00	0.76	1.14
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.19	0.00	0.00	0.47	0.76
			2	0.37	0.00	0.00	0.96	1.67
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.87	0.00	0.00	2.20	2.64
		2	1	0.14	0.00	0.00	0.00	0.57
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.88	0.00	0.17	1.96	3.00
			2	0.84	0.00	0.22	1.67	1.94
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.09	0.00	0.18	3.00	3.00
			2	0.65	0.00	0.00	1.72	3.00
		2	1	0.36	0.00	0.00	0.68	2.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.25	0.00	0.00	0.61	0.92
			2	0.26	0.00	0.00	0.67	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.52	0.00	0.92	2.71	2.89
		2	1	0.95	0.00	0.00	3.35	5.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.26	0.00	0.63	3.00	3.00
			2	1.19	0.00	0.54	3.00	3.00
		2	1	1.73	0.00	0.00	6.80	9.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.06	0.00	0.20	2.49	2.77
			2	0.58	0.00	0.00	1.60	3.00
		2	1	0.49	0.00	0.00	1.40	2.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.27	0.00	0.00	0.63	0.93
			2	0.30	0.00	0.00	0.74	1.57
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.48	0.00	0.84	2.75	2.90
		2	1	0.74	0.00	0.00	2.57	3.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.25	0.00	0.57	2.52	2.82
			2	1.17	0.00	0.47	3.00	3.00
		2	1	1.25	0.00	0.00	3.85	3.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.58	0.00	0.00	1.55	3.00
			2	0.27	0.00	0.00	0.69	1.18
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.25	0.00	0.00	0.60	0.90
			2	0.36	0.00	0.00	0.96	1.67
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.90	0.00	0.00	3.00	3.00
		2	1	0.14	0.00	0.00	0.00	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.73	0.00	0.03	1.55	1.86
			2	0.80	0.00	0.16	1.65	3.00
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.34	0.00	0.00	0.77	0.90
			2	0.08	0.00	0.00	0.00	0.34
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.17	0.00	0.00	0.40	0.73
			2	0.21	0.00	0.00	0.49	1.14
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.58	0.00	0.00	1.60	2.28
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.54	0.00	0.00	0.98	3.00
			2	0.68	0.00	0.00	1.67	3.00
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	1165	701	0.258	182	191	0.0	0.3	6.850	A
				3	2	0.40	307	200	0.008	2	1	0.0	0.0	7.611	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	989	628	0.014	9	9	0.0	0.0	5.010	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	1165	702	0.116	81	79	0.0	0.1	5.284	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.134	A
				2	181	45	-	-	-	181	192	0.0	0.0	0.322	A
				3	2	0.40	-	-	-	2	1	0.0	0.0	0.067	A
				4	81	20	-	-	-	81	79	0.0	0.0	0.104	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	190	48	1685	1451	0.131	192	192	0.0	0.1	2.954	A
			2	1	248	62	1685	1448	0.171	248	237	0.0	0.2	2.981	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	248	62	-	-	-	248	238	0.0	0.0	0.040	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	190	48	-	-	-	190	193	0.0	0.0	0.029	A
3	Entry	1	1	1	2	0.51	517	441	0.005	2	2	0.0	0.0	3.809	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	579	145	1662	1369	0.423	578	565	0.0	0.8	4.118	A
				3	8	2	1489	1239	0.007	8	9	0.0	0.0	4.327	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.51	-	-	-	2	2	0.0	0.0	0.134	A
				2	578	145	-	-	-	579	568	0.0	0.0	0.376	A
				3	8	2	-	-	-	8	9	0.0	0.0	0.396	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	292	73	1780	1300	0.225	292	290	0.0	0.4	3.885	A
				2	204	51	1780	1304	0.156	203	206	0.0	0.2	3.083	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	196	49	1780	1301	0.151	196	201	0.0	0.2	3.102	A
				3	292	73	1780	1302	0.224	291	298	0.0	0.4	3.954	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	293	73	-	-	-	292	291	0.0	0.0	0.184	A
				2	400	100	-	-	-	400	409	0.0	0.0	0.112	A
				3	292	73	-	-	-	292	299	0.0	0.0	0.187	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	220	55	1165	615	0.357	219	219	0.3	0.7	8.951	A
				3	2	0.48	462	245	0.008	2	2	0.0	0.0	8.145	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1077	565	0.016	9	10	0.0	0.0	7.440	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	1165	612	0.152	92	94	0.1	0.3	7.253	A
		2	1	1	9	2	-	-	-	9	10	0.0	0.0	0.130	A
				2	219	55	-	-	-	220	221	0.0	0.1	0.674	A
				3	2	0.48	-	-	-	2	2	0.0	0.0	0.938	A
				4	93	23	-	-	-	93	94	0.0	0.0	0.467	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	229	57	1685	1412	0.162	229	232	0.1	0.2	3.091	A
			2	1	281	70	1685	1414	0.199	279	282	0.2	0.4	3.208	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	281	70	-	-	-	281	283	0.0	0.0	0.046	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	229	57	-	-	-	229	232	0.0	0.0	0.032	A
3	Entry	1	1	1	2	0.62	737	586	0.004	2	2	0.0	0.0	2.744	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	668	167	1662	1325	0.504	671	677	0.8	0.9	5.074	A
				3	9	2	1599	1273	0.007	9	10	0.0	0.0	4.917	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.62	-	-	-	2	2	0.0	0.0	0.351	A
				2	668	167	-	-	-	668	677	0.0	0.1	1.034	A
				3	9	2	-	-	-	9	10	0.0	0.0	1.197	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	347	87	1780	1229	0.282	347	344	0.4	0.5	4.918	A
				2	242	61	1780	1229	0.197	241	245	0.2	0.4	3.892	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	251	63	1780	1229	0.204	251	248	0.2	0.3	3.876	A
				3	341	85	1780	1228	0.278	340	346	0.4	0.6	4.988	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	346	87	-	-	-	347	344	0.0	0.0	0.673	A
				2	491	123	-	-	-	493	494	0.0	0.0	0.528	A
				3	340	85	-	-	-	341	347	0.0	0.0	0.719	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	271	68	1165	488	0.555	269	271	0.7	1.1	12.849	B
				3	2	0.54	440	191	0.011	2	2	0.0	0.0	12.176	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	13	3	1121	470	0.027	12	12	0.0	0.1	10.072	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	1165	487	0.249	119	119	0.3	0.6	10.105	B
		2	1	1	13	3	-	-	-	13	13	0.0	0.0	1.600	A
				2	271	68	-	-	-	271	273	0.1	0.3	2.973	A
				3	2	0.54	-	-	-	2	2	0.0	0.0	3.324	A
				4	122	30	-	-	-	121	120	0.0	0.1	2.185	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	1685	1348	0.221	299	292	0.2	0.2	3.446	A
			2	1	341	85	1685	1349	0.252	342	345	0.4	0.3	3.570	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	340	85	-	-	-	341	345	0.0	0.0	0.121	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	297	74	-	-	-	297	292	0.0	0.0	0.068	A
3	Entry	1	1	1	2	0.48	815	613	0.003	2	2	0.0	0.0	2.621	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	828	207	1662	1235	0.670	828	818	0.9	1.5	6.272	A
				3	14	4	1646	1225	0.012	14	13	0.0	0.0	5.974	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.51	-	-	-	2	2	0.0	0.0	3.459	A
				2	829	207	-	-	-	828	821	0.1	0.9	3.263	A
				3	14	4	-	-	-	14	13	0.0	0.0	3.243	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	412	103	1780	1098	0.376	411	416	0.5	0.7	6.283	A
				2	314	78	1780	1098	0.286	312	300	0.4	0.6	4.908	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	298	74	1780	1097	0.272	298	294	0.3	0.4	5.025	A
				3	417	104	1780	1099	0.379	417	419	0.6	0.8	6.497	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	413	103	-	-	-	412	416	0.0	0.5	3.652	A
				2	612	153	-	-	-	612	595	0.0	0.7	3.495	A
				3	417	104	-	-	-	417	420	0.0	0.6	3.730	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	67	1165	483	0.551	268	273	1.1	1.0	14.786	B
				3	1	0.25	451	183	0.006	0.79	2	0.0	0.0	14.637	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1121	467	0.023	11	13	0.1	0.0	10.590	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	121	30	1165	485	0.251	120	120	0.6	0.5	10.668	B
		2	1	1	11	3	-	-	-	11	13	0.0	0.0	2.985	A
				2	266	67	-	-	-	266	273	0.3	0.3	4.605	A
				3	1	0.28	-	-	-	1	2	0.0	0.0	1.302	A
				4	122	31	-	-	-	121	120	0.1	0.2	3.464	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	284	71	1685	1339	0.212	284	286	0.2	0.3	3.417	A
			2	1	350	88	1685	1338	0.262	350	342	0.3	0.3	3.585	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	351	88	-	-	-	350	342	0.0	0.0	0.120	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	284	71	-	-	-	284	286	0.0	0.0	0.112	A
3	Entry	1	1	1	3	0.82	784	585	0.006	3	3	0.0	0.0	2.861	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	826	207	1662	1238	0.667	827	833	1.5	1.5	6.343	A
				3	14	3	1599	1193	0.012	14	14	0.0	0.0	6.162	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.85	-	-	-	3	3	0.0	0.0	2.965	A
				2	824	206	-	-	-	826	833	0.9	0.7	3.558	A
				3	14	3	-	-	-	14	14	0.0	0.0	3.348	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	423	106	1780	1096	0.386	425	413	0.7	0.8	6.712	A
				2	304	76	1780	1095	0.277	305	306	0.6	0.5	5.255	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	1780	1094	0.277	304	296	0.4	0.4	5.421	A
				3	430	107	1780	1095	0.393	431	429	0.8	0.8	6.783	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	419	105	-	-	-	423	414	0.5	0.4	4.606	A
				2	600	150	-	-	-	607	602	0.7	0.5	4.361	A
				3	424	106	-	-	-	430	429	0.6	0.3	4.481	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	221	55	1165	617	0.358	223	227	1.0	0.6	9.720	A
				3	2	0.42	407	209	0.008	2	2	0.0	0.0	8.633	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1099	580	0.015	9	10	0.0	0.0	7.338	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	97	24	1165	619	0.157	96	100	0.5	0.3	8.150	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.450	A
				2	220	55	-	-	-	221	226	0.3	0.0	1.164	A
				3	2	0.40	-	-	-	2	2	0.0	0.0	1.284	A
				4	97	24	-	-	-	97	99	0.2	0.0	0.943	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	232	58	1685	1402	0.165	232	232	0.3	0.2	3.207	A
			2	1	273	68	1685	1403	0.195	272	280	0.3	0.4	3.355	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	274	68	-	-	-	273	280	0.0	0.0	0.042	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	232	58	-	-	-	232	232	0.0	0.0	0.030	A
3	Entry	1	1	1	1	0.34	611	476	0.003	1	2	0.0	0.0	2.186	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	662	166	1662	1323	0.500	662	671	1.5	0.9	5.078	A
				3	12	3	1599	1264	0.010	12	12	0.0	0.0	4.702	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.34	-	-	-	1	2	0.0	0.0	0.712	A
				2	663	166	-	-	-	662	669	0.7	0.1	1.233	A
				3	12	3	-	-	-	12	12	0.0	0.0	0.971	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	334	83	1780	1235	0.270	332	338	0.8	0.5	5.036	A
				2	244	61	1780	1232	0.198	245	243	0.5	0.2	3.945	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	237	59	1780	1234	0.192	238	240	0.4	0.2	3.927	A
				3	355	89	1780	1234	0.288	354	347	0.8	0.6	5.080	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	333	83	-	-	-	334	337	0.4	0.0	0.756	A
				2	481	120	-	-	-	482	482	0.5	0.0	0.624	A
				3	355	89	-	-	-	355	346	0.3	0.1	0.739	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	1165	706	0.265	188	190	0.6	0.3	7.293	A
				3	1	0.31	341	201	0.006	1	1	0.0	0.0	8.926	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1066	641	0.014	10	10	0.0	0.0	6.245	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	1165	704	0.110	79	78	0.3	0.1	6.128	A
		2	1	1	9	2	-	-	-	9	10	0.0	0.0	0.119	A
				2	187	47	-	-	-	187	189	0.0	0.0	0.243	A
				3	1	0.31	-	-	-	1	1	0.0	0.0	0.762	A
				4	77	19	-	-	-	77	78	0.0	0.0	0.126	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	200	50	1685	1455	0.137	200	197	0.2	0.2	2.993	A
			2	1	229	57	1685	1457	0.157	229	236	0.4	0.2	3.079	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	229	57	-	-	-	229	235	0.0	0.0	0.031	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	200	50	-	-	-	200	197	0.0	0.0	0.020	A
3	Entry	1	1	1	1	0.37	580	477	0.003	1	2	0.0	0.0	2.981	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	550	138	1662	1374	0.400	552	566	0.9	0.6	4.389	A
				3	9	2	1442	1189	0.007	9	9	0.0	0.0	4.244	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.37	-	-	-	1	2	0.0	0.0	0.367	A
				2	549	137	-	-	-	550	564	0.1	0.0	0.565	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.533	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	284	71	1780	1321	0.215	283	285	0.5	0.3	4.265	A
				2	204	51	1780	1323	0.154	204	203	0.2	0.2	3.395	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	213	53	1780	1318	0.162	212	206	0.2	0.3	3.398	A
				3	285	71	1780	1323	0.215	284	289	0.6	0.4	4.181	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	284	71	-	-	-	284	284	0.0	0.0	0.227	A
				2	417	104	-	-	-	417	410	0.0	0.0	0.169	A
				3	285	71	-	-	-	285	288	0.1	0.0	0.238	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D9 - | Base + Com Dev + CaPCAM (5000) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	12.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.01	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1009	✓	45.00
2	858	✓	110.00
3	1667	✓	35.00
4	976	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Base + Com Dev + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	803	100.000
2		ONE HOUR	✓	942	100.000
3		ONE HOUR	✓	447	100.000
4		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	316	3	482
	2	317	0	0	625
	3	4	371	72	0
	4	81	199	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	17.47	4.6	13.9	C	780	1170
2	9.07	3.1	9.9	A	936	1404
3	17.02	2.5	8.1	C	453	680
4	3.85	0.6	1.9	A	462	692

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	637	159	685	634	629	350	0.0	1.3	6.024	A
2	758	189	587	758	761	733	0.0	1.0	4.293	A
3	372	93	1126	375	372	219	0.0	0.5	5.490	A
4	379	95	657	379	380	844	0.0	0.3	2.816	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	767	192	810	769	754	428	1.3	1.8	8.143	A
2	929	232	703	930	923	876	1.0	1.4	5.648	A
3	436	109	1378	437	436	254	0.5	1.0	7.776	A
4	452	113	785	452	449	1030	0.3	0.4	3.213	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	935	234	1003	933	927	525	1.8	4.6	15.661	C
2	1126	282	851	1125	1113	1084	1.4	3.0	8.431	A
3	548	137	1667	551	539	309	1.0	2.4	14.181	B
4	550	137	980	549	555	1238	0.4	0.6	3.642	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	932	233	1015	931	935	518	4.6	4.5	17.473	C
2	1124	281	864	1121	1129	1082	3.0	3.1	9.068	A
3	550	137	1667	552	548	318	2.4	2.5	17.015	C
4	561	140	972	562	559	1247	0.6	0.6	3.854	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	770	192	813	774	775	427	4.5	1.7	9.582	A
2	919	230	709	920	922	878	3.1	1.6	6.134	A
3	441	110	1370	441	451	259	2.5	1.1	9.291	A
4	451	113	791	450	456	1020	0.6	0.5	3.350	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	639	160	683	642	644	356	1.7	1.1	6.544	A
2	761	190	584	762	771	741	1.6	1.0	4.631	A
3	373	93	1134	372	375	212	1.1	0.7	6.292	A
4	377	94	662	377	377	844	0.5	0.3	2.954	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.26	0.00	0.22	3.01	3.87
2	0.98	0.00	0.05	2.20	2.93
3	0.54	0.00	0.00	1.37	2.29
4	0.34	0.00	0.00	0.77	0.97

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.80	0.00	0.60	4.09	5.66
2	1.40	0.00	0.30	3.48	4.63
3	0.96	0.00	0.00	2.23	3.62
4	0.39	0.00	0.00	0.88	1.45

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.60	0.00	2.36	10.04	13.90
2	3.03	0.00	1.48	8.27	9.90
3	2.38	0.00	0.91	5.36	7.93
4	0.63	0.00	0.00	1.38	1.89

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.51	0.00	2.52	10.40	13.80
2	3.06	0.00	1.62	6.77	9.87
3	2.47	0.00	0.95	6.18	8.09
4	0.60	0.00	0.00	1.34	1.95

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.70	0.00	0.65	3.79	4.90
2	1.58	0.00	0.63	3.36	4.18
3	1.13	0.00	0.00	2.87	3.63
4	0.47	0.00	0.00	1.10	1.89

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.09	0.00	0.17	2.34	3.10
2	1.00	0.00	0.06	2.29	3.78
3	0.67	0.00	0.00	1.72	2.83
4	0.34	0.00	0.00	0.79	1.04

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	268	958	0.280	267	261	0.0	0.5	5.233	A
			2	1, 4	369	958	0.385	367	368	0.0	0.7	5.590	A
		2	1	(1, 2, 3, 4)	637			637	634	0.0	0.1	0.573	A
	Exit	1	1		350			350	352	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	478	1320	0.362	478	477	0.0	0.5	3.976	A
			2	1, 2	280	1320	0.212	280	284	0.0	0.4	3.937	A
		2	1	(1, 2, 3, 4)	758			758	764	0.0	0.1	0.329	A
	Exit	1	1		733			733	731	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1050	0.004	4	4	0.0	0.0	4.156	A
			2	2, 3	368	1050	0.351	371	368	0.0	0.5	5.080	A
		2	1	(1, 2, 3, 4)	372			373	374	0.0	0.1	0.414	A
	Exit	1	1		219			219	215	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	148	1413	0.105	148	149	0.0	0.1	2.714	A
			2	2, 3, 4	231	1413	0.163	231	231	0.0	0.2	2.858	A
		2	1	(1, 2, 3, 4)	379			379	381	0.0	0.0	0.015	A
	Exit	1	1		844			844	844	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	320	902	0.355	321	314	0.5	0.6	6.268	A
			2	1, 4	446	902	0.495	448	440	0.7	0.8	6.851	A
		2	1	(1, 2, 3, 4)	767			766	755	0.1	0.4	1.518	A
	Exit	1	1		428			428	424	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	582	1254	0.464	583	578	0.5	0.7	4.841	A
			2	1, 2	347	1254	0.277	346	345	0.4	0.5	4.552	A
		2	1	(1, 2, 3, 4)	929			930	924	0.1	0.2	0.902	A
	Exit	1	1		876			876	865	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	936	0.004	4	4	0.0	0.0	4.275	A
			2	2, 3	433	936	0.462	433	432	0.5	0.8	6.623	A
		2	1	(1, 2, 3, 4)	436			437	438	0.1	0.1	1.172	A
	Exit	1	1		254			254	257	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	176	1337	0.132	176	174	0.1	0.1	3.028	A
			2	2, 3, 4	276	1337	0.207	276	275	0.2	0.3	3.282	A
		2	1	(1, 2, 3, 4)	452			452	449	0.0	0.0	0.029	A
	Exit	1	1		1030			1030	1017	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	391	816	0.480	391	387	0.6	1.0	7.974	A
			2	1, 4	542	816	0.664	542	540	0.8	1.4	9.044	A
		2	1	(1, 2, 3, 4)	935			933	931	0.4	2.2	7.018	A
	Exit	1	1		525			525	520	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	697	1170	0.596	698	693	0.7	1.2	5.951	A
			2	1, 2	427	1170	0.365	427	420	0.5	0.8	5.300	A
		2	1	(1, 2, 3, 4)	1126			1124	1115	0.2	1.1	2.694	A
	Exit	1	1		1084			1084	1071	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	806	0.007	6	6	0.0	0.0	5.927	A
			2	2, 3	545	806	0.675	545	534	0.8	1.6	9.294	A
		2	1	(1, 2, 3, 4)	548			551	542	0.1	0.8	4.896	A
	Exit	1	1		309			309	312	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	218	1220	0.179	217	221	0.1	0.2	3.387	A
			2	2, 3, 4	332	1220	0.272	332	334	0.3	0.4	3.702	A
		2	1	(1, 2, 3, 4)	550			550	556	0.0	0.0	0.065	A
	Exit	1	1		1238			1238	1231	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	387	810	0.478	385	391	1.0	1.1	8.167	A
			2	1, 4	547	810	0.675	546	545	1.4	1.5	9.587	A
		2	1	(1, 2, 3, 4)	932			934	936	2.2	2.0	8.454	A
	Exit	1	1		518			518	525	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	704	1163	0.605	704	704	1.2	1.3	6.115	A
			2	1, 2	418	1163	0.360	417	424	0.8	0.7	5.492	A
		2	1	(1, 2, 3, 4)	1124			1122	1129	1.1	1.1	3.161	A
	Exit	1	1		1082			1082	1083	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	806	0.007	6	5	0.0	0.0	6.122	A
			2	2, 3	546	806	0.677	546	543	1.6	1.5	10.155	B
		2	1	(1, 2, 3, 4)	550			551	548	0.8	0.9	6.892	A
	Exit	1	1		318			318	317	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	221	1225	0.181	221	220	0.2	0.2	3.511	A
			2	2, 3, 4	340	1225	0.278	340	339	0.4	0.4	3.924	A
		2	1	(1, 2, 3, 4)	561			561	559	0.0	0.0	0.092	A
	Exit	1	1		1247			1247	1247	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	321	901	0.357	324	323	1.1	0.5	6.819	A
			2	1, 4	450	901	0.500	450	452	1.5	0.9	7.499	A
		2	1	(1, 2, 3, 4)	770			772	770	2.0	0.3	2.390	A
	Exit	1	1		427			427	425	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	572	1250	0.457	572	579	1.3	0.9	5.102	A
			2	1, 2	349	1250	0.279	348	344	0.7	0.5	4.706	A
		2	1	(1, 2, 3, 4)	919			920	920	1.1	0.2	1.177	A
	Exit	1	1		878			878	889	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	940	0.005	5	5	0.0	0.0	5.228	A
			2	2, 3	438	940	0.466	436	446	1.5	1.0	7.406	A
		2	1	(1, 2, 3, 4)	441			442	448	0.9	0.2	1.947	A
	Exit	1	1		259			259	260	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	175	1333	0.131	174	177	0.2	0.2	3.118	A
			2	2, 3, 4	276	1333	0.207	276	279	0.4	0.3	3.447	A
		2	1	(1, 2, 3, 4)	451			451	455	0.0	0.0	0.031	A
	Exit	1	1		1020			1020	1029	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	268	959	0.280	269	270	0.5	0.4	5.777	A
			2	1, 4	372	959	0.388	372	374	0.9	0.6	5.909	A
		2	1	(1, 2, 3, 4)	639			640	642	0.3	0.1	0.693	A
	Exit	1	1		356			356	357	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	472	1321	0.358	473	480	0.9	0.5	4.207	A
			2	1, 2	288	1321	0.218	289	291	0.5	0.3	4.225	A
		2	1	(1, 2, 3, 4)	761			761	769	0.2	0.1	0.422	A
	Exit	1	1		741			741	740	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1046	0.003	3	3	0.0	0.0	4.037	A
			2	2, 3	369	1046	0.353	368	371	1.0	0.6	5.696	A
		2	1	(1, 2, 3, 4)	373			372	373	0.2	0.0	0.620	A
	Exit	1	1		212			212	216	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	147	1410	0.104	146	144	0.2	0.2	2.850	A
			2	2, 3, 4	230	1410	0.163	230	232	0.3	0.2	2.995	A
		2	1	(1, 2, 3, 4)	377			377	376	0.0	0.0	0.014	A
	Exit	1	1		844			844	853	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.48	0.00	0.00	1.36	2.09
			2	0.66	0.00	0.00	1.85	3.00
		2	1	0.12	0.00	0.00	0.00	0.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.54	0.00	0.00	1.39	1.95
			2	0.36	0.00	0.00	1.05	1.73
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.47	0.00	0.00	1.37	3.00
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.24	0.67
			2	0.20	0.00	0.00	0.49	0.78
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.59	0.00	0.00	1.70	2.36
			2	0.79	0.00	0.00	2.09	2.56
		2	1	0.42	0.00	0.00	0.63	2.37
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.72	0.00	0.00	3.00	3.00
			2	0.51	0.00	0.00	1.47	2.05
		2	1	0.17	0.00	0.00	0.00	0.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.84	0.00	0.00	2.07	2.58
		2	1	0.11	0.00	0.00	0.00	0.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.22	0.66
			2	0.26	0.00	0.00	0.67	1.11
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.01	0.00	0.04	2.48	2.78
			2	1.38	0.00	0.70	2.66	2.84
		2	1	2.21	0.00	0.00	6.53	9.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.16	0.00	0.37	3.00	3.00
			2	0.76	0.00	0.00	2.23	2.64
		2	1	1.11	0.00	0.00	4.05	6.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.59	0.00	0.91	2.78	2.93
		2	1	0.78	0.00	0.00	2.22	4.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.25	0.00	0.00	0.63	0.94
			2	0.38	0.00	0.00	0.92	1.55
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.06	0.00	0.05	2.56	2.86
			2	1.45	0.00	0.79	2.70	2.86
		2	1	2.00	0.00	0.00	6.46	10.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.31	0.00	0.61	3.00	3.00
			2	0.68	0.00	0.00	1.79	2.41
		2	1	1.08	0.00	0.00	3.40	5.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	1.54	0.00	0.90	2.78	2.93
		2	1	0.92	0.00	0.00	3.02	4.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.20	0.00	0.00	0.47	0.80
			2	0.40	0.00	0.00	0.94	1.55
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.48	0.00	0.00	1.26	1.94
			2	0.91	0.00	0.01	3.00	3.00
		2	1	0.31	0.00	0.00	0.20	1.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.88	0.00	0.00	2.19	2.62
			2	0.50	0.00	0.00	1.59	2.30
		2	1	0.20	0.00	0.00	0.00	0.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.96	0.00	0.00	2.50	2.82
		2	1	0.15	0.00	0.00	0.00	0.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.19	0.00	0.00	0.44	0.86
			2	0.28	0.00	0.00	0.74	1.21
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.38	0.00	0.00	0.95	1.65
			2	0.62	0.00	0.00	1.66	3.00
		2	1	0.09	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.53	0.00	0.00	1.28	3.00
			2	0.34	0.00	0.00	0.89	1.61
		2	1	0.13	0.00	0.00	0.00	0.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.61	0.00	0.00	1.69	2.33
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.16	0.00	0.00	0.33	0.74
			2	0.18	0.00	0.00	0.42	0.76
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	67	1264	959	0.277	265	259	0.0	0.5	5.238	A
				3	2	0.54	551	436	0.005	2	2	0.0	0.0	4.627	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.34	385	307	0.004	1	1	0.0	0.0	6.006	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	368	92	1264	958	0.384	366	367	0.0	0.7	5.588	A
		2	1	1	1	0.34	-	-	-	1	1	0.0	0.0	0.197	A
				2	266	67	-	-	-	266	261	0.0	0.0	0.540	A
				3	2	0.54	-	-	-	2	2	0.0	0.0	0.745	A
				4	368	92	-	-	-	368	369	0.0	0.1	0.594	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	478	120	1651	1320	0.362	478	477	0.0	0.5	3.976	A
			2	1	280	70	1651	1320	0.212	280	284	0.0	0.4	3.937	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	285	0.0	0.0	0.331	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	478	120	-	-	-	478	479	0.0	0.1	0.328	A
3	Entry	1	1	1	4	1	826	592	0.007	4	4	0.0	0.0	4.156	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	313	78	1557	1051	0.298	315	313	0.0	0.4	5.144	A
				3	55	14	1557	1050	0.053	56	55	0.0	0.1	4.748	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.224	A
				2	313	78	-	-	-	313	315	0.0	0.1	0.421	A
				3	55	14	-	-	-	55	55	0.0	0.0	0.393	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	65	16	1806	1415	0.046	65	63	0.0	0.1	2.849	A
				2	84	21	1806	1416	0.059	83	85	0.0	0.1	2.612	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	17	1806	1414	0.049	70	73	0.0	0.1	2.627	A
				3	161	40	1806	1415	0.114	161	158	0.0	0.1	2.965	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	65	16	-	-	-	65	64	0.0	0.0	0.013	A
				2	153	38	-	-	-	153	159	0.0	0.0	0.005	A
				3	161	40	-	-	-	161	158	0.0	0.0	0.025	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	318	79	1264	902	0.352	318	311	0.5	0.6	6.265	A
				3	2	0.62	632	452	0.006	3	3	0.0	0.0	6.519	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.44	428	309	0.006	2	2	0.0	0.0	6.413	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	444	111	1264	903	0.492	447	439	0.7	0.8	6.853	A
		2	1	1	2	0.44	-	-	-	2	2	0.0	0.0	1.199	A
				2	318	80	-	-	-	318	312	0.0	0.2	1.477	A
				3	2	0.62	-	-	-	2	3	0.0	0.0	2.643	A
				4	444	111	-	-	-	444	439	0.1	0.2	1.540	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	582	146	1651	1255	0.464	583	578	0.5	0.7	4.841	A
			2	1	347	87	1651	1255	0.277	346	345	0.4	0.5	4.552	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	347	87	-	-	-	347	346	0.0	0.1	0.920	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	582	146	-	-	-	582	579	0.1	0.1	0.893	A
3	Entry	1	1	1	4	1	826	505	0.008	4	4	0.0	0.0	4.275	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	367	92	1557	937	0.392	368	367	0.4	0.7	6.672	A
				3	65	16	1557	939	0.070	65	65	0.1	0.1	6.372	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	1.143	A
				2	366	92	-	-	-	367	368	0.1	0.1	1.167	A
				3	65	16	-	-	-	65	66	0.0	0.0	1.197	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	76	19	1806	1339	0.057	76	74	0.1	0.1	3.154	A
				2	100	25	1806	1336	0.075	101	101	0.1	0.1	2.935	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	89	22	1806	1339	0.067	89	86	0.1	0.1	2.874	A
				3	187	47	1806	1336	0.140	187	189	0.1	0.2	3.466	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	76	19	-	-	-	76	74	0.0	0.0	0.030	A
				2	189	47	-	-	-	189	187	0.0	0.0	0.019	A
				3	187	47	-	-	-	187	189	0.0	0.0	0.040	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	388	97	1264	816	0.476	388	383	0.6	1.0	7.976	A
				3	3	0.80	694	455	0.007	3	3	0.0	0.0	7.742	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.51	474	312	0.007	2	2	0.0	0.0	8.221	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	540	135	1264	816	0.662	540	538	0.8	1.4	9.047	A
		2	1	1	2	0.51	-	-	-	2	2	0.0	0.0	5.802	A
				2	389	97	-	-	-	388	385	0.2	0.9	6.961	A
				3	3	0.81	-	-	-	3	3	0.0	0.0	4.989	A
				4	541	135	-	-	-	540	541	0.2	1.3	7.073	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	697	174	1651	1171	0.596	698	693	0.7	1.2	5.951	A
			2	1	427	107	1651	1171	0.365	427	420	0.5	0.8	5.300	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	428	107	-	-	-	427	421	0.1	0.4	2.687	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	698	175	-	-	-	697	695	0.1	0.7	2.698	A
3	Entry	1	1	1	6	1	1078	571	0.010	6	6	0.0	0.0	5.927	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	464	116	1557	805	0.577	465	453	0.7	1.4	9.411	A
				3	80	20	1557	805	0.100	80	81	0.1	0.2	8.697	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	6	0.0	0.0	3.808	A
				2	462	115	-	-	-	464	456	0.1	0.6	4.920	A
				3	80	20	-	-	-	80	81	0.0	0.1	4.838	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	91	23	1806	1223	0.075	91	92	0.1	0.1	3.626	A
				2	127	32	1806	1221	0.104	126	128	0.1	0.1	3.214	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	105	26	1806	1223	0.086	105	107	0.1	0.1	3.178	A
				3	226	57	1806	1221	0.185	226	228	0.2	0.3	3.945	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	91	23	-	-	-	91	93	0.0	0.0	0.059	A
				2	232	58	-	-	-	232	235	0.0	0.0	0.043	A
				3	226	57	-	-	-	226	228	0.0	0.0	0.090	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	384	96	1264	811	0.474	382	387	1.0	1.0	8.169	A
				3	3	0.70	702	454	0.006	3	3	0.0	0.0	8.034	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.77	601	388	0.008	3	2	0.0	0.0	9.098	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	544	136	1264	810	0.671	543	542	1.4	1.4	9.590	A
		2	1	1	3	0.74	-	-	-	3	2	0.0	0.0	10.573	B
				2	384	96	-	-	-	384	387	0.9	0.9	8.229	A
				3	3	0.70	-	-	-	3	3	0.0	0.0	9.816	A
				4	542	135	-	-	-	544	543	1.3	1.1	8.584	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	704	176	1651	1163	0.605	704	704	1.2	1.3	6.115	A
			2	1	418	105	1651	1163	0.360	417	424	0.8	0.7	5.492	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	419	105	-	-	-	418	424	0.4	0.4	3.162	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	704	176	-	-	-	704	705	0.7	0.7	3.161	A
3	Entry	1	1	1	6	1	973	500	0.011	6	5	0.0	0.0	6.122	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	468	117	1557	805	0.581	468	464	1.4	1.3	10.224	B
				3	78	19	1557	808	0.096	78	79	0.2	0.2	9.794	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	5	0.0	0.0	5.298	A
				2	466	116	-	-	-	468	463	0.6	0.7	6.861	A
				3	78	19	-	-	-	78	79	0.1	0.2	7.144	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	92	23	1806	1222	0.075	92	93	0.1	0.1	3.763	A
				2	129	32	1806	1224	0.106	129	128	0.1	0.1	3.326	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	104	26	1806	1224	0.085	103	105	0.1	0.1	3.365	A
				3	236	59	1806	1224	0.193	237	234	0.3	0.3	4.173	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	92	23	-	-	-	92	92	0.0	0.0	0.086	A
				2	233	58	-	-	-	233	233	0.0	0.0	0.065	A
				3	236	59	-	-	-	236	234	0.0	0.0	0.121	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	318	80	1264	900	0.354	321	320	1.0	0.5	6.820	A
				3	3	0.70	617	426	0.007	3	3	0.0	0.0	6.636	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.35	447	312	0.004	1	2	0.0	0.0	8.056	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	449	112	1264	901	0.498	449	450	1.4	0.9	7.497	A
		2	1	1	1	0.35	-	-	-	1	2	0.0	0.0	1.406	A
				2	318	79	-	-	-	318	318	0.9	0.1	2.306	A
				3	3	0.70	-	-	-	3	3	0.0	0.0	2.365	A
				4	448	112	-	-	-	449	448	1.1	0.2	2.448	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	572	143	1651	1251	0.457	572	579	1.3	0.9	5.102	A
			2	1	349	87	1651	1249	0.279	348	344	0.7	0.5	4.706	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	348	87	-	-	-	349	343	0.4	0.1	1.163	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	571	143	-	-	-	572	577	0.7	0.1	1.184	A
3	Entry	1	1	1	4	1	964	575	0.008	5	5	0.0	0.0	5.228	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	371	93	1557	939	0.395	371	379	1.3	0.8	7.520	A
				3	66	17	1557	941	0.070	66	67	0.2	0.1	6.824	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	1.565	A
				2	371	93	-	-	-	371	377	0.7	0.1	1.977	A
				3	66	17	-	-	-	66	66	0.2	0.0	1.815	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	73	18	1806	1330	0.055	73	75	0.1	0.1	3.246	A
				2	101	25	1806	1330	0.076	101	102	0.1	0.1	3.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	85	21	1806	1332	0.064	85	88	0.1	0.1	3.037	A
				3	191	48	1806	1332	0.143	190	191	0.3	0.2	3.633	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	73	18	-	-	-	73	75	0.0	0.0	0.025	A
				2	187	47	-	-	-	187	190	0.0	0.0	0.021	A
				3	191	48	-	-	-	191	191	0.0	0.0	0.042	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	66	1264	959	0.277	267	267	0.5	0.4	5.777	A
				3	2	0.58	528	396	0.006	2	2	0.0	0.0	5.729	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.37	366	275	0.005	1	1	0.0	0.0	6.567	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	371	93	1264	959	0.387	371	373	0.9	0.6	5.906	A
		2	1	1	1	0.37	-	-	-	1	1	0.0	0.0	0.937	A
				2	266	66	-	-	-	266	267	0.1	0.0	0.739	A
				3	2	0.58	-	-	-	2	2	0.0	0.0	0.727	A
				4	370	92	-	-	-	371	372	0.2	0.1	0.662	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	472	118	1651	1322	0.357	473	480	0.9	0.5	4.207	A
			2	1	288	72	1651	1321	0.218	289	291	0.5	0.3	4.225	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	290	0.1	0.0	0.437	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	473	118	-	-	-	472	479	0.1	0.1	0.415	A
3	Entry	1	1	1	4	0.88	783	514	0.007	3	3	0.0	0.0	4.037	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	316	79	1557	1046	0.302	315	316	0.8	0.5	5.764	A
				3	53	13	1557	1044	0.051	53	56	0.1	0.1	5.348	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.88	-	-	-	4	3	0.0	0.0	0.250	A
				2	316	79	-	-	-	316	315	0.1	0.0	0.613	A
				3	53	13	-	-	-	53	55	0.0	0.0	0.680	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	62	16	1806	1409	0.044	62	62	0.1	0.1	3.003	A
				2	84	21	1806	1409	0.060	84	83	0.1	0.1	2.736	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	74	19	1806	1410	0.053	74	74	0.1	0.0	2.715	A
				3	156	39	1806	1409	0.111	156	158	0.2	0.1	3.126	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	62	16	-	-	-	62	62	0.0	0.0	0.015	A
				2	158	40	-	-	-	158	157	0.0	0.0	0.007	A
				3	156	39	-	-	-	156	158	0.0	0.0	0.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D10 - | Base + Com Dev + CaPCAM (5000) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	32.12	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.12	D

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	2119	✓	45.00
2	560	✓	110.00
3	886	✓	35.00
4	1419	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Base + Com Dev + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	459	100.000
2		ONE HOUR	✓	671	100.000
3		ONE HOUR	✓	866	100.000
4		ONE HOUR	✓	1402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	341	2	105
	2	370	0	0	301
	3	2	852	12	0
	4	376	645	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	101.53	18.1	51.8	F	437	655
2	4.00	0.9	2.7	A	635	952
3	20.91	6.4	19.3	C	820	1230
4	29.58	13.5	42.6	D	1296	1944

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	88	1462	355	355	586	0.0	0.9	8.708	A
2	520	130	384	519	518	1433	0.0	0.4	3.073	A
3	678	170	606	682	681	297	0.0	1.0	5.472	A
4	1071	268	978	1070	1067	311	0.0	1.6	4.135	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	425	106	1740	427	420	692	0.9	2.0	14.483	B
2	617	154	472	616	621	1695	0.4	0.7	3.430	A
3	805	201	720	806	803	367	1.0	1.9	8.341	A
4	1272	318	1159	1273	1266	367	1.6	2.5	6.566	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	522	131	2117	500	495	855	2.0	9.7	46.194	E
2	762	191	558	764	774	2059	0.7	0.7	3.998	A
3	978	244	888	973	971	433	1.9	6.4	19.026	C
4	1555	389	1409	1563	1518	451	2.5	10.0	19.941	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	134	2121	500	497	847	9.7	18.1	101.535	F
2	758	189	562	757	757	2058	0.7	0.9	3.944	A
3	984	246	883	989	997	436	6.4	5.2	20.909	C
4	1540	385	1429	1538	1545	443	10.0	13.5	29.578	D

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	107	1747	456	491	711	18.1	3.1	53.424	F
2	629	157	475	630	625	1728	0.9	0.6	3.576	A
3	799	200	735	803	816	369	5.2	1.9	9.842	A
4	1289	322	1164	1295	1315	375	13.5	2.6	11.635	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	89	1434	357	365	582	3.1	1.0	10.730	B
2	522	130	380	520	527	1411	0.6	0.5	3.203	A
3	676	169	603	674	681	296	1.9	1.4	6.469	A
4	1050	262	970	1047	1057	308	2.6	1.5	4.790	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.94	0.00	-0.01	2.19	2.79
2	0.40	0.00	0.00	0.84	1.54
3	1.04	0.00	0.08	2.55	3.36
4	1.58	0.00	0.60	3.61	4.71

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.99	0.00	0.90	4.31	5.56
2	0.70	0.00	0.00	1.58	2.32
3	1.87	0.00	0.65	4.70	5.63
4	2.46	0.00	1.31	5.13	7.42

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	9.66	0.00	6.19	21.50	31.25
2	0.74	0.00	0.00	1.78	2.53
3	6.36	0.00	3.90	13.50	19.25
4	9.97	0.00	6.88	23.13	31.50

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	18.05	-0.05	12.50	43.75	51.83
2	0.85	0.00	-0.01	1.95	2.73
3	5.24	0.00	3.16	11.75	15.25
4	13.49	-0.03	8.58	31.50	42.63

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.14	0.00	1.18	6.90	9.63
2	0.60	0.00	0.00	1.06	1.92
3	1.85	0.00	0.30	4.90	7.13
4	2.61	0.00	1.44	4.90	6.75

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.00	0.00	0.12	1.88	3.54
2	0.54	0.00	0.00	1.34	1.83
3	1.39	0.00	0.31	3.10	4.54
4	1.47	0.00	0.56	2.92	4.31

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	268	640	0.418	267	268	0.0	0.8	8.490	A
			2	1, 4	87	640	0.136	87	87	0.0	0.1	6.055	A
		2	1	(1, 2, 3, 4)	353			355	359	0.0	0.0	0.830	A
	Exit	1	1		586			586	582	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	230	1455	0.158	230	230	0.0	0.2	2.925	A
			2	1, 2	290	1455	0.199	289	287	0.0	0.2	3.114	A
		2	1	(1, 2, 3, 4)	520			519	519	0.0	0.0	0.044	A
	Exit	1	1		1433			1433	1429	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	1	1320	0.001	1	2	0.0	0.0	2.514	A
			2	2, 3	680	1320	0.515	681	679	0.0	0.9	4.602	A
		2	1	(1, 2, 3, 4)	678			681	684	0.0	0.1	0.872	A
	Exit	1	1		297			297	299	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	537	1226	0.438	537	532	0.0	0.8	3.926	A
			2	2, 3, 4	534	1226	0.435	533	535	0.0	0.7	3.865	A
		2	1	(1, 2, 3, 4)	1071			1071	1073	0.0	0.1	0.239	A
	Exit	1	1		311			311	311	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	321	546	0.588	323	319	0.8	1.3	12.529	B
			2	1, 4	106	546	0.193	104	101	0.1	0.3	7.740	A
		2	1	(1, 2, 3, 4)	425			427	422	0.0	0.5	3.126	A
	Exit	1	1		692			692	697	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	271	1403	0.193	272	273	0.2	0.2	3.211	A
			2	1, 2	346	1403	0.246	344	349	0.2	0.5	3.415	A
		2	1	(1, 2, 3, 4)	617			617	622	0.0	0.0	0.106	A
	Exit	1	1		1695			1695	1689	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1258	0.001	2	2	0.0	0.0	2.597	A
			2	2, 3	805	1258	0.640	804	801	0.9	1.4	5.940	A
		2	1	(1, 2, 3, 4)	805			807	804	0.1	0.5	2.400	A
	Exit	1	1		367			367	359	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	633	1128	0.561	631	630	0.8	1.0	5.211	A
			2	2, 3, 4	640	1128	0.568	642	637	0.7	0.9	5.216	A
		2	1	(1, 2, 3, 4)	1272			1273	1268	0.1	0.5	1.351	A
	Exit	1	1		367			367	364	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	378	418	0.904	376	371	1.3	2.5	19.602	C
			2	1, 4	123	418	0.295	124	123	0.3	0.5	11.802	B
		2	1	(1, 2, 3, 4)	522			501	500	0.5	6.7	28.286	D
	Exit	1	1		855			855	855	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	340	1351	0.252	340	343	0.2	0.3	3.569	A
			2	1, 2	422	1351	0.313	424	431	0.5	0.4	3.880	A
		2	1	(1, 2, 3, 4)	762			762	774	0.0	0.1	0.256	A
	Exit	1	1		2059			2059	2024	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1168	0.002	2	2	0.0	0.0	2.494	A
			2	2, 3	971	1168	0.831	970	969	1.4	2.3	7.720	A
		2	1	(1, 2, 3, 4)	978			973	975	0.5	4.1	11.296	B
	Exit	1	1		433			433	425	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	784	994	0.789	783	761	1.0	1.6	7.161	A
			2	2, 3, 4	779	994	0.784	779	757	0.9	1.6	7.201	A
		2	1	(1, 2, 3, 4)	1555			1563	1523	0.5	6.8	12.745	B
	Exit	1	1		451			451	454	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	375	417	0.900	374	372	2.5	2.7	23.988	C
			2	1, 4	124	417	0.298	126	125	0.5	0.4	13.538	B
		2	1	(1, 2, 3, 4)	537			499	497	6.7	15.0	80.439	F
	Exit	1	1		847			847	853	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	330	1348	0.245	329	333	0.3	0.4	3.545	A
			2	1, 2	428	1348	0.317	428	424	0.4	0.5	3.917	A
		2	1	(1, 2, 3, 4)	758			758	758	0.1	0.0	0.194	A
	Exit	1	1		2058			2058	2063	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1171	0.002	2	2	0.0	0.0	3.090	A
			2	2, 3	986	1171	0.842	987	995	2.3	2.2	7.922	A
		2	1	(1, 2, 3, 4)	984			989	997	4.1	3.0	13.000	B
	Exit	1	1		436			436	433	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	764	983	0.778	766	772	1.6	1.5	7.727	A
			2	2, 3, 4	770	983	0.784	772	773	1.6	1.6	7.773	A
		2	1	(1, 2, 3, 4)	1540			1534	1544	6.8	10.4	21.818	C
	Exit	1	1		443			443	446	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	348	543	0.640	350	375	2.7	1.5	17.165	C
			2	1, 4	105	543	0.193	106	116	0.4	0.2	9.998	A
		2	1	(1, 2, 3, 4)	429			453	485	15.0	1.5	38.698	E
	Exit	1	1		711			711	716	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	278	1401	0.199	279	275	0.4	0.2	3.253	A
			2	1, 2	351	1401	0.251	351	350	0.5	0.4	3.636	A
		2	1	(1, 2, 3, 4)	629			630	624	0.0	0.0	0.110	A
	Exit	1	1		1728			1728	1782	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1250	0.001	2	2	0.0	0.0	2.918	A
			2	2, 3	797	1250	0.638	802	814	2.2	1.2	6.262	A
		2	1	(1, 2, 3, 4)	799			799	812	3.0	0.7	3.630	A
	Exit	1	1		369			369	371	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	645	1126	0.573	644	656	1.5	1.0	5.816	A
			2	2, 3, 4	649	1126	0.577	651	660	1.6	1.1	5.860	A
		2	1	(1, 2, 3, 4)	1289			1295	1311	10.4	0.6	5.874	A
	Exit	1	1		375			375	379	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	272	650	0.419	273	277	1.5	0.7	9.852	A
			2	1, 4	84	650	0.129	83	87	0.2	0.2	6.651	A
		2	1	(1, 2, 3, 4)	355			356	362	1.5	0.1	1.789	A
	Exit	1	1		582			582	584	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	233	1458	0.160	232	232	0.2	0.3	3.025	A
			2	1, 2	289	1458	0.198	288	294	0.4	0.3	3.237	A
		2	1	(1, 2, 3, 4)	522			522	526	0.0	0.0	0.061	A
	Exit	1	1		1411			1411	1435	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1321	0.001	2	1	0.0	0.0	2.510	A
			2	2, 3	673	1321	0.509	672	679	1.2	1.1	5.223	A
		2	1	(1, 2, 3, 4)	676			675	680	0.7	0.3	1.269	A
	Exit	1	1		296			296	298	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	523	1231	0.425	522	525	1.0	0.7	4.427	A
			2	2, 3, 4	525	1231	0.427	525	532	1.1	0.6	4.367	A
		2	1	(1, 2, 3, 4)	1050			1048	1055	0.6	0.1	0.400	A
	Exit	1	1		308			308	312	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.76	0.00	0.00	3.00	3.00
			2	0.14	0.00	0.00	0.18	0.73
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.15	0.00	0.00	0.28	0.77
			2	0.21	0.00	0.00	0.43	0.95
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.92	0.00	0.08	2.28	2.66
		2	1	0.12	0.00	0.00	0.00	0.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.79	0.00	0.07	1.78	3.00
			2	0.68	0.00	0.00	1.78	3.00
		2	1	0.10	0.00	0.00	0.00	0.42
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.25	0.00	0.50	2.61	2.82
			2	0.28	0.00	0.00	0.81	1.43
		2	1	0.46	0.00	0.00	1.06	2.06
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.23	0.00	0.00	0.57	0.84
			2	0.46	0.00	0.00	1.15	1.93
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.39	0.00	0.65	2.70	2.87
		2	1	0.48	0.00	0.00	1.63	2.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.99	0.00	0.32	3.00	3.00
			2	0.92	0.00	0.17	3.00	3.00
		2	1	0.54	0.00	0.00	1.90	3.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.54	0.00	2.36	2.96	4.00
			2	0.48	0.00	0.00	1.28	1.77
		2	1	6.65	0.00	2.63	18.50	26.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.30	0.00	0.00	0.72	0.95
			2	0.39	0.00	0.00	0.94	1.91
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.28	0.00	2.23	2.87	2.95
		2	1	4.08	0.00	0.90	10.50	16.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.65	0.00	1.16	3.00	3.00
			2	1.57	0.00	1.12	3.00	3.00
		2	1	6.76	0.00	3.17	18.25	27.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.71	0.00	2.41	2.94	4.00
			2	0.37	0.00	0.00	0.90	1.66
		2	1	14.97	0.00	9.75	39.50	48.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.40	0.00	0.00	0.92	1.66
			2	0.45	0.00	0.00	1.32	1.78
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.23	0.00	2.20	2.87	2.95
		2	1	3.01	0.00	0.16	8.75	12.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.52	0.00	0.96	3.00	3.00
			2	1.60	0.00	1.05	3.00	3.00
		2	1	10.37	0.00	5.08	27.50	37.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.51	0.00	0.98	2.70	2.87
			2	0.17	0.00	0.00	0.36	0.79
		2	1	1.46	0.00	0.00	3.58	5.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.22	0.00	0.00	0.52	0.84
			2	0.37	0.00	0.00	0.92	1.44
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.18	0.00	0.30	2.66	2.87
		2	1	0.67	0.00	0.00	1.92	3.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.97	0.00	0.21	3.00	3.00
			2	1.06	0.00	0.32	3.00	3.00
		2	1	0.58	0.00	0.00	1.44	2.81
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.71	0.00	0.00	1.86	2.48
			2	0.22	0.00	0.00	0.56	0.89
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.28	0.00	0.00	0.73	1.16
			2	0.26	0.00	0.00	0.68	1.18
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.07	0.00	0.30	2.48	2.76
		2	1	0.31	0.00	0.00	-0.13	1.54
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.70	0.00	0.00	1.68	3.00
			2	0.64	0.00	0.00	1.66	3.00
		2	1	0.13	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	267	67	1137	639	0.417	266	266	0.0	0.8	8.491	A
				3	1	0.33	323	209	0.006	1	1	0.0	0.0	8.323	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	6	2	931	556	0.011	7	7	0.0	0.0	5.692	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	1137	637	0.126	81	80	0.0	0.1	6.088	A
		2	1	1	6	2	-	-	-	6	7	0.0	0.0	0.496	A
				2	265	66	-	-	-	267	270	0.0	0.0	0.926	A
				3	1	0.35	-	-	-	1	1	0.0	0.0	1.927	A
				4	80	20	-	-	-	81	81	0.0	0.0	0.532	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	230	57	1686	1455	0.158	230	230	0.0	0.2	2.925	A
			2	1	290	72	1686	1456	0.199	289	287	0.0	0.2	3.114	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	290	72	-	-	-	290	288	0.0	0.0	0.057	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	230	57	-	-	-	230	231	0.0	0.0	0.028	A
3	Entry	1	1	1	1	0.29	510	422	0.003	1	2	0.0	0.0	2.514	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	671	168	1647	1319	0.508	672	670	0.0	0.9	4.603	A
				3	9	2	1477	1194	0.008	9	9	0.0	0.0	4.480	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.29	-	-	-	1	2	0.0	0.0	0.781	A
				2	668	167	-	-	-	671	674	0.0	0.1	0.876	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.591	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	288	72	1753	1223	0.235	289	286	0.0	0.4	4.318	A
				2	249	62	1753	1223	0.204	248	246	0.0	0.4	3.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	247	62	1753	1221	0.202	247	246	0.0	0.3	3.421	A
				3	287	72	1753	1222	0.235	287	289	0.0	0.4	4.243	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	288	0.0	0.0	0.255	A
				2	496	124	-	-	-	495	495	0.0	0.0	0.212	A
				3	287	72	-	-	-	287	290	0.0	0.0	0.269	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	319	80	1137	545	0.585	321	317	0.8	1.2	12.544	B
				3	2	0.50	477	235	0.009	2	2	0.0	0.0	10.440	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	2	1019	492	0.019	9	9	0.0	0.0	8.219	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	96	24	1137	545	0.176	95	92	0.1	0.2	7.694	A
		2	1	1	10	2	-	-	-	10	9	0.0	0.0	2.763	A
				2	317	79	-	-	-	319	319	0.0	0.4	3.406	A
				3	2	0.50	-	-	-	2	2	0.0	0.0	3.309	A
				4	95	24	-	-	-	96	92	0.0	0.1	2.226	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	1686	1400	0.194	272	273	0.2	0.2	3.211	A
			2	1	346	86	1686	1402	0.247	344	349	0.2	0.5	3.415	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	346	86	-	-	-	346	350	0.0	0.0	0.111	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	-	-	-	271	273	0.0	0.0	0.099	A
3	Entry	1	1	1	2	0.45	627	485	0.004	2	2	0.0	0.0	2.597	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	794	199	1647	1259	0.631	794	790	0.9	1.4	5.937	A
				3	11	3	1509	1152	0.009	11	10	0.0	0.0	6.160	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.46	-	-	-	2	2	0.0	0.0	1.969	A
				2	793	198	-	-	-	794	792	0.1	0.5	2.401	A
				3	11	3	-	-	-	11	10	0.0	0.0	2.418	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	339	85	1753	1126	0.301	337	338	0.4	0.6	5.788	A
				2	294	73	1753	1127	0.261	294	292	0.4	0.4	4.539	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	1753	1127	0.254	288	290	0.3	0.3	4.551	A
				3	354	89	1753	1126	0.315	355	346	0.4	0.6	5.773	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	339	85	-	-	-	339	339	0.0	0.2	1.441	A
				2	579	145	-	-	-	580	582	0.0	0.2	1.254	A
				3	354	89	-	-	-	354	347	0.0	0.1	1.427	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	1137	417	0.900	373	369	1.2	2.5	19.598	C
				3	2	0.62	513	203	0.012	2	2	0.0	0.0	20.176	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	13	3	1100	419	0.031	13	12	0.0	0.1	12.192	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	110	28	1137	418	0.264	112	111	0.2	0.4	11.758	B
		2	1	1	13	3	-	-	-	13	12	0.0	0.1	29.769	D
				2	391	98	-	-	-	375	374	0.4	5.0	28.901	D
				3	2	0.56	-	-	-	2	2	0.0	0.0	29.005	D
				4	116	29	-	-	-	110	112	0.1	1.5	26.129	D
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	340	85	1686	1350	0.252	340	343	0.2	0.3	3.569	A
			2	1	422	106	1686	1349	0.313	424	431	0.5	0.4	3.880	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	422	106	-	-	-	422	430	0.0	0.0	0.272	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	340	85	-	-	-	340	343	0.0	0.0	0.237	A
3	Entry	1	1	1	2	0.58	637	457	0.005	2	2	0.0	0.0	2.494	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	959	240	1647	1168	0.821	958	956	1.4	2.2	7.727	A
				3	12	3	1593	1126	0.011	12	13	0.0	0.0	7.301	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.52	-	-	-	2	2	0.0	0.0	11.314	B
				2	963	241	-	-	-	959	959	0.5	4.0	11.303	B
				3	12	3	-	-	-	12	13	0.0	0.1	10.773	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	417	104	1753	993	0.420	416	409	0.6	0.9	7.888	A
				2	368	92	1753	994	0.370	367	352	0.4	0.7	6.315	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	360	90	1753	994	0.362	360	348	0.3	0.6	6.284	A
				3	419	105	1753	993	0.422	419	409	0.6	1.0	7.980	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	413	103	-	-	-	417	411	0.2	1.9	12.829	B
				2	725	181	-	-	-	728	702	0.2	3.1	12.586	B
				3	417	104	-	-	-	419	411	0.1	1.8	12.935	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	373	93	1137	414	0.900	372	370	2.5	2.7	23.979	C
				3	2	0.52	440	164	0.013	2	2	0.0	0.0	25.729	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1063	389	0.030	12	12	0.1	0.0	13.322	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1137	414	0.272	113	113	0.4	0.3	13.561	B
		2	1	1	13	3	-	-	-	12	12	0.1	0.4	71.246	F
				2	401	100	-	-	-	373	371	5.0	11.4	82.222	F
				3	3	0.66	-	-	-	2	2	0.0	0.1	71.279	F
				4	120	30	-	-	-	113	112	1.5	3.1	75.922	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	330	83	1686	1348	0.245	329	333	0.3	0.4	3.545	A
			2	1	428	107	1686	1347	0.318	428	424	0.4	0.5	3.917	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	428	107	-	-	-	428	424	0.0	0.0	0.215	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	330	82	-	-	-	330	334	0.0	0.0	0.169	A
3	Entry	1	1	1	2	0.62	669	475	0.005	2	2	0.0	0.0	3.090	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	972	243	1647	1171	0.830	972	981	2.2	2.2	7.924	A
				3	15	4	1604	1142	0.013	15	14	0.0	0.0	7.767	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.62	-	-	-	2	2	0.0	0.0	12.127	B
				2	967	242	-	-	-	972	981	4.0	3.0	13.002	B
				3	14	4	-	-	-	15	14	0.1	0.0	12.973	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	403	101	1753	982	0.410	404	415	0.9	0.9	8.579	A
				2	361	90	1753	982	0.368	362	357	0.7	0.6	6.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	352	88	1753	981	0.359	353	355	0.6	0.7	6.799	A
				3	418	105	1753	982	0.426	420	418	1.0	0.9	8.602	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	407	102	-	-	-	403	415	1.9	2.9	22.364	C
				2	713	178	-	-	-	713	712	3.1	4.6	21.393	C
				3	420	105	-	-	-	418	418	1.8	2.9	21.997	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	87	1137	544	0.637	348	374	2.7	1.5	17.173	C
				3	2	0.46	425	190	0.010	2	2	0.0	0.0	15.566	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	2	1071	504	0.019	10	12	0.0	0.0	9.406	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	95	24	1137	544	0.175	96	104	0.3	0.2	10.065	B
		2	1	1	9	2	-	-	-	10	12	0.4	0.0	41.672	E
				2	328	82	-	-	-	346	369	11.4	1.2	39.466	E
				3	2	0.43	-	-	-	2	2	0.1	0.0	24.362	C
				4	91	23	-	-	-	95	103	3.1	0.3	35.969	E
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	278	70	1686	1399	0.199	279	275	0.4	0.2	3.253	A
			2	1	351	88	1686	1401	0.251	351	350	0.5	0.4	3.636	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	351	88	-	-	-	351	350	0.0	0.0	0.122	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	278	70	-	-	-	278	274	0.0	0.0	0.094	A
3	Entry	1	1	1	2	0.46	637	474	0.004	2	2	0.0	0.0	2.918	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	786	196	1647	1250	0.629	790	803	2.2	1.2	6.264	A
				3	11	3	1551	1176	0.009	12	11	0.0	0.0	6.099	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.46	-	-	-	2	2	0.0	0.0	4.283	A
				2	786	196	-	-	-	786	799	3.0	0.7	3.630	A
				3	11	3	-	-	-	11	11	0.0	0.0	3.514	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	349	87	1753	1126	0.310	349	352	0.9	0.6	6.457	A
				2	296	74	1753	1126	0.263	295	303	0.6	0.4	5.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	1753	1126	0.263	295	302	0.7	0.5	5.139	A
				3	354	88	1753	1127	0.314	356	358	0.9	0.6	6.470	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	347	87	-	-	-	349	351	2.9	0.2	6.106	A
				2	590	148	-	-	-	592	604	4.6	0.2	5.597	A
				3	352	88	-	-	-	354	356	2.9	0.2	6.116	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	271	68	1137	650	0.417	272	276	1.5	0.7	9.861	A
				3	1	0.27	308	175	0.006	1	1	0.0	0.0	8.017	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1005	559	0.014	7	8	0.0	0.0	7.014	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	76	19	1137	650	0.117	76	79	0.2	0.2	6.613	A
		2	1	1	8	2	-	-	-	8	8	0.0	0.0	1.927	A
				2	271	68	-	-	-	271	273	1.2	0.1	1.901	A
				3	1	0.27	-	-	-	1	1	0.0	0.0	0.321	A
				4	76	19	-	-	-	76	79	0.3	0.0	1.429	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	1686	1458	0.160	232	232	0.2	0.3	3.025	A
			2	1	289	72	1686	1457	0.198	288	294	0.4	0.3	3.237	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	289	72	-	-	-	289	294	0.0	0.0	0.066	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	-	-	-	233	233	0.0	0.0	0.055	A
3	Entry	1	1	1	2	0.45	510	401	0.004	2	1	0.0	0.0	2.510	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	662	166	1647	1321	0.501	661	670	1.2	1.1	5.224	A
				3	11	3	1424	1134	0.009	11	9	0.0	0.0	5.173	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.45	-	-	-	2	1	0.0	0.0	0.908	A
				2	664	166	-	-	-	662	670	0.7	0.3	1.268	A
				3	11	3	-	-	-	11	9	0.0	0.0	1.440	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	285	71	1753	1229	0.232	285	281	0.6	0.4	4.926	A
				2	238	60	1753	1230	0.193	238	245	0.4	0.3	3.855	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	240	60	1753	1231	0.195	240	244	0.5	0.2	3.843	A
				3	286	71	1753	1229	0.232	285	288	0.6	0.4	4.811	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	285	71	-	-	-	285	280	0.2	0.0	0.487	A
				2	479	120	-	-	-	478	487	0.2	0.1	0.329	A
				3	286	71	-	-	-	286	287	0.2	0.0	0.436	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	10.47	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.47	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	958	✓	45.00
2	924	✓	110.00
3	1461	✓	35.00
4	827	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	815	100.000
2		ONE HOUR	✓	722	100.000
3		ONE HOUR	✓	419	100.000
4		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	284	3	526
	2	230	0	0	492
	3	4	343	72	0
	4	81	185	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	18.03	5.9	19.2	C	793	1189
2	6.25	1.4	4.7	A	715	1073
3	10.95	2.1	7.3	B	425	637
4	3.43	0.5	1.9	A	452	677

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	160	638	639	637	291	0.0	1.2	5.870	A
2	599	150	617	600	591	660	0.0	0.8	3.903	A
3	334	83	994	332	341	223	0.0	0.6	5.059	A
4	377	94	553	376	366	773	0.0	0.4	2.705	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	193	785	768	758	330	1.2	2.3	8.330	A
2	699	175	748	700	695	805	0.8	0.9	4.618	A
3	418	105	1183	419	419	265	0.6	0.5	6.552	A
4	443	111	670	445	445	931	0.4	0.3	3.128	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	955	239	956	975	946	413	2.3	3.8	16.548	C
2	860	215	938	860	864	993	0.9	1.4	6.244	A
3	520	130	1479	520	508	320	0.5	1.5	10.486	B
4	540	135	830	539	537	1168	0.3	0.5	3.353	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	958	240	959	950	944	404	3.8	5.9	18.027	C
2	849	212	911	853	862	998	1.4	1.3	6.246	A
3	527	132	1444	520	512	320	1.5	2.1	10.947	B
4	537	134	824	539	542	1141	0.5	0.4	3.433	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	776	194	753	777	793	333	5.9	1.9	10.293	B
2	700	175	733	698	717	797	1.3	1.1	5.106	A
3	399	100	1179	397	414	252	2.1	1.0	7.248	A
4	439	110	648	438	433	928	0.4	0.4	3.174	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	653	163	654	654	650	283	1.9	1.1	6.320	A
2	583	146	627	582	583	681	1.1	0.7	4.058	A
3	350	87	994	350	357	216	1.0	0.6	5.629	A
4	374	93	562	375	369	782	0.4	0.2	2.795	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.18	0.00	0.36	2.37	3.30
2	0.76	0.00	0.00	1.87	3.26
3	0.63	0.00	0.00	1.51	1.94
4	0.35	0.00	0.00	0.77	1.10

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.26	0.00	0.67	4.65	9.60
2	0.94	0.00	0.00	2.23	2.90
3	0.53	0.00	0.00	1.51	1.87
4	0.26	0.00	0.00	0.63	0.87

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.79	0.00	2.09	8.53	11.30
2	1.37	0.00	0.39	3.32	4.65
3	1.48	0.00	0.31	3.77	5.46
4	0.54	0.00	0.00	1.23	1.90

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	5.89	0.00	2.45	16.87	19.15
2	1.31	0.00	0.32	2.87	4.33
3	2.12	0.00	0.60	5.53	7.30
4	0.36	0.00	0.00	1.08	1.66

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.85	0.00	0.58	3.82	4.77
2	1.14	0.00	0.14	2.58	4.10
3	1.03	0.00	0.00	2.66	3.77
4	0.36	0.00	0.00	0.86	1.46

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.14	0.00	0.08	2.66	3.77
2	0.71	0.00	0.00	1.51	1.94
3	0.63	0.00	0.00	1.53	3.30
4	0.22	0.00	0.00	0.54	0.88

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	245	982	0.249	244	242	0.0	0.3	5.058	A
			2	1, 4	396	982	0.403	394	396	0.0	0.7	5.473	A
		2	1	(1, 2, 3, 4)	641			640	642	0.0	0.1	0.543	A
	Exit	1	1		291			291	281	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	382	1299	0.294	381	379	0.0	0.5	3.685	A
			2	1, 2	218	1299	0.168	219	212	0.0	0.2	3.883	A
		2	1	(1, 2, 3, 4)	599			599	594	0.0	0.1	0.154	A
	Exit	1	1		660			660	666	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	5	1110	0.005	5	5	0.0	0.0	3.834	A
			2	2, 3	328	1110	0.296	327	336	0.0	0.6	4.720	A
		2	1	(1, 2, 3, 4)	334			333	343	0.0	0.1	0.343	A
	Exit	1	1		223			223	216	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	141	1481	0.095	141	138	0.0	0.1	2.557	A
			2	2, 3, 4	236	1481	0.160	235	228	0.0	0.2	2.774	A
		2	1	(1, 2, 3, 4)	377			377	367	0.0	0.0	0.012	A
	Exit	1	1		773			773	773	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	285	915	0.312	285	285	0.3	0.5	5.876	A
			2	1, 4	484	915	0.529	483	473	0.7	1.0	6.901	A
		2	1	(1, 2, 3, 4)	773			769	759	0.1	0.8	1.782	A
	Exit	1	1		330			330	331	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	450	1226	0.367	450	445	0.5	0.6	4.278	A
			2	1, 2	249	1226	0.203	250	249	0.2	0.3	4.353	A
		2	1	(1, 2, 3, 4)	699			699	695	0.1	0.0	0.315	A
	Exit	1	1		805			805	808	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1021	0.004	4	5	0.0	0.0	4.366	A
			2	2, 3	415	1021	0.406	414	415	0.6	0.5	5.826	A
		2	1	(1, 2, 3, 4)	418			419	419	0.1	0.0	0.746	A
	Exit	1	1		265			265	261	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	168	1409	0.119	169	173	0.1	0.1	2.956	A
			2	2, 3, 4	275	1409	0.195	276	272	0.2	0.2	3.194	A
		2	1	(1, 2, 3, 4)	443			443	445	0.0	0.0	0.027	A
	Exit	1	1		931			931	916	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	353	838	0.422	356	354	0.5	0.7	7.462	A
			2	1, 4	619	838	0.739	618	593	1.0	1.6	9.165	A
		2	1	(1, 2, 3, 4)	955			973	950	0.8	1.5	7.973	A
	Exit	1	1		413			413	408	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	552	1121	0.492	551	555	0.6	0.8	5.428	A
			2	1, 2	307	1121	0.274	309	309	0.3	0.3	4.888	A
		2	1	(1, 2, 3, 4)	860			859	865	0.0	0.2	0.985	A
	Exit	1	1		993			993	986	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	881	0.007	6	5	0.0	0.0	4.898	A
			2	2, 3	514	881	0.584	514	503	0.5	1.1	7.935	A
		2	1	(1, 2, 3, 4)	520			521	510	0.0	0.3	2.581	A
	Exit	1	1		320			320	316	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	210	1310	0.160	207	208	0.1	0.3	3.086	A
			2	2, 3, 4	329	1310	0.251	332	329	0.2	0.2	3.431	A
		2	1	(1, 2, 3, 4)	540			539	538	0.0	0.0	0.055	A
	Exit	1	1		1168			1168	1146	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	360	837	0.430	359	355	0.7	0.7	7.491	A
			2	1, 4	593	837	0.708	591	588	1.6	1.7	9.657	A
		2	1	(1, 2, 3, 4)	958			952	944	1.5	3.4	9.140	A
	Exit	1	1		404			404	408	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	549	1136	0.483	551	559	0.8	0.8	5.416	A
			2	1, 2	301	1136	0.265	301	304	0.3	0.4	5.001	A
		2	1	(1, 2, 3, 4)	849			849	862	0.2	0.2	0.962	A
	Exit	1	1		998			998	992	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	898	0.007	6	6	0.0	0.0	4.959	A
			2	2, 3	517	898	0.576	514	505	1.1	1.4	8.255	A
		2	1	(1, 2, 3, 4)	527			523	513	0.3	0.7	2.718	A
	Exit	1	1		320			320	315	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	210	1315	0.160	211	214	0.3	0.1	3.212	A
			2	2, 3, 4	327	1315	0.249	329	327	0.2	0.2	3.500	A
		2	1	(1, 2, 3, 4)	537			537	541	0.0	0.0	0.047	A
	Exit	1	1		1141			1141	1145	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	296	930	0.319	296	298	0.7	0.5	6.591	A
			2	1, 4	481	930	0.517	482	495	1.7	1.0	7.478	A
		2	1	(1, 2, 3, 4)	776			777	789	3.4	0.4	3.177	A
	Exit	1	1		333			333	338	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	448	1235	0.362	449	460	0.8	0.5	4.731	A
			2	1, 2	252	1235	0.204	249	257	0.4	0.5	4.588	A
		2	1	(1, 2, 3, 4)	700			700	717	0.2	0.1	0.423	A
	Exit	1	1		797			797	813	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	5	1022	0.005	5	5	0.0	0.0	5.084	A
			2	2, 3	393	1022	0.384	392	409	1.4	0.8	6.292	A
		2	1	(1, 2, 3, 4)	399			398	412	0.7	0.2	0.986	A
	Exit	1	1		252			252	253	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	169	1423	0.119	169	167	0.1	0.1	2.959	A
			2	2, 3, 4	269	1423	0.189	269	266	0.2	0.2	3.250	A
		2	1	(1, 2, 3, 4)	439			439	433	0.0	0.0	0.037	A
	Exit	1	1		928			928	953	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	240	975	0.246	243	242	0.5	0.3	5.451	A
			2	1, 4	412	975	0.423	412	408	1.0	0.7	5.879	A
		2	1	(1, 2, 3, 4)	653			652	648	0.4	0.1	0.604	A
	Exit	1	1		283			283	277	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	372	1294	0.288	372	378	0.5	0.4	3.838	A
			2	1, 2	210	1294	0.162	210	205	0.5	0.3	4.080	A
		2	1	(1, 2, 3, 4)	583			582	582	0.1	0.0	0.146	A
	Exit	1	1		681			681	682	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	5	1110	0.004	5	4	0.0	0.0	4.646	A
			2	2, 3	345	1110	0.311	345	353	0.8	0.5	5.113	A
		2	1	(1, 2, 3, 4)	350			350	356	0.2	0.1	0.539	A
	Exit	1	1		216			216	216	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	147	1476	0.100	147	144	0.1	0.1	2.635	A
			2	2, 3, 4	227	1476	0.154	227	226	0.2	0.1	2.874	A
		2	1	(1, 2, 3, 4)	374			374	369	0.0	0.0	0.014	A
	Exit	1	1		782			782	785	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.33	0.00	0.00	0.84	1.46
			2	0.74	0.00	0.08	1.51	2.08
		2	1	0.11	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.46	0.00	0.00	1.23	1.90
			2	0.24	0.00	0.00	0.69	2.00
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.57	0.00	0.00	1.51	1.94
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	-0.05	0.54
			2	0.24	0.00	0.00	0.60	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.47	0.00	0.00	1.33	1.91
			2	1.01	0.00	0.13	3.00	3.00
		2	1	0.78	0.00	0.00	1.20	6.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.61	0.00	0.00	1.46	1.93
			2	0.31	0.00	0.00	0.86	1.55
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.53	0.00	0.00	1.51	1.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.10	0.00	0.00	0.00	0.47
			2	0.16	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.74	0.00	0.00	1.94	2.61
			2	1.55	0.00	0.91	2.73	2.88
		2	1	1.49	0.00	0.00	3.60	8.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.83	0.00	0.00	3.00	3.00
			2	0.34	0.00	0.00	0.83	1.77
		2	1	0.19	0.00	0.00	0.15	1.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.14	0.00	0.31	2.51	2.78
		2	1	0.34	0.00	0.00	0.77	2.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.31	0.00	0.00	0.74	1.10
			2	0.19	0.00	0.00	0.47	0.86
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.73	0.00	0.00	2.20	2.79
			2	1.72	0.00	1.40	2.75	2.89
		2	1	3.44	0.00	0.00	13.30	15.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.77	0.00	0.00	3.00	3.00
			2	0.35	0.00	0.00	0.89	1.66
		2	1	0.19	0.00	0.00	0.00	1.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.43	0.00	0.60	2.81	2.98
		2	1	0.69	0.00	0.00	2.40	4.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.09	0.76
			2	0.22	0.00	0.00	0.58	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.53	0.00	0.00	1.43	2.26
			2	0.97	0.00	0.00	3.00	3.00
		2	1	0.35	0.00	0.00	0.32	1.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.53	0.00	0.00	1.60	3.00
			2	0.53	0.00	0.00	1.60	2.10
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.83	0.00	0.00	2.38	2.78
		2	1	0.20	0.00	0.00	0.00	0.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.13	0.00	0.00	0.07	0.59
			2	0.22	0.00	0.00	0.55	0.94
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.31	0.00	0.00	0.76	1.43
			2	0.68	0.00	0.00	2.07	2.59
		2	1	0.15	0.00	0.00	0.00	0.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.37	0.00	0.00	0.92	1.55
			2	0.30	0.00	0.00	0.74	1.33
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.50	0.00	0.00	1.53	2.47
		2	1	0.13	0.00	0.00	0.00	0.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.07	0.00	0.00	0.00	0.26
			2	0.15	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	1270	982	0.247	242	239	0.0	0.3	5.059	A
				3	2	0.51	581	460	0.004	2	2	0.0	0.0	4.967	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.54	419	332	0.007	2	2	0.0	0.0	5.738	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	394	98	1270	981	0.401	392	394	0.0	0.7	5.472	A
		2	1	1	2	0.54	-	-	-	2	2	0.0	0.0	0.157	A
				2	243	61	-	-	-	243	241	0.0	0.0	0.512	A
				3	2	0.51	-	-	-	2	2	0.0	0.0	0.342	A
				4	394	99	-	-	-	394	397	0.0	0.1	0.564	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	382	95	1642	1301	0.293	381	379	0.0	0.5	3.685	A
			2	1	218	54	1642	1301	0.167	219	212	0.0	0.2	3.883	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	217	54	-	-	-	218	213	0.0	0.0	0.184	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	382	95	-	-	-	382	381	0.0	0.0	0.139	A
3	Entry	1	1	1	5	1	1007	732	0.007	5	5	0.0	0.0	3.834	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	276	69	1578	1109	0.249	275	283	0.0	0.5	4.772	A
				3	52	13	1578	1107	0.047	52	53	0.0	0.1	4.470	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.386	A
				2	277	69	-	-	-	276	285	0.0	0.1	0.337	A
				3	52	13	-	-	-	52	54	0.0	0.0	0.371	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	65	16	1823	1477	0.044	65	62	0.0	0.1	2.648	A
				2	76	19	1823	1477	0.052	76	75	0.0	0.1	2.482	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	67	17	1823	1477	0.045	67	68	0.0	0.0	2.582	A
				3	169	42	1823	1481	0.114	168	160	0.0	0.2	2.855	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	65	16	-	-	-	65	62	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	144	0.0	0.0	0.007	A
				3	169	42	-	-	-	169	161	0.0	0.0	0.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	71	1270	915	0.308	282	282	0.3	0.5	5.886	A
				3	3	0.80	649	473	0.007	3	3	0.0	0.0	4.982	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.38	487	356	0.004	2	2	0.0	0.0	5.721	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	483	121	1270	915	0.527	481	471	0.7	1.0	6.906	A
		2	1	1	2	0.38	-	-	-	2	2	0.0	0.0	1.387	A
				2	284	71	-	-	-	282	282	0.0	0.3	1.677	A
				3	3	0.80	-	-	-	3	3	0.0	0.0	1.322	A
				4	484	121	-	-	-	483	472	0.1	0.5	1.844	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	450	112	1642	1227	0.367	450	445	0.5	0.6	4.278	A
			2	1	249	62	1642	1227	0.203	250	249	0.2	0.3	4.353	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	249	62	-	-	-	249	250	0.0	0.0	0.357	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	450	112	-	-	-	450	446	0.0	0.0	0.296	A
3	Entry	1	1	1	4	1	1024	674	0.006	4	5	0.0	0.0	4.366	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	348	87	1578	1025	0.340	348	349	0.5	0.5	5.895	A
				3	66	17	1578	1031	0.064	67	66	0.1	0.1	5.495	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	0.989	A
				2	348	87	-	-	-	348	349	0.1	0.0	0.745	A
				3	66	17	-	-	-	66	66	0.0	0.0	0.735	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	73	18	1823	1408	0.052	74	75	0.1	0.0	3.201	A
				2	95	24	1823	1411	0.068	95	99	0.1	0.1	2.769	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	1823	1412	0.057	81	79	0.0	0.0	2.829	A
				3	195	49	1823	1410	0.139	196	193	0.2	0.2	3.346	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	73	18	-	-	-	73	74	0.0	0.0	0.020	A
				2	175	44	-	-	-	175	178	0.0	0.0	0.010	A
				3	195	49	-	-	-	195	192	0.0	0.0	0.045	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	1270	838	0.418	353	350	0.5	0.7	7.458	A
				3	3	0.80	703	465	0.007	3	3	0.0	0.0	7.891	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.48	527	346	0.006	2	2	0.0	0.0	11.838	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	617	154	1270	839	0.736	616	591	1.0	1.5	9.155	A
		2	1	1	2	0.48	-	-	-	2	2	0.0	0.0	9.668	A
				2	342	86	-	-	-	350	351	0.3	0.4	7.449	A
				3	3	0.73	-	-	-	3	3	0.0	0.0	9.060	A
				4	608	152	-	-	-	617	593	0.5	1.1	8.246	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	552	138	1642	1123	0.492	551	555	0.6	0.8	5.428	A
			2	1	307	77	1642	1121	0.274	309	309	0.3	0.3	4.888	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	307	77	-	-	-	307	309	0.0	0.1	0.937	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	553	138	-	-	-	552	556	0.0	0.1	1.008	A
3	Entry	1	1	1	6	2	1041	597	0.010	6	5	0.0	0.0	4.898	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	431	108	1578	884	0.488	429	422	0.5	1.1	8.054	A
				3	83	21	1578	887	0.094	85	80	0.1	0.1	7.365	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	5	0.0	0.0	1.545	A
				2	431	108	-	-	-	431	425	0.0	0.3	2.601	A
				3	83	21	-	-	-	83	80	0.0	0.0	2.541	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	98	24	1823	1317	0.074	96	92	0.0	0.2	3.207	A
				2	112	28	1823	1312	0.085	111	116	0.1	0.1	2.989	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	99	25	1823	1314	0.076	100	97	0.0	0.1	2.987	A
				3	230	58	1823	1311	0.175	232	232	0.2	0.1	3.617	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	98	24	-	-	-	98	92	0.0	0.0	0.063	A
				2	211	53	-	-	-	211	214	0.0	0.0	0.031	A
				3	230	58	-	-	-	230	232	0.0	0.0	0.073	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1270	838	0.425	356	351	0.7	0.7	7.502	A
				3	3	0.83	784	527	0.006	3	4	0.0	0.0	6.557	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.38	514	338	0.005	2	2	0.0	0.0	9.686	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	591	148	1270	838	0.705	589	586	1.5	1.7	9.657	A
		2	1	1	1	0.35	-	-	-	2	2	0.0	0.0	6.594	A
				2	358	90	-	-	-	356	351	0.4	1.2	8.723	A
				3	4	0.93	-	-	-	3	4	0.0	0.0	8.043	A
				4	595	149	-	-	-	591	587	1.1	2.2	9.386	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	549	137	1642	1137	0.483	551	559	0.8	0.8	5.416	A
			2	1	301	75	1642	1139	0.264	301	304	0.3	0.4	5.001	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	300	75	-	-	-	301	304	0.1	0.1	0.893	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	549	137	-	-	-	549	558	0.1	0.1	0.994	A
3	Entry	1	1	1	6	2	1108	623	0.010	6	6	0.0	0.0	4.959	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	436	109	1578	897	0.485	434	427	1.1	1.2	8.345	A
				3	81	20	1578	897	0.091	80	79	0.1	0.2	7.819	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	6	0.0	0.0	2.769	A
				2	440	110	-	-	-	436	427	0.3	0.6	2.711	A
				3	82	20	-	-	-	81	79	0.0	0.1	2.749	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	95	24	1823	1312	0.072	95	95	0.2	0.1	3.475	A
				2	115	29	1823	1315	0.088	116	119	0.1	0.0	3.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	93	23	1823	1312	0.071	92	95	0.1	0.1	2.936	A
				3	235	59	1823	1315	0.179	237	232	0.1	0.1	3.730	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	95	24	-	-	-	95	95	0.0	0.0	0.033	A
				2	208	52	-	-	-	208	214	0.0	0.0	0.027	A
				3	235	59	-	-	-	235	232	0.0	0.0	0.070	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	294	73	1270	927	0.317	293	296	0.7	0.5	6.595	A
				3	3	0.67	581	421	0.006	3	2	0.0	0.0	6.090	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.41	351	252	0.007	2	1	0.0	0.0	8.859	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	479	120	1270	928	0.517	480	493	1.7	1.0	7.474	A
		2	1	1	2	0.38	-	-	-	2	1	0.0	0.0	5.856	A
				2	293	73	-	-	-	294	295	1.2	0.1	3.108	A
				3	3	0.64	-	-	-	3	2	0.0	0.0	2.693	A
				4	478	120	-	-	-	479	490	2.2	0.2	3.209	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	448	112	1642	1233	0.363	449	460	0.8	0.5	4.731	A
			2	1	252	63	1642	1237	0.204	249	257	0.4	0.5	4.588	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	253	63	-	-	-	252	257	0.1	0.1	0.374	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	447	112	-	-	-	448	459	0.1	0.0	0.446	A
3	Entry	1	1	1	5	1	974	617	0.009	5	5	0.0	0.0	5.084	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	330	83	1578	1023	0.323	330	343	1.2	0.7	6.340	A
				3	62	16	1578	1017	0.061	62	67	0.2	0.2	6.069	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.501	A
				2	331	83	-	-	-	330	340	0.6	0.2	0.958	A
				3	63	16	-	-	-	62	66	0.1	0.0	1.142	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	77	19	1823	1417	0.054	77	74	0.1	0.1	3.179	A
				2	92	23	1823	1421	0.065	93	93	0.0	0.1	2.782	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	81	20	1823	1419	0.057	81	82	0.1	0.1	2.845	A
				3	188	47	1823	1419	0.133	187	184	0.1	0.2	3.428	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	77	19	-	-	-	77	74	0.0	0.0	0.020	A
				2	174	43	-	-	-	174	175	0.0	0.0	0.026	A
				3	188	47	-	-	-	188	184	0.0	0.0	0.054	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	60	1270	973	0.245	240	240	0.5	0.3	5.458	A
				3	2	0.51	554	424	0.005	2	2	0.0	0.0	4.788	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.57	405	309	0.007	2	2	0.0	0.0	5.512	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	410	103	1270	973	0.422	409	407	1.0	0.7	5.881	A
		2	1	1	2	0.57	-	-	-	2	2	0.0	0.0	0.118	A
				2	238	60	-	-	-	238	239	0.1	0.0	0.604	A
				3	2	0.51	-	-	-	2	2	0.0	0.0	0.531	A
				4	410	103	-	-	-	410	405	0.2	0.1	0.606	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	372	93	1642	1292	0.288	372	378	0.5	0.4	3.838	A
			2	1	210	53	1642	1293	0.162	210	205	0.5	0.3	4.080	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	210	53	-	-	-	210	204	0.1	0.0	0.166	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	372	93	-	-	-	372	378	0.0	0.0	0.136	A
3	Entry	1	1	1	5	1	923	642	0.007	5	4	0.0	0.0	4.646	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	291	73	1578	1109	0.262	290	296	0.7	0.5	5.179	A
				3	55	14	1578	1107	0.049	55	57	0.2	0.0	4.798	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	4	0.0	0.0	0.406	A
				2	291	73	-	-	-	291	295	0.2	0.1	0.548	A
				3	54	14	-	-	-	55	56	0.0	0.0	0.501	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	66	16	1823	1469	0.045	67	66	0.1	0.0	2.802	A
				2	81	20	1823	1475	0.055	81	78	0.1	0.1	2.492	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	68	17	1823	1478	0.046	69	68	0.1	0.0	2.718	A
				3	158	40	1823	1472	0.107	158	157	0.2	0.1	2.941	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	66	16	-	-	-	66	66	0.0	0.0	0.004	A
				2	150	37	-	-	-	150	146	0.0	0.0	0.003	A
				3	158	40	-	-	-	158	157	0.0	0.0	0.028	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D12 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	10.75	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.75	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1916	✓	45.00
2	558	✓	110.00
3	729	✓	35.00
4	1224	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	339	100.000
2		ONE HOUR	✓	533	100.000
3		ONE HOUR	✓	761	100.000
4		ONE HOUR	✓	1316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	221	2	105
	2	289	0	0	244
	3	2	747	12	0
	4	376	559	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	17.42	2.1	5.7	C	318	478
2	3.63	0.6	2.2	A	503	755
3	9.76	2.3	8.0	A	725	1088
4	12.54	5.2	14.9	B	1216	1824

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	251	63	1319	252	258	518	0.0	0.4	6.074	A
2	408	102	395	406	408	1177	0.0	0.4	2.861	A
3	597	149	491	600	595	309	0.0	0.7	4.738	A
4	1004	251	832	1005	987	260	0.0	1.0	3.744	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	1568	308	316	617	0.4	0.7	9.240	A
2	489	122	470	491	488	1406	0.4	0.5	3.223	A
3	703	176	594	700	704	367	0.7	1.1	5.791	A
4	1213	303	971	1215	1193	323	1.0	1.8	5.182	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	96	1897	385	378	758	0.7	2.1	15.181	C
2	598	149	550	598	604	1732	0.5	0.6	3.579	A
3	877	219	728	876	858	420	1.1	2.3	9.436	A
4	1451	363	1217	1438	1446	387	1.8	5.0	9.649	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386	97	1934	394	386	764	2.1	1.7	17.416	C
2	601	150	566	601	605	1763	0.6	0.6	3.628	A
3	884	221	729	894	879	438	2.3	2.0	9.760	A
4	1476	369	1231	1467	1478	392	5.0	5.2	12.544	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	76	1544	301	318	610	1.7	0.8	10.344	B
2	499	125	453	500	489	1393	0.6	0.5	3.227	A
3	711	178	599	712	715	354	2.0	1.6	6.488	A
4	1170	292	988	1166	1203	322	5.2	2.0	5.902	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	277	69	1286	278	277	532	0.8	0.5	7.406	A
2	426	106	386	425	424	1178	0.5	0.4	3.004	A
3	580	145	521	583	595	290	1.6	0.7	4.810	A
4	982	245	833	985	987	271	2.0	1.0	4.004	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.43	0.00	0.00	0.98	1.79
2	0.44	0.00	0.00	0.94	1.59
3	0.70	0.00	0.00	1.48	2.95
4	1.02	0.00	0.22	2.18	2.98

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.73	0.00	0.00	2.27	2.85
2	0.49	0.00	0.00	0.98	1.66
3	1.12	0.00	0.00	2.65	4.95
4	1.83	0.00	1.08	3.48	4.48

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.06	0.00	1.04	4.65	5.65
2	0.59	0.00	0.00	1.38	2.24
3	2.27	0.00	0.84	4.84	7.95
4	4.95	0.00	2.95	9.90	13.95

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.70	0.00	0.88	3.95	5.49
2	0.63	0.00	0.00	1.49	1.83
3	2.05	0.00	0.63	4.98	5.79
4	5.21	0.00	2.58	12.95	14.85

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.81	0.00	0.00	1.88	2.98
2	0.49	0.00	0.00	1.32	1.77
3	1.64	0.00	0.44	3.61	4.95
4	1.95	0.00	0.90	3.98	4.98

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.52	0.00	0.00	1.27	1.85
2	0.37	0.00	0.00	0.85	2.00
3	0.73	0.00	0.00	1.98	2.98
4	1.05	0.00	0.38	1.98	2.79

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	166	686	0.241	167	172	0.0	0.3	6.216	A
			2	1, 4	85	686	0.125	85	87	0.0	0.1	5.492	A
		2	1	(1, 2, 3, 4)	251			251	260	0.0	0.0	0.108	A
	Exit	1	1		518			518	518	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	184	1448	0.127	183	184	0.0	0.1	2.734	A
			2	1, 2	224	1448	0.155	223	223	0.0	0.3	2.953	A
		2	1	(1, 2, 3, 4)	408			408	410	0.0	0.0	0.008	A
	Exit	1	1		1177			1177	1168	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	1	1392	0.001	1	2	0.0	0.0	2.434	A
			2	2, 3	597	1392	0.429	599	594	0.0	0.6	4.216	A
		2	1	(1, 2, 3, 4)	597			598	598	0.0	0.1	0.525	A
	Exit	1	1		309			309	301	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	492	1306	0.377	494	492	0.0	0.4	3.576	A
			2	2, 3, 4	512	1306	0.392	511	495	0.0	0.6	3.646	A
		2	1	(1, 2, 3, 4)	1004			1004	991	0.0	0.0	0.133	A
	Exit	1	1		260			260	262	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	204	597	0.342	205	211	0.3	0.5	9.340	A
			2	1, 4	103	597	0.172	103	106	0.1	0.1	6.945	A
		2	1	(1, 2, 3, 4)	307			307	318	0.0	0.0	0.718	A
	Exit	1	1		617			617	618	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	227	1403	0.162	228	224	0.1	0.2	3.056	A
			2	1, 2	262	1403	0.187	263	264	0.3	0.2	3.285	A
		2	1	(1, 2, 3, 4)	489			489	488	0.0	0.0	0.044	A
	Exit	1	1		1406			1406	1407	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1334	0.001	2	2	0.0	0.0	3.217	A
			2	2, 3	699	1334	0.524	698	702	0.6	0.9	4.904	A
		2	1	(1, 2, 3, 4)	703			701	706	0.1	0.2	0.892	A
	Exit	1	1		367			367	357	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	608	1228	0.495	607	600	0.4	0.9	4.447	A
			2	2, 3, 4	608	1228	0.496	608	593	0.6	0.8	4.616	A
		2	1	(1, 2, 3, 4)	1213			1216	1196	0.0	0.1	0.650	A
	Exit	1	1		323			323	320	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	255	480	0.532	255	253	0.5	1.2	13.415	B
			2	1, 4	131	480	0.272	130	125	0.1	0.4	9.556	A
		2	1	(1, 2, 3, 4)	385			386	382	0.0	0.4	3.036	A
	Exit	1	1		758			758	756	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	269	1355	0.199	269	273	0.2	0.2	3.340	A
			2	1, 2	329	1355	0.242	329	331	0.2	0.3	3.576	A
		2	1	(1, 2, 3, 4)	598			598	604	0.0	0.0	0.110	A
	Exit	1	1		1732			1732	1715	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1260	0.002	2	2	0.0	0.0	2.622	A
			2	2, 3	874	1260	0.694	874	856	0.9	1.5	6.124	A
		2	1	(1, 2, 3, 4)	877			876	860	0.2	0.8	3.310	A
	Exit	1	1		420			420	427	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	726	1089	0.667	724	725	0.9	1.4	5.879	A
			2	2, 3, 4	717	1089	0.659	715	721	0.8	1.4	5.938	A
		2	1	(1, 2, 3, 4)	1451			1444	1450	0.1	2.2	3.733	A
	Exit	1	1		387			387	387	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	263	467	0.563	267	261	1.2	1.0	14.748	B
			2	1, 4	127	467	0.272	128	125	0.4	0.4	10.719	B
		2	1	(1, 2, 3, 4)	386			391	385	0.4	0.3	4.014	A
	Exit	1	1		764			764	762	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	276	1346	0.205	275	274	0.2	0.3	3.375	A
			2	1, 2	325	1346	0.242	327	331	0.3	0.3	3.651	A
		2	1	(1, 2, 3, 4)	601			601	605	0.0	0.0	0.102	A
	Exit	1	1		1763			1763	1753	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1259	0.003	3	2	0.0	0.0	2.710	A
			2	2, 3	887	1259	0.705	891	877	1.5	1.4	6.245	A
		2	1	(1, 2, 3, 4)	884			891	878	0.8	0.6	3.525	A
	Exit	1	1		438			438	445	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	738	1080	0.683	736	736	1.4	1.5	6.329	A
			2	2, 3, 4	731	1080	0.677	731	742	1.4	1.1	6.405	A
		2	1	(1, 2, 3, 4)	1476			1469	1478	2.2	2.6	6.164	A
	Exit	1	1		392			392	388	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	204	606	0.336	203	211	1.0	0.4	10.212	B
			2	1, 4	100	606	0.165	99	107	0.4	0.3	7.985	A
		2	1	(1, 2, 3, 4)	305			303	315	0.3	0.1	0.942	A
	Exit	1	1		610			610	623	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	233	1414	0.165	233	222	0.3	0.2	3.009	A
			2	1, 2	266	1414	0.188	266	267	0.3	0.3	3.344	A
		2	1	(1, 2, 3, 4)	499			499	488	0.0	0.0	0.038	A
	Exit	1	1		1393			1393	1420	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	3	1332	0.002	2	2	0.0	0.0	2.525	A
			2	2, 3	708	1332	0.532	709	713	1.4	1.2	5.175	A
		2	1	(1, 2, 3, 4)	711			711	714	0.6	0.4	1.330	A
	Exit	1	1		354			354	363	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	577	1218	0.474	577	598	1.5	0.8	4.895	A
			2	2, 3, 4	590	1218	0.485	589	605	1.1	0.9	4.714	A
		2	1	(1, 2, 3, 4)	1170			1168	1199	2.6	0.3	1.137	A
	Exit	1	1		322			322	319	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	181	698	0.259	182	183	0.4	0.3	7.551	A
			2	1, 4	96	698	0.137	96	94	0.3	0.2	6.468	A
		2	1	(1, 2, 3, 4)	277			277	276	0.1	0.0	0.245	A
	Exit	1	1		532			532	523	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	185	1453	0.127	184	189	0.2	0.2	2.897	A
			2	1, 2	241	1453	0.166	242	234	0.3	0.2	3.033	A
		2	1	(1, 2, 3, 4)	426			426	423	0.0	0.0	0.032	A
	Exit	1	1		1178			1178	1187	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1375	0.002	2	2	0.0	0.0	3.346	A
			2	2, 3	579	1375	0.421	581	593	1.2	0.7	4.357	A
		2	1	(1, 2, 3, 4)	580			581	592	0.4	0.1	0.467	A
	Exit	1	1		290			290	296	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	490	1306	0.375	490	489	0.8	0.6	3.791	A
			2	2, 3, 4	492	1306	0.377	495	498	0.9	0.5	3.875	A
		2	1	(1, 2, 3, 4)	982			982	984	0.3	0.0	0.170	A
	Exit	1	1		271			271	276	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.26	0.00	0.00	0.61	1.32
			2	0.15	0.00	0.00	0.13	0.71
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.15	0.00	0.00	0.11	0.62
			2	0.30	0.00	0.00	0.73	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.63	0.00	0.00	1.48	2.39
		2	1	0.07	0.00	0.00	0.00	-0.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.40	0.00	0.00	0.88	1.49
			2	0.60	0.00	0.00	1.54	1.90
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.54	0.00	0.00	1.99	2.56
			2	0.15	0.00	0.00	1.00	1.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.21	0.00	0.00	0.49	0.83
			2	0.23	0.00	0.00	0.59	0.98
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.89	0.00	0.00	3.00	3.00
		2	1	0.23	0.00	0.00	0.00	1.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.94	0.00	0.26	1.93	3.00
			2	0.75	0.00	0.06	1.63	3.00
		2	1	0.14	0.00	0.00	0.00	0.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.22	0.00	0.38	2.66	2.89
			2	0.41	0.00	0.00	0.90	1.39
		2	1	0.43	0.00	0.00	1.23	2.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.23	0.00	0.00	0.63	2.00
			2	0.35	0.00	0.00	0.83	3.00
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.51	0.00	0.84	2.75	2.89
		2	1	0.77	0.00	0.00	1.82	4.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.40	0.00	0.83	2.56	2.81
			2	1.37	0.00	0.87	3.00	3.00
		2	1	2.19	0.00	0.00	6.45	9.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.99	0.00	0.04	2.21	2.66
			2	0.38	0.00	0.00	1.18	3.00
		2	1	0.33	0.00	0.00	0.97	2.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.32	0.00	0.00	0.81	2.00
			2	0.27	0.00	0.00	0.84	1.49
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	1.40	0.00	0.59	2.80	4.00
		2	1	0.63	0.00	0.00	1.45	2.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.46	0.00	0.77	3.00	3.00
			2	1.14	0.00	0.46	3.00	3.00
		2	1	2.62	0.00	0.00	8.90	10.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.44	0.00	0.00	0.98	1.79
			2	0.27	0.00	0.00	0.74	2.00
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.21	0.00	0.00	0.56	2.00
			2	0.28	0.00	0.00	0.81	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.25	0.00	0.44	2.66	2.89
		2	1	0.38	0.00	0.00	0.56	1.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.79	0.00	0.00	1.83	3.00
			2	0.90	0.00	0.20	3.00	3.00
		2	1	0.26	0.00	0.00	-0.05	2.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.32	0.00	0.00	0.78	1.32
			2	0.19	0.00	0.00	0.38	2.00
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.17	0.00	0.00	0.39	0.80
			2	0.20	0.00	0.00	0.49	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.65	0.00	0.00	3.00	3.00
		2	1	0.07	0.00	0.00	0.00	-0.02
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.57	0.00	0.00	1.29	1.70
			2	0.46	0.00	0.00	0.95	2.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	1157	690	0.237	165	170	0.0	0.3	6.217	A
				3	2	0.48	357	236	0.008	2	1	0.0	0.0	6.138	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1029	621	0.014	9	9	0.0	0.0	5.156	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	1157	685	0.112	76	77	0.0	0.1	5.533	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.023	A
				2	164	41	-	-	-	164	171	0.0	0.0	0.137	A
				3	2	0.48	-	-	-	2	1	0.0	0.0	0.000	A
				4	77	19	-	-	-	77	78	0.0	0.0	0.059	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	1685	1449	0.127	183	184	0.0	0.1	2.734	A
			2	1	224	56	1685	1449	0.154	223	223	0.0	0.3	2.953	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	224	56	-	-	-	224	224	0.0	0.0	0.010	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	-	-	-	184	185	0.0	0.0	0.005	A
3	Entry	1	1	1	1	0.37	514	436	0.003	1	2	0.0	0.0	2.434	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	587	147	1666	1392	0.422	589	584	0.0	0.6	4.220	A
				3	10	2	1543	1290	0.007	10	10	0.0	0.0	3.996	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.37	-	-	-	1	2	0.0	0.0	0.750	A
				2	586	147	-	-	-	587	586	0.0	0.1	0.529	A
				3	9	2	-	-	-	10	10	0.0	0.0	0.260	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	283	71	1777	1307	0.217	285	284	0.0	0.2	3.863	A
				2	209	52	1777	1306	0.160	209	208	0.0	0.2	3.186	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	214	54	1777	1307	0.164	214	206	0.0	0.2	3.273	A
				3	298	74	1777	1305	0.228	297	289	0.0	0.4	3.910	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	283	71	-	-	-	283	284	0.0	0.0	0.141	A
				2	423	106	-	-	-	423	416	0.0	0.0	0.110	A
				3	298	74	-	-	-	298	291	0.0	0.0	0.157	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	202	51	1157	601	0.337	203	209	0.3	0.5	9.346	A
				3	2	0.44	486	261	0.007	2	2	0.0	0.0	8.678	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1057	564	0.016	9	9	0.0	0.0	7.123	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	94	23	1157	597	0.157	95	96	0.1	0.1	6.927	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.362	A
				2	203	51	-	-	-	202	210	0.0	0.0	0.873	A
				3	2	0.44	-	-	-	2	2	0.0	0.0	0.512	A
				4	94	23	-	-	-	94	96	0.0	0.0	0.431	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	227	57	1685	1403	0.162	228	224	0.1	0.2	3.056	A
			2	1	262	66	1685	1401	0.187	263	264	0.3	0.2	3.285	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	262	66	-	-	-	262	264	0.0	0.0	0.047	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	227	57	-	-	-	227	224	0.0	0.0	0.040	A
3	Entry	1	1	1	2	0.41	637	516	0.003	2	2	0.0	0.0	3.217	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	689	172	1666	1333	0.517	688	691	0.6	0.9	4.906	A
				3	10	3	1625	1303	0.008	10	11	0.0	0.0	4.775	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.41	-	-	-	2	2	0.0	0.0	0.524	A
				2	691	173	-	-	-	689	692	0.1	0.2	0.894	A
				3	10	3	-	-	-	10	11	0.0	0.0	0.859	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	347	87	1777	1227	0.283	344	342	0.2	0.7	4.831	A
				2	261	65	1777	1224	0.213	263	258	0.2	0.2	3.934	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	1777	1228	0.206	253	249	0.2	0.2	3.979	A
				3	355	89	1777	1227	0.290	355	344	0.4	0.5	5.080	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	345	86	-	-	-	347	344	0.0	0.0	0.675	A
				2	513	128	-	-	-	514	507	0.0	0.0	0.611	A
				3	355	89	-	-	-	355	344	0.0	0.1	0.682	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	253	63	1157	483	0.523	252	251	0.5	1.2	13.400	B
				3	3	0.70	486	210	0.013	3	2	0.0	0.0	15.185	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1114	478	0.025	12	12	0.0	0.0	9.265	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	1157	487	0.243	118	113	0.1	0.4	9.586	A
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	2.248	A
				2	252	63	-	-	-	253	253	0.0	0.3	3.418	A
				3	3	0.74	-	-	-	3	2	0.0	0.0	3.156	A
				4	118	29	-	-	-	119	115	0.0	0.1	2.304	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	269	67	1685	1358	0.198	269	273	0.2	0.2	3.340	A
			2	1	329	82	1685	1355	0.243	329	331	0.2	0.3	3.576	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	328	82	-	-	-	329	331	0.0	0.0	0.136	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	269	67	-	-	-	269	273	0.0	0.0	0.079	A
3	Entry	1	1	1	2	0.59	638	489	0.005	2	2	0.0	0.0	2.622	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	862	216	1666	1260	0.684	862	844	0.9	1.5	6.131	A
				3	12	3	1604	1215	0.010	12	12	0.0	0.0	5.621	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.59	-	-	-	2	2	0.0	0.0	2.900	A
				2	862	215	-	-	-	862	846	0.2	0.7	3.317	A
				3	12	3	-	-	-	12	12	0.0	0.0	2.939	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	416	104	1777	1094	0.381	415	411	0.7	0.9	6.467	A
				2	310	77	1777	1095	0.283	309	313	0.2	0.5	5.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	311	78	1777	1093	0.285	309	308	0.2	0.5	5.151	A
				3	406	101	1777	1095	0.371	405	413	0.5	0.8	6.525	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	417	104	-	-	-	416	412	0.0	0.5	3.743	A
				2	624	156	-	-	-	621	623	0.0	1.0	3.690	A
				3	410	102	-	-	-	406	414	0.1	0.7	3.786	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	261	65	1157	466	0.560	265	259	1.2	1.0	14.736	B
				3	2	0.44	515	210	0.008	2	2	0.0	0.0	16.104	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1071	424	0.024	10	11	0.0	0.0	10.052	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1157	465	0.252	117	114	0.4	0.4	10.784	B
		2	1	1	10	3	-	-	-	10	11	0.0	0.0	2.982	A
				2	258	64	-	-	-	261	258	0.3	0.2	4.299	A
				3	2	0.44	-	-	-	2	2	0.0	0.0	10.961	B
				4	116	29	-	-	-	117	114	0.1	0.1	3.356	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	276	69	1685	1348	0.204	275	274	0.2	0.3	3.375	A
			2	1	325	81	1685	1348	0.241	327	331	0.3	0.3	3.651	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	325	81	-	-	-	325	331	0.0	0.0	0.112	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	275	69	-	-	-	276	274	0.0	0.0	0.091	A
3	Entry	1	1	1	4	0.93	597	455	0.008	3	2	0.0	0.0	2.710	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	873	218	1666	1258	0.694	877	863	1.5	1.4	6.243	A
				3	14	4	1625	1225	0.011	14	14	0.0	0.0	6.361	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.89	-	-	-	4	2	0.0	0.0	4.183	A
				2	867	217	-	-	-	873	862	0.7	0.6	3.519	A
				3	14	3	-	-	-	14	14	0.0	0.0	3.757	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	422	106	1777	1076	0.393	423	418	0.9	0.8	6.974	A
				2	316	79	1777	1078	0.293	313	318	0.5	0.7	5.486	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	308	77	1777	1079	0.285	309	313	0.5	0.4	5.499	A
				3	424	106	1777	1077	0.393	422	429	0.8	0.7	7.064	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	425	106	-	-	-	422	418	0.5	0.9	6.213	A
				2	624	156	-	-	-	624	631	1.0	1.0	6.001	A
				3	426	107	-	-	-	424	429	0.7	0.8	6.358	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	202	50	1157	607	0.332	201	210	1.0	0.4	10.215	B
				3	2	0.41	300	153	0.011	2	1	0.0	0.0	9.720	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	2	1015	514	0.019	10	10	0.0	0.0	8.033	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	90	23	1157	611	0.148	89	97	0.4	0.3	7.980	A
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	1.247	A
				2	203	51	-	-	-	202	208	0.2	0.1	1.050	A
				3	2	0.41	-	-	-	2	1	0.0	0.0	0.067	A
				4	90	23	-	-	-	90	96	0.1	0.0	0.698	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	1685	1414	0.165	233	222	0.3	0.2	3.009	A
			2	1	266	66	1685	1414	0.188	266	267	0.3	0.3	3.344	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	266	66	-	-	-	266	267	0.0	0.0	0.045	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	233	58	-	-	-	233	222	0.0	0.0	0.029	A
3	Entry	1	1	1	3	0.63	658	523	0.005	2	2	0.0	0.0	2.525	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	697	174	1666	1331	0.524	699	703	1.4	1.2	5.170	A
				3	11	3	1522	1212	0.009	10	10	0.0	0.0	5.528	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.63	-	-	-	3	2	0.0	0.0	1.953	A
				2	698	175	-	-	-	697	702	0.6	0.4	1.318	A
				3	11	3	-	-	-	11	10	0.0	0.0	2.018	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	333	83	1777	1221	0.273	331	345	0.8	0.6	5.388	A
				2	245	61	1777	1221	0.200	246	253	0.7	0.2	4.221	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	249	62	1777	1220	0.204	247	254	0.4	0.4	4.105	A
				3	342	85	1777	1217	0.281	342	351	0.7	0.5	5.152	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	333	83	-	-	-	333	344	0.9	0.0	1.166	A
				2	495	124	-	-	-	494	505	1.0	0.1	1.068	A
				3	342	86	-	-	-	342	350	0.8	0.1	1.208	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	1157	698	0.257	181	181	0.4	0.3	7.572	A
				3	1	0.37	386	231	0.006	1	1	0.0	0.0	5.130	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	943	572	0.015	9	8	0.0	0.0	6.350	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	87	22	1157	703	0.124	87	86	0.3	0.2	6.478	A
		2	1	1	8	2	-	-	-	8	7	0.0	0.0	0.366	A
				2	179	45	-	-	-	179	181	0.1	0.0	0.268	A
				3	1	0.37	-	-	-	1	1	0.0	0.0	1.388	A
				4	87	22	-	-	-	87	86	0.0	0.0	0.168	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	185	46	1685	1453	0.127	184	189	0.2	0.2	2.897	A
			2	1	241	60	1685	1454	0.166	242	234	0.3	0.2	3.033	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	241	60	-	-	-	241	234	0.0	0.0	0.042	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	-	-	-	185	189	0.0	0.0	0.020	A
3	Entry	1	1	1	2	0.56	576	476	0.005	2	2	0.0	0.0	3.346	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	143	1666	1375	0.415	572	583	1.2	0.7	4.367	A
				3	9	2	1501	1238	0.007	9	10	0.0	0.0	3.802	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.56	-	-	-	2	2	0.0	0.0	0.000	A
				2	569	142	-	-	-	570	581	0.4	0.1	0.468	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.467	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	280	70	1777	1307	0.214	280	279	0.6	0.4	4.111	A
				2	210	52	1777	1305	0.161	210	210	0.2	0.2	3.365	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	213	53	1777	1305	0.163	215	212	0.4	0.2	3.278	A
				3	279	70	1777	1309	0.213	280	285	0.5	0.3	4.318	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	278	0.0	0.0	0.206	A
				2	423	106	-	-	-	423	421	0.1	0.0	0.124	A
				3	279	70	-	-	-	279	284	0.1	0.0	0.204	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	17.17	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.17	C

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1028	✓	45.00
2	946	✓	110.00
3	1664	✓	35.00
4	987	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	882	100.000
2		ONE HOUR	✓	868	100.000
3		ONE HOUR	✓	465	100.000
4		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	308	3	569
	2	316	0	0	552
	3	4	389	72	0
	4	81	208	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	33.09	10.3	29.4	D	854	1280
2	8.35	2.5	7.4	A	864	1296
3	17.78	3.6	10.8	C	473	710
4	3.87	0.9	2.8	A	470	705

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	700	175	725	700	696	354	0.0	1.4	6.611	A
2	712	178	659	713	713	767	0.0	0.8	4.270	A
3	396	99	1154	396	390	218	0.0	0.7	5.897	A
4	397	99	683	397	394	868	0.0	0.4	2.833	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	826	206	835	829	830	419	1.4	2.6	10.624	B
2	844	211	779	846	849	886	0.8	1.5	5.586	A
3	454	113	1370	455	462	255	0.7	1.1	8.495	A
4	460	115	797	458	461	1029	0.4	0.5	3.292	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1021	255	1049	1007	992	506	2.6	8.0	22.579	C
2	1020	255	938	1025	1033	1117	1.5	2.2	8.095	A
3	580	145	1645	585	558	319	1.1	2.7	15.736	C
4	559	140	999	556	557	1231	0.5	0.9	3.710	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1027	257	1007	1024	1013	518	8.0	10.3	33.088	D
2	1031	258	953	1036	1034	1079	2.2	2.5	8.347	A
3	560	140	1684	552	556	304	2.7	3.6	17.776	C
4	552	138	974	550	563	1262	0.9	0.7	3.873	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	838	209	848	835	861	431	10.3	3.0	14.851	B
2	871	218	778	869	862	904	2.5	1.5	5.900	A
3	465	116	1392	465	469	255	3.6	1.1	10.341	B
4	464	116	814	464	461	1044	0.7	0.4	3.377	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	709	177	708	712	706	353	3.0	1.3	8.057	A
2	706	176	661	708	708	759	1.5	0.8	4.533	A
3	385	96	1154	386	390	214	1.1	0.6	6.844	A
4	387	97	673	388	389	867	0.4	0.3	3.054	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.40	0.00	0.52	3.25	4.44
2	0.83	0.00	0.00	1.91	2.79
3	0.66	0.00	0.00	1.65	2.29
4	0.42	0.00	0.00	0.92	1.42

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.58	0.00	1.40	5.88	8.25
2	1.49	0.00	0.30	3.44	5.25
3	1.11	0.00	0.00	2.79	4.35
4	0.51	0.00	0.00	1.46	1.92

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	8.05	0.00	5.14	18.75	24.75
2	2.19	0.00	0.88	5.58	7.38
3	2.66	0.00	1.34	6.75	8.94
4	0.91	0.00	0.02	1.97	2.82

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	10.34	0.10	6.50	25.25	29.38
2	2.48	0.00	0.91	5.75	7.38
3	3.59	0.00	1.79	8.50	10.75
4	0.68	0.00	0.00	1.57	1.85

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.00	0.00	1.57	6.75	9.50
2	1.47	0.00	0.56	3.29	3.81
3	1.10	0.00	0.00	2.75	3.88
4	0.45	0.00	0.00	0.90	1.39

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.33	0.00	0.33	2.56	3.69
2	0.80	0.00	0.00	1.91	2.53
3	0.65	0.00	0.00	1.59	2.35
4	0.28	0.00	0.00	0.72	2.00

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	259	939	0.276	259	258	0.0	0.4	5.332	A
			2	1, 4	441	939	0.470	441	438	0.0	0.8	5.998	A
		2	1	(1, 2, 3, 4)	700			700	701	0.0	0.1	0.845	A
	Exit	1	1		354			354	359	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	428	1275	0.336	429	424	0.0	0.5	3.999	A
			2	1, 2	283	1275	0.222	285	289	0.0	0.3	4.052	A
		2	1	(1, 2, 3, 4)	712			711	716	0.0	0.1	0.250	A
	Exit	1	1		767			767	757	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1037	0.004	4	4	0.0	0.0	3.689	A
			2	2, 3	393	1037	0.378	393	386	0.0	0.6	5.319	A
		2	1	(1, 2, 3, 4)	396			396	393	0.0	0.1	0.592	A
	Exit	1	1		218			218	216	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	156	1397	0.112	156	154	0.0	0.1	2.656	A
			2	2, 3, 4	241	1397	0.172	241	240	0.0	0.3	2.937	A
		2	1	(1, 2, 3, 4)	397			397	396	0.0	0.0	0.006	A
	Exit	1	1		868			868	861	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	304	890	0.342	306	307	0.4	0.6	6.345	A
			2	1, 4	523	890	0.588	524	523	0.8	1.3	8.005	A
		2	1	(1, 2, 3, 4)	826			827	833	0.1	0.8	3.189	A
	Exit	1	1		419			419	424	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	504	1209	0.417	506	508	0.5	0.6	4.787	A
			2	1, 2	340	1209	0.282	340	342	0.3	0.6	4.809	A
		2	1	(1, 2, 3, 4)	844			844	851	0.1	0.3	0.788	A
	Exit	1	1		886			886	890	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	940	0.005	4	5	0.0	0.0	5.404	A
			2	2, 3	451	940	0.479	451	458	0.6	0.9	6.939	A
		2	1	(1, 2, 3, 4)	454			455	464	0.1	0.2	1.563	A
	Exit	1	1		255			255	261	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	179	1329	0.135	178	180	0.1	0.2	3.145	A
			2	2, 3, 4	281	1329	0.212	279	281	0.3	0.3	3.335	A
		2	1	(1, 2, 3, 4)	460			460	461	0.0	0.0	0.031	A
	Exit	1	1		1029			1029	1029	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	388	795	0.488	388	371	0.6	0.9	7.965	A
			2	1, 4	621	795	0.781	620	621	1.3	1.8	10.164	B
		2	1	(1, 2, 3, 4)	1021			1009	995	0.8	5.4	13.162	B
	Exit	1	1		506			506	514	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	610	1121	0.545	614	617	0.6	0.9	5.934	A
			2	1, 2	411	1121	0.367	411	416	0.6	0.7	5.651	A
		2	1	(1, 2, 3, 4)	1020			1021	1035	0.3	0.7	2.260	A
	Exit	1	1		1117			1117	1077	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	817	0.007	6	5	0.0	0.0	5.948	A
			2	2, 3	579	817	0.709	580	553	0.9	1.7	9.611	A
		2	1	(1, 2, 3, 4)	580			584	561	0.2	1.0	6.129	A
	Exit	1	1		319			319	313	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	220	1209	0.182	219	222	0.2	0.3	3.409	A
			2	2, 3, 4	339	1209	0.280	337	335	0.3	0.6	3.800	A
		2	1	(1, 2, 3, 4)	559			559	558	0.0	0.0	0.066	A
	Exit	1	1		1231			1231	1236	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	378	814	0.465	376	378	0.9	1.0	8.412	A
			2	1, 4	650	814	0.799	648	635	1.8	2.2	11.059	B
		2	1	(1, 2, 3, 4)	1027			1028	1015	5.4	7.2	22.969	C
	Exit	1	1		518			518	521	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	615	1113	0.553	616	614	0.9	1.0	6.049	A
			2	1, 2	419	1113	0.377	419	420	0.7	0.8	5.589	A
		2	1	(1, 2, 3, 4)	1031			1034	1035	0.7	0.8	2.465	A
	Exit	1	1		1079			1079	1091	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	6	799	0.007	5	6	0.0	0.0	6.365	A
			2	2, 3	548	799	0.685	547	550	1.7	1.8	10.224	B
		2	1	(1, 2, 3, 4)	560			553	557	1.0	1.8	7.571	A
	Exit	1	1		304			304	309	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	219	1224	0.179	218	225	0.3	0.3	3.643	A
			2	2, 3, 4	333	1224	0.272	332	338	0.6	0.4	3.925	A
		2	1	(1, 2, 3, 4)	552			552	562	0.0	0.0	0.061	A
	Exit	1	1		1262			1262	1246	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	314	884	0.355	313	320	1.0	0.8	6.963	A
			2	1, 4	523	884	0.591	523	542	2.2	1.2	8.675	A
		2	1	(1, 2, 3, 4)	838			837	857	7.2	1.0	6.861	A
	Exit	1	1		431			431	431	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	523	1209	0.432	523	513	1.0	0.7	5.023	A
			2	1, 2	348	1209	0.288	347	349	0.8	0.6	4.962	A
		2	1	(1, 2, 3, 4)	871			871	861	0.8	0.1	0.910	A
	Exit	1	1		904			904	910	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	5	930	0.006	6	5	0.0	0.0	4.330	A
			2	2, 3	459	930	0.493	460	463	1.8	0.9	7.874	A
		2	1	(1, 2, 3, 4)	465			464	465	1.8	0.2	2.582	A
	Exit	1	1		255			255	260	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	181	1319	0.137	181	179	0.3	0.2	3.153	A
			2	2, 3, 4	283	1319	0.214	283	282	0.4	0.2	3.458	A
		2	1	(1, 2, 3, 4)	464			464	460	0.0	0.0	0.038	A
	Exit	1	1		1044			1044	1053	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	266	946	0.281	266	261	0.8	0.4	5.774	A
			2	1, 4	444	946	0.469	446	445	1.2	0.6	6.792	A
		2	1	(1, 2, 3, 4)	709			711	702	1.0	0.3	1.648	A
	Exit	1	1		353			353	353	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	423	1274	0.332	422	424	0.7	0.5	4.130	A
			2	1, 2	282	1274	0.222	285	284	0.6	0.3	4.350	A
		2	1	(1, 2, 3, 4)	706			705	705	0.1	0.0	0.325	A
	Exit	1	1		759			759	755	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	4	1037	0.004	4	4	0.0	0.0	4.728	A
			2	2, 3	382	1037	0.368	382	386	0.9	0.6	6.057	A
		2	1	(1, 2, 3, 4)	385			386	389	0.2	0.0	0.810	A
	Exit	1	1		214			214	218	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	150	1403	0.107	150	151	0.2	0.1	2.869	A
			2	2, 3, 4	237	1403	0.169	238	238	0.2	0.2	3.144	A
		2	1	(1, 2, 3, 4)	387			387	388	0.0	0.0	0.017	A
	Exit	1	1		867			867	866	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.45	0.00	0.00	1.32	1.77
			2	0.81	0.00	0.00	1.97	3.00
		2	1	0.14	0.00	0.00	0.00	0.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.46	0.00	0.00	1.31	2.13
			2	0.30	0.00	0.00	0.82	1.54
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.58	0.00	0.00	1.54	3.00
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.13	0.00	0.00	0.18	0.63
			2	0.30	0.00	0.00	0.76	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.57	0.00	0.00	1.58	3.00
			2	1.26	0.00	0.52	3.00	3.00
		2	1	0.75	0.00	0.00	2.75	5.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.57	0.00	0.00	1.70	3.00
			2	0.60	0.00	0.00	1.79	2.54
		2	1	0.32	0.00	0.00	0.10	1.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.92	0.00	0.00	2.48	2.79
		2	1	0.19	0.00	0.00	0.00	1.19
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.18	0.00	0.00	0.41	0.80
			2	0.34	0.00	0.00	0.87	1.54
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.86	0.00	0.00	2.28	2.67
			2	1.78	0.00	1.66	3.00	3.00
		2	1	5.41	0.00	1.64	15.50	21.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.86	0.00	0.00	2.39	2.72
			2	0.68	0.00	0.00	1.86	2.42
		2	1	0.66	0.00	0.00	2.38	4.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	1.66	0.00	1.34	2.79	2.93
		2	1	0.98	0.00	0.00	3.50	5.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.34	0.00	0.00	0.86	1.63
			2	0.57	0.00	0.00	1.39	1.84
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.98	0.00	0.00	2.55	2.85
			2	2.17	0.00	2.15	2.85	2.94
		2	1	7.19	0.00	2.81	21.00	25.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.98	0.00	0.22	3.00	3.00
			2	0.75	0.00	0.00	3.00	3.00
		2	1	0.75	0.00	0.00	2.17	3.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	1.78	0.00	1.64	2.91	4.00
		2	1	1.77	0.00	0.00	5.50	7.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.32	0.00	0.00	0.76	0.95
			2	0.35	0.00	0.00	0.90	2.00
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.77	0.00	0.00	1.97	2.64
			2	1.22	0.00	0.48	2.57	2.81
		2	1	1.01	0.00	0.00	2.88	5.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.73	0.00	0.00	3.00	3.00
			2	0.63	0.00	0.00	1.79	2.39
		2	1	0.11	0.00	0.00	0.00	0.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.92	0.00	0.00	2.32	2.77
		2	1	0.19	0.00	0.00	0.00	0.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.20	0.00	0.00	0.50	0.80
			2	0.25	0.00	0.00	0.58	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.43	0.00	0.00	0.91	1.63
			2	0.64	0.00	0.00	1.61	3.00
		2	1	0.26	0.00	0.00	0.00	-0.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.50	0.00	0.00	1.39	3.00
			2	0.26	0.00	0.00	0.81	1.53
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.58	0.00	0.00	1.55	3.00
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	0.00	0.58
			2	0.17	0.00	0.00	0.35	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	1261	940	0.274	257	255	0.0	0.4	5.335	A
				3	2	0.53	535	418	0.005	2	2	0.0	0.0	5.063	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.34	393	307	0.004	1	1	0.0	0.0	4.872	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	440	110	1261	940	0.468	439	437	0.0	0.8	6.001	A
		2	1	1	1	0.34	-	-	-	1	1	0.0	0.0	0.965	A
				2	257	64	-	-	-	257	257	0.0	0.0	0.742	A
				3	2	0.53	-	-	-	2	2	0.0	0.0	0.302	A
				4	440	110	-	-	-	440	440	0.0	0.1	0.903	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	428	107	1640	1276	0.336	429	424	0.0	0.5	3.999	A
			2	1	283	71	1640	1277	0.221	285	289	0.0	0.3	4.052	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	283	71	-	-	-	283	290	0.0	0.1	0.273	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	428	107	-	-	-	428	426	0.0	0.0	0.238	A
3	Entry	1	1	1	4	0.94	772	557	0.007	4	4	0.0	0.0	3.689	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	340	85	1556	1037	0.328	340	334	0.0	0.5	5.346	A
				3	53	13	1556	1035	0.051	53	53	0.0	0.1	5.164	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.98	-	-	-	4	4	0.0	0.0	0.710	A
				2	340	85	-	-	-	340	336	0.0	0.0	0.572	A
				3	53	13	-	-	-	53	53	0.0	0.0	0.697	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	64	16	1803	1396	0.046	64	65	0.0	0.0	2.789	A
				2	92	23	1803	1397	0.066	92	89	0.0	0.1	2.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	20	1803	1396	0.056	78	79	0.0	0.1	2.667	A
				3	163	41	1803	1397	0.117	163	161	0.0	0.2	3.067	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	64	16	-	-	-	64	65	0.0	0.0	0.010	A
				2	170	42	-	-	-	170	169	0.0	0.0	0.001	A
				3	163	41	-	-	-	163	161	0.0	0.0	0.010	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	302	75	1261	888	0.340	303	305	0.4	0.6	6.349	A
				3	2	0.55	575	407	0.005	2	3	0.0	0.0	5.883	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.43	494	347	0.005	2	2	0.0	0.0	8.213	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	521	130	1261	889	0.586	522	521	0.8	1.2	8.004	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	4.843	A
				2	302	75	-	-	-	302	305	0.0	0.2	3.050	A
				3	2	0.55	-	-	-	2	3	0.0	0.0	1.998	A
				4	520	130	-	-	-	521	523	0.1	0.5	3.263	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	504	126	1640	1209	0.417	506	508	0.5	0.6	4.787	A
			2	1	340	85	1640	1206	0.282	340	342	0.3	0.6	4.809	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	341	85	-	-	-	340	343	0.1	0.2	0.794	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	503	126	-	-	-	504	508	0.0	0.2	0.784	A
3	Entry	1	1	1	4	1	859	524	0.008	4	5	0.0	0.0	5.404	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	390	97	1556	941	0.414	389	392	0.5	0.8	6.995	A
				3	61	15	1556	936	0.065	62	66	0.1	0.1	6.636	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.799	A
				2	388	97	-	-	-	390	393	0.0	0.2	1.547	A
				3	61	15	-	-	-	61	66	0.0	0.0	1.692	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	74	18	1803	1324	0.056	73	75	0.0	0.1	3.328	A
				2	105	26	1803	1322	0.080	105	104	0.1	0.1	3.011	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	22	1803	1327	0.068	89	89	0.1	0.1	2.931	A
				3	191	48	1803	1326	0.144	191	193	0.2	0.2	3.520	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	74	18	-	-	-	74	75	0.0	0.0	0.013	A
				2	195	49	-	-	-	195	193	0.0	0.0	0.025	A
				3	191	48	-	-	-	191	193	0.0	0.0	0.045	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	385	96	1261	795	0.484	384	368	0.6	0.9	7.971	A
				3	3	0.86	686	450	0.008	3	3	0.0	0.0	7.374	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.58	545	359	0.006	2	2	0.0	0.0	11.298	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	618	155	1261	795	0.778	617	619	1.2	1.8	10.160	B
		2	1	1	2	0.58	-	-	-	2	2	0.0	0.0	14.373	B
				2	392	98	-	-	-	385	369	0.2	2.3	13.080	B
				3	3	0.84	-	-	-	3	3	0.0	0.0	13.379	B
				4	623	156	-	-	-	618	621	0.5	3.0	13.203	B
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	610	153	1640	1120	0.545	614	617	0.6	0.9	5.934	A
			2	1	411	103	1640	1120	0.367	411	416	0.6	0.7	5.651	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	412	103	-	-	-	411	416	0.2	0.3	2.348	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	609	152	-	-	-	610	618	0.2	0.3	2.211	A
3	Entry	1	1	1	6	1	959	509	0.011	6	5	0.0	0.0	5.948	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	495	124	1556	817	0.606	496	473	0.8	1.4	9.727	A
				3	83	21	1556	820	0.101	83	81	0.1	0.2	8.992	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	5	0.0	0.0	4.845	A
				2	491	123	-	-	-	495	475	0.2	0.9	6.145	A
				3	82	21	-	-	-	83	81	0.0	0.1	6.111	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	87	22	1803	1215	0.072	87	91	0.1	0.1	3.607	A
				2	133	33	1803	1212	0.110	132	131	0.1	0.2	3.269	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	105	26	1803	1214	0.086	105	106	0.1	0.1	3.356	A
				3	234	58	1803	1208	0.193	232	229	0.2	0.4	4.005	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	87	22	-	-	-	87	91	0.0	0.0	0.048	A
				2	238	60	-	-	-	238	237	0.0	0.0	0.035	A
				3	234	58	-	-	-	234	230	0.0	0.0	0.104	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	1261	813	0.462	373	375	0.9	1.0	8.405	A
				3	3	0.77	726	465	0.007	3	3	0.0	0.0	9.166	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.62	605	384	0.006	2	3	0.0	0.0	11.267	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	648	162	1261	813	0.796	646	632	1.8	2.2	11.058	B
		2	1	1	2	0.62	-	-	-	2	3	0.0	0.0	18.880	C
				2	373	93	-	-	-	375	376	2.3	2.5	22.441	C
				3	3	0.79	-	-	-	3	3	0.0	0.0	20.134	C
				4	649	162	-	-	-	648	634	3.0	4.6	23.288	C
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	615	154	1640	1114	0.552	616	614	0.9	1.0	6.049	A
			2	1	419	105	1640	1113	0.377	419	420	0.7	0.8	5.589	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	417	104	-	-	-	419	421	0.3	0.3	2.575	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	614	154	-	-	-	615	614	0.3	0.5	2.401	A
3	Entry	1	1	1	6	1	1071	555	0.010	5	6	0.0	0.0	6.365	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	473	118	1556	797	0.593	472	472	1.4	1.5	10.276	B
				3	75	19	1556	802	0.094	75	78	0.2	0.2	9.936	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	6	0.0	0.0	4.738	A
				2	477	119	-	-	-	473	473	0.9	1.5	7.581	A
				3	77	19	-	-	-	75	78	0.1	0.3	7.691	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	91	23	1803	1222	0.075	91	92	0.1	0.1	3.948	A
				2	128	32	1803	1226	0.104	127	133	0.2	0.2	3.428	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	106	27	1803	1222	0.087	106	111	0.1	0.1	3.413	A
				3	226	57	1803	1226	0.185	226	227	0.4	0.2	4.172	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	91	23	-	-	-	91	92	0.0	0.0	0.081	A
				2	234	59	-	-	-	234	243	0.0	0.0	0.035	A
				3	226	57	-	-	-	226	227	0.0	0.0	0.079	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	311	78	1261	884	0.352	310	317	1.0	0.8	6.975	A
				3	3	0.67	545	369	0.007	3	3	0.0	0.0	5.521	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	424	297	0.007	2	2	0.0	0.0	8.511	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	521	130	1261	884	0.589	521	540	2.2	1.2	8.676	A
		2	1	1	2	0.48	-	-	-	2	2	0.0	0.0	7.070	A
				2	313	78	-	-	-	311	316	2.5	0.5	6.480	A
				3	3	0.65	-	-	-	3	2	0.0	0.0	7.088	A
				4	520	130	-	-	-	521	536	4.6	0.5	7.066	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	523	131	1640	1211	0.432	523	513	1.0	0.7	5.023	A
			2	1	348	87	1640	1212	0.288	347	349	0.8	0.6	4.962	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	348	87	-	-	-	348	348	0.3	0.0	0.931	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	523	131	-	-	-	523	512	0.5	0.1	0.898	A
3	Entry	1	1	1	5	1	1046	615	0.009	6	5	0.0	0.0	4.330	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	393	98	1556	933	0.422	394	397	1.5	0.8	7.900	A
				3	65	16	1556	941	0.069	65	66	0.2	0.1	7.733	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	1.473	A
				2	394	98	-	-	-	393	394	1.5	0.2	2.561	A
				3	65	16	-	-	-	65	66	0.3	0.0	2.766	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	76	19	1803	1319	0.057	77	75	0.1	0.0	3.272	A
				2	105	26	1803	1319	0.080	105	104	0.2	0.2	3.068	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	95	24	1803	1321	0.072	96	91	0.1	0.0	3.003	A
				3	188	47	1803	1322	0.142	187	191	0.2	0.2	3.676	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	76	19	-	-	-	76	74	0.0	0.0	0.037	A
				2	200	50	-	-	-	200	195	0.0	0.0	0.028	A
				3	188	47	-	-	-	188	190	0.0	0.0	0.048	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	264	66	1261	947	0.279	263	259	0.8	0.4	5.772	A
				3	2	0.60	464	343	0.007	2	2	0.0	0.0	6.054	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.48	454	336	0.006	2	2	0.0	0.0	7.879	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	442	110	1261	947	0.467	444	443	1.2	0.6	6.788	A
		2	1	1	2	0.48	-	-	-	2	2	0.0	0.0	2.313	A
				2	264	66	-	-	-	264	258	0.5	0.1	1.562	A
				3	2	0.58	-	-	-	2	2	0.0	0.0	1.684	A
				4	441	110	-	-	-	442	441	0.5	0.1	1.692	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	423	106	1640	1276	0.332	422	424	0.7	0.5	4.130	A
			2	1	282	71	1640	1276	0.221	285	284	0.6	0.3	4.350	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	282	71	-	-	-	282	283	0.0	0.0	0.343	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	423	106	-	-	-	423	423	0.1	0.0	0.315	A
3	Entry	1	1	1	4	1	797	527	0.008	4	4	0.0	0.0	4.728	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	328	82	1556	1039	0.315	330	330	0.8	0.5	6.095	A
				3	53	13	1556	1035	0.051	52	56	0.1	0.1	5.859	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.922	A
				2	328	82	-	-	-	328	329	0.2	0.0	0.762	A
				3	53	13	-	-	-	53	56	0.0	0.0	1.057	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	62	15	1803	1400	0.044	62	63	0.0	0.0	2.981	A
				2	88	22	1803	1402	0.063	88	88	0.2	0.1	2.786	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	20	1803	1401	0.056	79	78	0.0	0.0	2.892	A
				3	159	40	1803	1401	0.113	159	160	0.2	0.1	3.266	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	62	15	-	-	-	62	63	0.0	0.0	0.016	A
				2	166	42	-	-	-	166	165	0.0	0.0	0.008	A
				3	159	40	-	-	-	159	160	0.0	0.0	0.027	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D14 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	37.60	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.60	E

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	2234	✓	45.00
2	558	✓	110.00
3	831	✓	35.00
4	1464	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	425	100.000
2		ONE HOUR	✓	627	100.000
3		ONE HOUR	✓	921	100.000
4		ONE HOUR	✓	1446	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	307	2	105
	2	344	0	0	283
	3	2	907	12	0
	4	376	689	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	79.91	12.5	41.1	F	404	605
2	3.89	0.8	3.0	A	591	887
3	27.86	8.6	26.1	D	880	1320
4	46.07	22.1	65.2	E	1348	2021

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	83	1537	331	327	562	0.0	0.8	8.052	A
2	477	119	393	477	479	1476	0.0	0.4	2.974	A
3	723	181	568	721	720	302	0.0	1.4	5.734	A
4	1105	276	992	1107	1103	298	0.0	1.4	4.332	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	100	1838	395	395	672	0.8	2.0	15.245	C
2	585	146	464	584	585	1769	0.4	0.7	3.402	A
3	852	213	686	858	857	362	1.4	1.9	8.821	A
4	1323	331	1189	1321	1312	355	1.4	2.8	6.906	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	475	119	2216	460	459	805	2.0	8.0	46.257	E
2	710	178	552	710	710	2123	0.7	0.8	3.765	A
3	1060	265	834	1064	1037	429	1.9	7.1	21.689	C
4	1620	405	1469	1552	1556	429	2.8	17.5	24.605	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	2252	470	470	816	8.0	12.5	79.909	F
2	702	175	564	704	712	2158	0.8	0.7	3.888	A
3	1063	266	827	1060	1047	440	7.1	8.6	27.863	D
4	1620	405	1459	1609	1590	428	17.5	22.1	46.067	E

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	395	99	1817	413	437	690	12.5	2.0	43.359	E
2	592	148	462	592	587	1769	0.7	0.5	3.471	A
3	861	215	700	856	884	354	8.6	2.5	11.648	B
4	1308	327	1194	1314	1389	361	22.1	2.6	17.261	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334	83	1533	331	340	567	2.0	1.0	10.805	B
2	480	120	392	481	486	1472	0.5	0.4	3.132	A
3	720	180	567	717	724	306	2.5	1.4	6.444	A
4	1109	277	992	1108	1109	292	2.6	1.4	4.886	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.79	0.00	0.00	1.96	3.03
2	0.40	0.00	0.00	0.93	1.52
3	1.38	0.00	0.36	3.18	4.44
4	1.41	0.00	0.45	3.04	4.10

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.05	0.00	0.75	4.88	7.20
2	0.74	0.00	0.00	1.95	3.03
3	1.91	0.00	0.74	4.30	7.03
4	2.78	0.00	1.46	5.80	7.80

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	8.03	0.00	4.00	19.20	27.13
2	0.81	0.00	0.04	1.81	2.38
3	7.14	0.00	3.38	18.08	22.20
4	17.51	0.76	13.00	39.40	44.60

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	12.46	0.00	7.20	30.20	41.10
2	0.73	0.00	0.00	1.72	2.36
3	8.60	0.00	4.93	21.13	26.10
4	22.11	0.56	15.57	49.27	65.20

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.05	0.00	0.66	4.80	7.10
2	0.53	0.00	0.00	1.10	1.73
3	2.50	0.00	1.20	5.84	8.10
4	2.64	0.00	1.35	5.60	6.87

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.97	0.00	0.00	2.13	2.93
2	0.36	0.00	0.00	0.91	1.52
3	1.39	0.00	0.37	2.96	3.82
4	1.42	0.00	0.38	3.55	4.65

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	240	619	0.388	240	238	0.0	0.6	8.119	A
			2	1, 4	90	619	0.146	91	89	0.0	0.1	6.028	A
		2	1	(1, 2, 3, 4)	330			330	330	0.0	0.1	0.510	A
	Exit	1	1		562			562	560	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	216	1450	0.149	216	217	0.0	0.2	2.839	A
			2	1, 2	261	1450	0.180	262	263	0.0	0.2	3.038	A
		2	1	(1, 2, 3, 4)	477			477	481	0.0	0.0	0.027	A
	Exit	1	1		1476			1476	1470	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	1	1343	0.001	1	1	0.0	0.0	3.051	A
			2	2, 3	722	1343	0.538	721	719	0.0	1.1	4.745	A
		2	1	(1, 2, 3, 4)	723			723	724	0.0	0.3	0.986	A
	Exit	1	1		302			302	302	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	552	1219	0.453	553	548	0.0	0.6	4.064	A
			2	2, 3, 4	553	1219	0.454	554	555	0.0	0.6	3.951	A
		2	1	(1, 2, 3, 4)	1105			1105	1108	0.0	0.2	0.324	A
	Exit	1	1		298			298	297	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	292	521	0.561	293	290	0.6	1.2	12.874	B
			2	1, 4	104	521	0.199	102	105	0.1	0.3	8.594	A
		2	1	(1, 2, 3, 4)	399			396	398	0.1	0.6	3.488	A
	Exit	1	1		672			672	667	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	265	1407	0.188	263	265	0.2	0.3	3.178	A
			2	1, 2	321	1407	0.228	321	320	0.2	0.4	3.463	A
		2	1	(1, 2, 3, 4)	585			585	586	0.0	0.0	0.068	A
	Exit	1	1		1769			1769	1760	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1279	0.001	2	2	0.0	0.0	1.983	A
			2	2, 3	855	1279	0.669	856	855	1.1	1.4	5.975	A
		2	1	(1, 2, 3, 4)	852			857	858	0.3	0.5	2.852	A
	Exit	1	1		362			362	362	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	661	1114	0.593	661	652	0.6	1.1	5.314	A
			2	2, 3, 4	662	1114	0.594	660	660	0.6	1.1	5.401	A
		2	1	(1, 2, 3, 4)	1323			1322	1316	0.2	0.6	1.548	A
	Exit	1	1		355			355	360	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	338	397	0.850	336	337	1.2	2.3	20.636	C
			2	1, 4	124	397	0.312	124	122	0.3	0.4	12.622	B
		2	1	(1, 2, 3, 4)	475			461	464	0.6	5.3	27.600	D
	Exit	1	1		805			805	807	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	317	1354	0.234	316	319	0.3	0.4	3.408	A
			2	1, 2	393	1354	0.290	394	391	0.4	0.4	3.775	A
		2	1	(1, 2, 3, 4)	710			710	711	0.0	0.0	0.157	A
	Exit	1	1		2123			2123	2100	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1198	0.002	2	2	0.0	0.0	3.155	A
			2	2, 3	1061	1198	0.886	1061	1035	1.4	2.3	7.630	A
		2	1	(1, 2, 3, 4)	1060			1063	1041	0.5	4.9	14.038	B
	Exit	1	1		429			429	425	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	775	964	0.804	772	775	1.1	1.8	7.401	A
			2	2, 3, 4	780	964	0.809	780	781	1.1	1.8	7.511	A
		2	1	(1, 2, 3, 4)	1620			1555	1562	0.6	13.9	17.105	C
	Exit	1	1		429			429	430	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	347	385	0.900	347	345	2.3	2.4	23.901	C
			2	1, 4	124	385	0.323	124	125	0.4	0.5	14.667	B
		2	1	(1, 2, 3, 4)	489			471	471	5.3	9.5	58.436	F
	Exit	1	1		816			816	824	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	315	1347	0.234	315	317	0.4	0.3	3.532	A
			2	1, 2	387	1347	0.287	388	395	0.4	0.4	3.851	A
		2	1	(1, 2, 3, 4)	702			702	712	0.0	0.0	0.180	A
	Exit	1	1		2158			2158	2131	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1202	0.001	2	2	0.0	0.0	2.898	A
			2	2, 3	1059	1202	0.881	1058	1045	2.3	2.5	8.123	A
		2	1	(1, 2, 3, 4)	1063			1061	1048	4.9	6.1	19.754	C
	Exit	1	1		440			440	434	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	796	969	0.821	798	792	1.8	1.7	8.007	A
			2	2, 3, 4	811	969	0.837	811	798	1.8	1.9	8.032	A
		2	1	(1, 2, 3, 4)	1620			1607	1590	13.9	18.5	38.071	E
	Exit	1	1		428			428	430	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	302	527	0.574	305	324	2.4	1.1	18.416	C
			2	1, 4	109	527	0.206	108	113	0.5	0.3	10.917	B
		2	1	(1, 2, 3, 4)	395			411	431	9.5	0.6	27.645	D
	Exit	1	1		690			690	699	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	264	1408	0.187	264	263	0.3	0.2	3.264	A
			2	1, 2	329	1408	0.234	328	324	0.4	0.3	3.489	A
		2	1	(1, 2, 3, 4)	592			593	586	0.0	0.0	0.084	A
	Exit	1	1		1769			1769	1854	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1271	0.002	2	2	0.0	0.0	2.886	A
			2	2, 3	857	1271	0.674	854	882	2.5	1.6	6.493	A
		2	1	(1, 2, 3, 4)	861			859	881	6.1	0.9	5.233	A
	Exit	1	1		354			354	378	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	665	1111	0.599	664	695	1.7	1.0	6.160	A
			2	2, 3, 4	651	1111	0.586	649	694	1.9	1.1	6.183	A
		2	1	(1, 2, 3, 4)	1308			1317	1383	18.5	0.5	11.191	B
	Exit	1	1		361			361	366	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	247	620	0.398	245	251	1.1	0.7	10.275	B
			2	1, 4	86	620	0.139	86	89	0.3	0.2	6.980	A
		2	1	(1, 2, 3, 4)	334			333	338	0.6	0.1	1.479	A
	Exit	1	1		567			567	567	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	214	1450	0.148	214	214	0.2	0.2	2.959	A
			2	1, 2	266	1450	0.183	267	272	0.3	0.2	3.188	A
		2	1	(1, 2, 3, 4)	480			480	485	0.0	0.0	0.047	A
	Exit	1	1		1472			1472	1492	0.0	0.0	0.000	A
3	Entry	1	1	1, 4	2	1344	0.001	2	2	0.0	0.0	2.563	A
			2	2, 3	718	1344	0.534	715	722	1.6	1.1	5.159	A
		2	1	(1, 2, 3, 4)	720			720	722	0.9	0.2	1.301	A
	Exit	1	1		306			306	305	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	556	1219	0.456	555	552	1.0	0.6	4.385	A
			2	2, 3, 4	552	1219	0.453	553	556	1.1	0.6	4.511	A
		2	1	(1, 2, 3, 4)	1109			1108	1105	0.5	0.2	0.445	A
	Exit	1	1		292			292	295	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.60	0.00	0.00	1.71	2.44
			2	0.13	0.00	0.00	0.09	0.64
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.16	0.00	0.00	0.34	0.80
			2	0.23	0.00	0.00	0.56	0.96
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.13	0.00	0.35	2.51	2.81
		2	1	0.25	0.00	0.00	0.00	1.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.63	0.00	0.00	1.50	1.91
			2	0.62	0.00	0.00	1.58	1.97
		2	1	0.16	0.00	0.00	0.00	0.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.18	0.00	0.37	2.56	2.79
			2	0.28	0.00	0.00	0.74	1.24
		2	1	0.59	0.00	0.00	1.80	4.17
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.32	0.00	0.00	0.84	1.65
			2	0.39	0.00	0.00	0.89	1.74
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.40	0.00	0.74	2.67	2.85
		2	1	0.51	0.00	0.00	1.27	4.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.07	0.00	0.37	3.00	3.00
			2	1.07	0.00	0.39	3.00	3.00
		2	1	0.64	0.00	0.00	1.35	4.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.30	0.00	2.20	2.87	2.95
			2	0.42	0.00	0.00	1.12	1.85
		2	1	5.31	0.00	0.58	16.20	23.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.39	0.00	0.00	0.92	1.62
			2	0.41	0.00	0.00	0.91	1.47
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	2.26	0.00	2.18	2.87	2.95
		2	1	4.88	0.00	0.33	14.88	19.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.79	0.00	1.39	3.00	3.00
			2	1.80	0.00	1.46	3.00	3.00
		2	1	13.93	0.00	9.60	34.93	40.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.45	0.00	2.32	2.90	2.97
			2	0.49	0.00	0.00	1.80	3.00
		2	1	9.52	0.00	3.63	26.40	37.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.32	0.00	0.00	0.75	0.98
			2	0.38	0.00	0.00	1.03	1.58
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	2.46	0.00	2.32	2.88	2.95
		2	1	6.13	0.00	1.92	18.10	23.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.69	0.00	1.17	3.00	3.00
			2	1.91	0.00	1.66	3.00	3.00
		2	1	18.51	0.00	12.29	46.40	60.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.13	0.00	0.31	2.54	2.80
			2	0.32	0.00	0.00	0.85	1.58
		2	1	0.60	0.00	0.00	1.23	3.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.22	0.00	0.00	0.55	0.89
			2	0.31	0.00	0.00	0.82	1.42
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	1.64	0.00	1.20	2.74	2.90
		2	1	0.86	0.00	0.00	2.76	4.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.03	0.00	0.37	3.00	3.00
			2	1.07	0.00	0.39	2.22	2.66
		2	1	0.53	0.00	0.00	1.47	3.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.66	0.00	0.00	1.86	3.00
			2	0.19	0.00	0.00	0.46	0.77
		2	1	0.11	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.18	0.00	0.00	0.34	0.89
			2	0.18	0.00	0.00	0.40	0.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	1.15	0.00	0.37	2.51	2.79
		2	1	0.23	0.00	0.00	0.00	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.64	0.00	0.00	1.63	3.00
			2	0.60	0.00	0.00	1.44	3.00
		2	1	0.19	0.00	0.00	0.00	0.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	60	1122	620	0.384	238	237	0.0	0.6	8.121	A
				3	2	0.48	383	227	0.008	2	2	0.0	0.0	7.847	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1033	595	0.015	9	9	0.0	0.0	5.890	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	82	20	1122	618	0.132	82	80	0.0	0.1	6.043	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.184	A
				2	238	59	-	-	-	238	239	0.0	0.0	0.614	A
				3	2	0.48	-	-	-	2	2	0.0	0.0	0.153	A
				4	82	20	-	-	-	82	81	0.0	0.0	0.255	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	216	54	1685	1449	0.149	216	217	0.0	0.2	2.839	A
			2	1	261	65	1685	1450	0.180	262	263	0.0	0.2	3.038	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	261	65	-	-	-	261	264	0.0	0.0	0.029	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	216	54	-	-	-	216	217	0.0	0.0	0.025	A
3	Entry	1	1	1	1	0.27	404	337	0.003	1	1	0.0	0.0	3.051	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	714	178	1653	1344	0.531	712	710	0.0	1.1	4.747	A
				3	9	2	1455	1194	0.007	8	8	0.0	0.0	4.580	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.27	-	-	-	1	1	0.0	0.0	1.076	A
				2	713	178	-	-	-	714	715	0.0	0.3	0.983	A
				3	8	2	-	-	-	9	8	0.0	0.0	1.168	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	289	72	1749	1219	0.237	290	287	0.0	0.4	4.500	A
				2	262	66	1749	1221	0.215	263	260	0.0	0.3	3.582	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1749	1220	0.215	262	263	0.0	0.3	3.497	A
				3	291	73	1749	1221	0.238	292	292	0.0	0.3	4.360	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	289	72	-	-	-	289	289	0.0	0.0	0.355	A
				2	524	131	-	-	-	524	525	0.0	0.1	0.285	A
				3	291	73	-	-	-	291	293	0.0	0.1	0.363	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	290	73	1122	521	0.557	291	289	0.6	1.2	12.871	B
				3	2	0.46	402	193	0.010	2	2	0.0	0.0	13.368	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1052	497	0.020	10	10	0.0	0.0	8.149	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	94	23	1122	524	0.179	92	95	0.1	0.3	8.640	A
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	2.645	A
				2	293	73	-	-	-	290	291	0.0	0.5	3.848	A
				3	2	0.46	-	-	-	2	2	0.0	0.0	3.310	A
				4	94	23	-	-	-	94	96	0.0	0.1	2.527	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	1685	1407	0.188	263	265	0.2	0.3	3.178	A
			2	1	321	80	1685	1406	0.228	321	320	0.2	0.4	3.463	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	321	80	-	-	-	321	321	0.0	0.0	0.076	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	-	-	-	265	265	0.0	0.0	0.058	A
3	Entry	1	1	1	2	0.41	667	518	0.003	2	2	0.0	0.0	1.983	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	845	211	1653	1280	0.660	846	844	1.1	1.4	5.973	A
				3	11	3	1587	1227	0.009	11	11	0.0	0.0	6.130	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.43	-	-	-	2	2	0.0	0.0	2.001	A
				2	840	210	-	-	-	845	845	0.3	0.5	2.849	A
				3	11	3	-	-	-	11	11	0.0	0.0	3.232	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	339	85	1749	1116	0.304	339	336	0.4	0.6	5.897	A
				2	322	80	1749	1117	0.288	322	316	0.3	0.4	4.694	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	311	78	1749	1116	0.279	311	311	0.3	0.4	4.668	A
				3	351	88	1749	1115	0.314	349	349	0.3	0.7	6.054	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	338	85	-	-	-	339	337	0.0	0.1	1.636	A
				2	633	158	-	-	-	633	629	0.1	0.3	1.445	A
				3	351	88	-	-	-	351	350	0.1	0.2	1.647	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	336	84	1122	397	0.845	334	335	1.2	2.3	20.617	C
				3	2	0.51	453	167	0.012	2	2	0.0	0.0	23.766	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1046	384	0.029	11	11	0.0	0.0	11.557	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1122	397	0.284	113	111	0.3	0.4	12.729	B
		2	1	1	11	3	-	-	-	11	11	0.0	0.1	25.761	D
				2	345	86	-	-	-	336	339	0.5	4.0	28.586	D
				3	2	0.55	-	-	-	2	2	0.0	0.0	21.266	C
				4	116	29	-	-	-	113	111	0.1	1.1	24.997	C
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	317	79	1685	1355	0.234	316	319	0.3	0.4	3.408	A
			2	1	393	98	1685	1355	0.290	394	391	0.4	0.4	3.775	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	393	98	-	-	-	393	391	0.0	0.0	0.171	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	317	79	-	-	-	317	320	0.0	0.0	0.142	A
3	Entry	1	1	1	2	0.51	808	595	0.003	2	2	0.0	0.0	3.155	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1049	262	1653	1198	0.875	1049	1022	1.4	2.2	7.628	A
				3	13	3	1578	1144	0.011	12	13	0.0	0.0	7.751	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.51	-	-	-	2	2	0.0	0.0	14.062	B
				2	1046	261	-	-	-	1049	1026	0.5	4.8	14.035	B
				3	13	3	-	-	-	13	13	0.0	0.1	14.284	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	402	100	1749	964	0.417	398	403	0.6	1.0	8.154	A
				2	373	93	1749	964	0.387	374	372	0.4	0.8	6.584	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	366	91	1749	967	0.378	366	371	0.4	0.8	6.638	A
				3	415	104	1749	964	0.430	414	410	0.7	1.0	8.299	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	420	105	-	-	-	402	405	0.1	3.8	17.395	C
				2	766	192	-	-	-	739	746	0.3	6.4	16.919	C
				3	434	108	-	-	-	415	412	0.2	3.8	17.157	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	344	86	1122	387	0.890	344	343	2.3	2.4	23.899	C
				3	2	0.56	440	160	0.014	2	2	0.0	0.0	24.134	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1097	391	0.028	11	12	0.0	0.1	13.853	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1122	390	0.291	113	113	0.4	0.4	14.752	B
		2	1	1	11	3	-	-	-	11	12	0.1	0.2	57.011	F
				2	357	89	-	-	-	344	344	4.0	7.0	59.423	F
				3	2	0.53	-	-	-	2	2	0.0	0.0	61.451	F
				4	119	30	-	-	-	113	113	1.1	2.3	55.662	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	315	79	1685	1348	0.234	315	317	0.4	0.3	3.532	A
			2	1	387	97	1685	1348	0.287	388	395	0.4	0.4	3.851	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	387	97	-	-	-	387	395	0.0	0.0	0.186	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	315	79	-	-	-	315	317	0.0	0.0	0.173	A
3	Entry	1	1	1	2	0.39	563	410	0.004	2	2	0.0	0.0	2.898	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1047	262	1653	1202	0.871	1046	1033	2.2	2.4	8.123	A
				3	12	3	1596	1156	0.010	12	13	0.0	0.0	8.159	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.39	-	-	-	2	2	0.0	0.0	15.801	C
				2	1048	262	-	-	-	1047	1034	4.8	6.0	19.741	C
				3	13	3	-	-	-	12	13	0.1	0.1	21.366	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	415	104	1749	970	0.427	415	415	1.0	0.9	8.902	A
				2	381	95	1749	970	0.393	382	377	0.8	0.7	7.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	385	96	1749	970	0.397	385	378	0.8	0.8	7.085	A
				3	426	106	1749	968	0.440	426	420	1.0	1.1	8.886	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	415	104	-	-	-	415	415	3.8	4.9	38.236	E
				2	773	193	-	-	-	767	755	6.4	8.7	38.013	E
				3	432	108	-	-	-	426	420	3.8	4.8	38.011	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	1122	526	0.572	304	322	2.4	1.1	18.428	C
				3	2	0.41	408	179	0.009	1	2	0.0	0.0	16.152	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1020	455	0.023	11	11	0.1	0.0	10.719	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	98	25	1122	525	0.187	98	102	0.4	0.3	10.938	B
		2	1	1	10	3	-	-	-	11	10	0.2	0.0	28.740	D
				2	289	72	-	-	-	301	317	7.0	0.5	28.109	D
				3	2	0.38	-	-	-	2	2	0.0	0.0	21.456	C
				4	94	24	-	-	-	98	102	2.3	0.1	26.244	D
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	264	66	1685	1405	0.188	264	263	0.3	0.2	3.264	A
			2	1	329	82	1685	1406	0.234	328	324	0.4	0.3	3.489	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	329	82	-	-	-	329	323	0.0	0.0	0.097	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	263	66	-	-	-	264	263	0.0	0.0	0.067	A
3	Entry	1	1	1	2	0.49	629	482	0.004	2	2	0.0	0.0	2.886	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	847	212	1653	1271	0.667	843	871	2.4	1.6	6.498	A
				3	10	3	1578	1211	0.009	10	11	0.0	0.0	6.120	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.49	-	-	-	2	2	0.0	0.0	3.836	A
				2	849	212	-	-	-	847	868	6.0	0.9	5.244	A
				3	10	3	-	-	-	10	11	0.1	0.0	4.641	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	352	88	1749	1109	0.317	350	363	0.9	0.7	6.837	A
				2	314	78	1749	1111	0.282	314	332	0.7	0.4	5.422	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	1749	1109	0.277	307	328	0.8	0.4	5.464	A
				3	344	86	1749	1108	0.310	342	365	1.1	0.7	6.828	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	350	87	-	-	-	352	362	4.9	0.2	10.968	B
				2	616	154	-	-	-	621	657	8.7	0.2	11.223	B
				3	342	86	-	-	-	344	364	4.8	0.2	11.355	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	61	1122	620	0.396	244	250	1.1	0.7	10.270	B
				3	0.82	0.20	306	159	0.005	0.82	1	0.0	0.0	11.236	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	995	544	0.015	8	9	0.0	0.0	6.704	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	78	20	1122	618	0.126	78	80	0.3	0.2	7.009	A
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.714	A
				2	246	62	-	-	-	246	248	0.5	0.1	1.612	A
				3	0.82	0.20	-	-	-	0.82	1	0.0	0.0	1.013	A
				4	78	20	-	-	-	78	80	0.1	0.0	1.173	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	214	54	1685	1451	0.148	214	214	0.2	0.2	2.959	A
			2	1	266	66	1685	1450	0.183	267	272	0.3	0.2	3.188	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	266	66	-	-	-	266	271	0.0	0.0	0.047	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	214	54	-	-	-	214	214	0.0	0.0	0.047	A
3	Entry	1	1	1	2	0.49	535	431	0.005	2	2	0.0	0.0	2.563	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	709	177	1653	1343	0.528	706	713	1.6	1.1	5.163	A
				3	9	2	1531	1239	0.007	9	9	0.0	0.0	4.924	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.49	-	-	-	2	2	0.0	0.0	0.722	A
				2	710	177	-	-	-	709	711	0.9	0.2	1.308	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.891	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	290	73	1749	1219	0.238	290	286	0.7	0.4	4.852	A
				2	266	66	1749	1220	0.218	265	267	0.4	0.3	3.887	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	1749	1220	0.211	257	263	0.4	0.3	3.938	A
				3	295	74	1749	1219	0.242	296	294	0.7	0.3	5.025	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	290	284	0.2	0.1	0.480	A
				2	523	131	-	-	-	522	528	0.2	0.1	0.392	A
				3	295	74	-	-	-	295	293	0.2	0.1	0.508	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: 25103 - A11_A1307 Fourwentways Uncalibrated model (Future 2550 & 5000) (Lane Sim) LTS +2 RT + 2 LT (LRG RDBT).j11
Path: C:\Users\SamuelSizer\KMC\KMC-Data - Documents\1_PROJECTS\25000\25103 - Grange Farm, Cambridge\Modelling\Fourwentways roundabout
Report generation date: 02/04/2026 10:44:31

»D3 - | Base + Com Dev | AM
»D4 - | Base + Com Dev | PM
»D5 - | Base + Com Dev + CaPCAM (2550) | AM
»D6 - | Base + Com Dev + CaPCAM (2550) | PM
»D9 - | Base + Com Dev + CaPCAM (5000) | AM
»D10 - | Base + Com Dev + CaPCAM (5000) | PM
»D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM
»D12 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | PM
»D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM
»D14 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	[Lane Simulation] - - Base + Com Dev													
Arm 1	D3	3.1	11.38		B	10.58	B	D4	0.7	8.34		A	5.14	A
Arm 2		4.7	15.74		C				1.2	4.46		A		
Arm 3		2.5	7.77		A				1.3	3.84		A		
Arm 4		0.5	2.97		A				3.1	5.82		A		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (2550)													
Arm 1	D5	3.3	13.97		B	8.19	A	D6	1.6	10.99		B	7.19	A
Arm 2		1.9	6.85		A				0.6	3.65		A		
Arm 3		0.8	5.29		A				0.9	3.57		A		
Arm 4		0.6	3.39		A				4.3	9.75		A		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (5000)													
Arm 1	D9	5.2	15.59		C	9.63	A	D10	3.0	21.11		C	17.97	C
Arm 2		3.2	9.12		A				0.9	4.04		A		
Arm 3		1.2	6.48		A				1.3	4.20		A		
Arm 4		0.7	3.80		A				13.4	32.59		D		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (2550) 30/70 SPLIT													
Arm 1	D11	5.0	17.63		C	9.43	A	D12	1.5	12.09		B	7.93	A
Arm 2		1.8	6.67		A				0.5	3.65		A		
Arm 3		0.8	5.16		A				0.9	3.55		A		
Arm 4		0.5	3.44		A				4.8	11.24		B		
	[Lane Simulation] - - Base + Com Dev + CaPCAM (5000) 30/70 SPLIT													
Arm 1	D13	10.7	34.29		D	15.62	C	D14	3.0	21.27		C	23.92	C
Arm 2		2.5	8.66		A				0.7	3.83		A		
Arm 3		0.9	6.35		A				1.4	4.25		A		
Arm 4		0.6	3.80		A				24.1	46.56		E		

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

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

Appendix B – Future Year A1307/A11 Fourwentways Modelling – 5,000 Dwellings

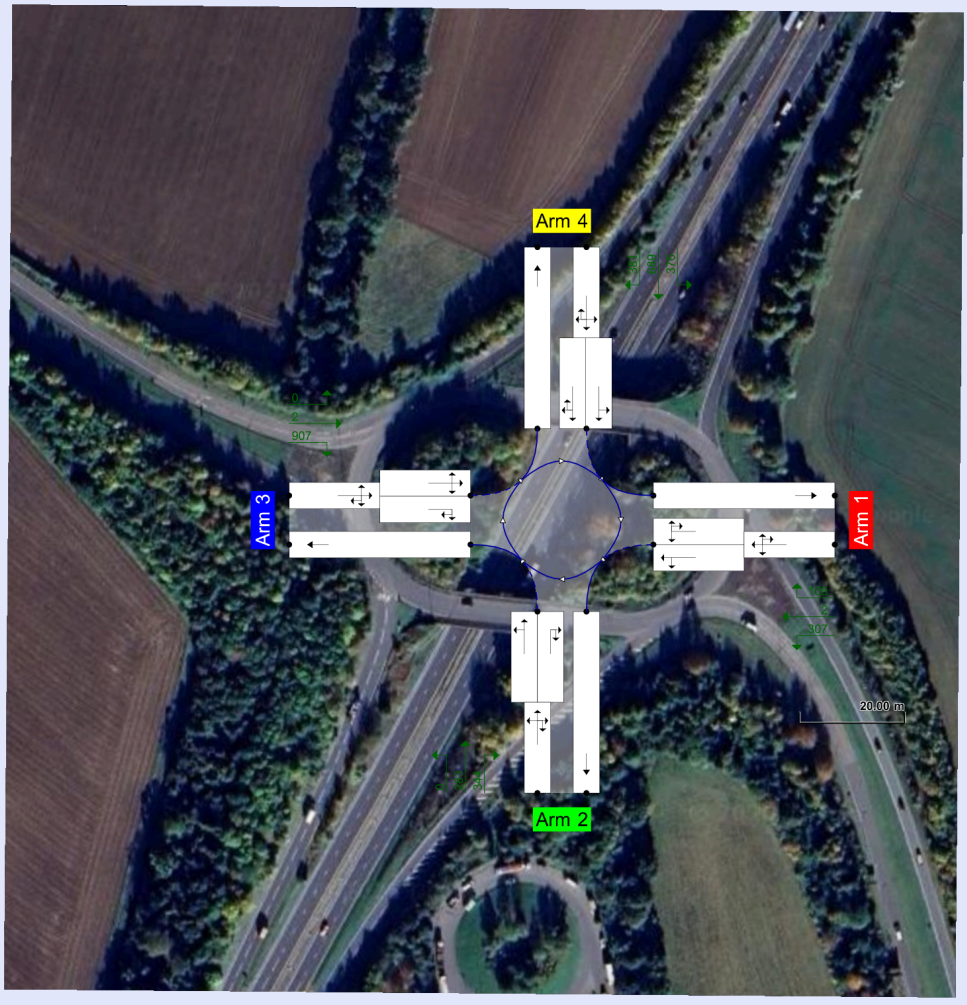
File summary

File Description

Title	
Location	
Site number	
Date	18/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamuelSizer
Description	

Units

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



Flows show original traffic demand (Veh/hr)

Lane simulation visualisation time: 00:00:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			2031569731	96	4.80

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Com Dev	AM	ONE HOUR	00:00	01:30	15	✓
D4	Base + Com Dev	PM	ONE HOUR	00:00	01:30	15	✓
D5	Base + Com Dev + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓
D6	Base + Com Dev + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓
D9	Base + Com Dev + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓
D10	Base + Com Dev + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓
D11	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓
D12	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓
D13	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓
D14	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D3 - | Base + Com Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	10.58	B

Junction Network

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

Arms

Arms

Arm	Name	Description	No give-way line
1	A11 (North)		
2	A1307 (East)		
3	A11 (South)		
4	A1307 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	4.50	7.03	12.0	39.0	100.0	10.0		
2	4.10	9.70	91.0	32.0	170.0	13.0		
3	6.60	8.84	46.0	40.0	100.0	24.0		
4	7.35	10.37	24.0	34.0	170.0	3.5		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	818	✓	45.00
2	841	✓	110.00
3	1201	✓	35.00
4	611	✓	110.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.932	2573
2	1.133	3305
3	1.007	3222
4	1.291	3697

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

Lane Simulation: Arm options

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

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	Entry	1	1	2, 3	✓	3.00			0	99999	
			2	1, 2, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2	Entry	1	1	3, 4	✓	3.00			0	99999	
			2	1, 2	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
3	Entry	1	1	1, 2, 4	✓	3.00			0	99999	
			2	2, 3	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4	Entry	1	1	1, 2	✓	3.00			0	99999	
			2	2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.466	1287
			2	0.466	1287
2	Entry	1	1	0.567	1653
			2	0.567	1653
3	Entry	1	1	0.504	1611
			2	0.504	1611
4	Entry	1	1	0.646	1848
			2	0.646	1848

Summary of Entry Lane allowed movements

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

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base + Com Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	735	100.000
2		ONE HOUR	✓	916	100.000
3		ONE HOUR	✓	773	100.000
4		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	3	247	3	482
	2	139	0	349	428
	3	4	280	72	417
	4	81	159	182	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	11.38	3.1	10.1	B	706	1058
2	15.74	4.7	16.1	C	911	1366
3	7.77	2.5	7.2	A	759	1138
4	2.97	0.5	2.0	A	410	615

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	575	144	573	579	573	200	0.0	0.6	5.378	A
2	754	189	568	754	750	585	0.0	1.0	4.971	A
3	616	154	817	621	613	505	0.0	0.7	4.074	A
4	339	85	434	339	332	1004	0.0	0.2	2.540	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	689	172	682	688	683	222	0.6	1.2	6.835	A
2	885	221	683	885	893	686	1.0	2.0	7.138	A
3	760	190	971	758	744	597	0.7	1.2	5.257	A
4	395	99	509	394	401	1220	0.2	0.4	2.761	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	844	211	826	839	847	274	1.2	3.0	10.989	B
2	1066	267	834	1074	1085	831	2.0	4.6	14.070	B
3	917	229	1179	913	908	728	1.2	2.5	7.288	A
4	485	121	615	485	481	1477	0.4	0.5	2.973	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	847	212	809	848	847	293	3.0	3.1	11.382	B
2	1087	272	849	1097	1083	808	4.6	4.7	15.737	C
3	903	226	1223	896	903	722	2.5	2.5	7.769	A
4	499	125	606	497	494	1514	0.5	0.5	2.963	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	173	668	689	700	236	3.1	1.5	7.788	A
2	908	227	690	905	914	667	4.7	2.0	7.958	A
3	734	184	985	735	745	610	2.5	1.0	5.735	A
4	403	101	502	402	399	1218	0.5	0.3	2.768	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	587	147	567	585	585	198	1.5	1.1	5.578	A
2	765	191	591	759	751	562	2.0	1.5	5.524	A
3	621	155	837	621	613	513	1.0	0.6	4.307	A
4	338	85	428	338	327	1030	0.3	0.2	2.596	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.60	0.00	0.00	1.23	3.00
2	0.96	0.00	0.00	1.95	2.84
3	0.67	0.00	0.00	1.68	2.55
4	0.24	0.00	0.00	0.60	0.94

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.18	0.00	0.22	2.85	4.05
2	1.97	0.00	0.63	4.80	6.73
3	1.20	0.00	0.21	2.62	3.07
4	0.39	0.00	0.00	0.82	1.05

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.04	0.00	1.44	7.48	9.40
2	4.63	0.00	2.00	12.10	16.07
3	2.48	0.00	1.31	4.94	6.60
4	0.52	0.00	0.00	1.40	1.84

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.11	0.00	1.67	7.10	10.07
2	4.69	0.00	2.67	12.13	13.73
3	2.47	0.00	0.93	5.47	7.20
4	0.46	0.00	0.00	0.97	1.70

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.50	0.00	0.54	2.95	5.07
2	1.98	0.00	0.95	4.47	5.64
3	1.00	0.00	0.11	1.90	3.73
4	0.33	0.00	0.00	0.86	2.00

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.09	0.00	0.00	2.35	5.20
2	1.48	0.00	0.35	3.77	4.80
3	0.60	0.00	0.00	1.34	2.10
4	0.23	0.00	0.00	0.53	0.93

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	139	1019	0.137	140	133	0.0	0.1	4.086	A
			2	1, 2, 4	436	1019	0.428	440	440	0.0	0.5	5.268	A
		2	1	(1, 2, 3, 4)	575			575	575	0.0	0.0	0.369	A
	Exit	1	1		200			200	197	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	625	1331	0.470	625	624	0.0	0.6	4.473	A
			2	1, 2	129	1331	0.097	129	126	0.0	0.2	3.572	A
		2	1	(1, 2, 3, 4)	754			754	753	0.0	0.2	0.631	A
	Exit	1	1		585			585	565	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	421	1200	0.350	424	418	0.0	0.4	4.121	A
			2	2, 3	197	1200	0.164	197	195	0.0	0.2	3.465	A
		2	1	(1, 2, 3, 4)	616			617	616	0.0	0.0	0.157	A
	Exit	1	1		505			505	497	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	132	1568	0.084	132	131	0.0	0.1	2.474	A
			2	2, 3, 4	207	1568	0.132	207	201	0.0	0.2	2.575	A
		2	1	(1, 2, 3, 4)	339			339	333	0.0	0.0	0.005	A
	Exit	1	1		1004			1004	1010	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	174	969	0.180	174	172	0.1	0.2	4.411	A
			2	1, 2, 4	514	969	0.531	515	510	0.5	0.8	6.377	A
		2	1	(1, 2, 3, 4)	689			688	685	0.0	0.1	0.926	A
	Exit	1	1		222			222	232	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	744	1265	0.588	744	744	0.6	1.2	5.590	A
			2	1, 2	141	1265	0.112	140	149	0.2	0.2	4.027	A
		2	1	(1, 2, 3, 4)	885			886	896	0.2	0.5	1.782	A
	Exit	1	1		686			686	681	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	511	1122	0.455	510	499	0.4	0.8	5.109	A
			2	2, 3	249	1122	0.221	248	245	0.2	0.3	3.962	A
		2	1	(1, 2, 3, 4)	760			759	746	0.0	0.1	0.518	A
	Exit	1	1		597			597	593	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	154	1519	0.102	154	158	0.1	0.1	2.690	A
			2	2, 3, 4	240	1519	0.158	240	242	0.2	0.3	2.783	A
		2	1	(1, 2, 3, 4)	395			395	401	0.0	0.0	0.015	A
	Exit	1	1		1220			1220	1213	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	223	901	0.247	224	229	0.2	0.3	5.219	A
			2	1, 2, 4	615	901	0.682	615	619	0.8	1.6	8.206	A
		2	1	(1, 2, 3, 4)	844			838	851	0.1	1.2	3.530	A
	Exit	1	1		274			274	289	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	892	1180	0.756	895	900	1.2	1.8	7.091	A
			2	1, 2	176	1180	0.149	179	186	0.2	0.1	4.603	A
		2	1	(1, 2, 3, 4)	1066			1069	1087	0.5	2.7	7.342	A
	Exit	1	1		831			831	829	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	605	1017	0.595	604	601	0.8	1.3	6.445	A
			2	2, 3	308	1017	0.303	309	307	0.3	0.5	4.829	A
		2	1	(1, 2, 3, 4)	917			913	911	0.1	0.6	1.373	A
	Exit	1	1		728			728	712	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	183	1451	0.126	183	188	0.1	0.2	2.867	A
			2	2, 3, 4	302	1451	0.208	302	293	0.3	0.4	3.010	A
		2	1	(1, 2, 3, 4)	485			486	481	0.0	0.0	0.019	A
	Exit	1	1		1477			1477	1492	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	224	909	0.246	221	227	0.3	0.6	5.589	A
			2	1, 2, 4	626	909	0.689	627	620	1.6	1.6	8.460	A
		2	1	(1, 2, 3, 4)	847			850	848	1.2	0.9	3.652	A
	Exit	1	1		293			293	287	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	903	1172	0.771	903	899	1.8	2.0	7.411	A
			2	1, 2	194	1172	0.166	193	184	0.1	0.3	4.491	A
		2	1	(1, 2, 3, 4)	1087			1097	1084	2.7	2.4	8.775	A
	Exit	1	1		808			808	828	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	604	995	0.608	602	599	1.3	1.3	6.728	A
			2	2, 3	297	995	0.298	294	303	0.5	0.6	4.957	A
		2	1	(1, 2, 3, 4)	903			901	903	0.6	0.6	1.627	A
	Exit	1	1		722			722	718	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	191	1457	0.131	191	195	0.2	0.2	2.747	A
			2	2, 3, 4	307	1457	0.211	307	298	0.4	0.3	3.050	A
		2	1	(1, 2, 3, 4)	499			499	493	0.0	0.0	0.033	A
	Exit	1	1		1514			1514	1492	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	170	975	0.175	170	176	0.6	0.3	4.640	A
			2	1, 2, 4	521	975	0.534	519	524	1.6	1.1	7.089	A
		2	1	(1, 2, 3, 4)	692			691	696	0.9	0.2	1.308	A
	Exit	1	1		236			236	239	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	754	1262	0.598	751	758	2.0	1.3	5.886	A
			2	1, 2	155	1262	0.123	154	156	0.3	0.2	3.950	A
		2	1	(1, 2, 3, 4)	908			909	911	2.4	0.4	2.395	A
	Exit	1	1		667			667	679	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	495	1115	0.444	495	503	1.3	0.7	5.464	A
			2	2, 3	239	1115	0.214	240	242	0.6	0.3	4.248	A
		2	1	(1, 2, 3, 4)	734			734	741	0.6	0.1	0.664	A
	Exit	1	1		610			610	602	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	158	1524	0.104	158	155	0.2	0.2	2.668	A
			2	2, 3, 4	245	1524	0.161	244	244	0.3	0.2	2.809	A
		2	1	(1, 2, 3, 4)	403			403	398	0.0	0.0	0.015	A
	Exit	1	1		1218			1218	1237	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	137	1022	0.134	138	136	0.3	0.1	4.207	A
			2	1, 2, 4	449	1022	0.439	448	448	1.1	0.8	5.397	A
		2	1	(1, 2, 3, 4)	587			585	583	0.2	0.2	0.452	A
	Exit	1	1		198			198	194	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	633	1318	0.480	629	625	1.3	1.0	4.823	A
			2	1, 2	129	1318	0.098	129	126	0.2	0.1	3.773	A
		2	1	(1, 2, 3, 4)	765			762	749	0.4	0.3	0.872	A
	Exit	1	1		562			562	561	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	424	1190	0.356	423	420	0.7	0.4	4.318	A
			2	2, 3	198	1190	0.166	198	193	0.3	0.2	3.597	A
		2	1	(1, 2, 3, 4)	621			621	612	0.1	0.0	0.212	A
	Exit	1	1		513			513	497	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	130	1572	0.082	130	128	0.2	0.1	2.507	A
			2	2, 3, 4	208	1572	0.133	208	199	0.2	0.2	2.652	A
		2	1	(1, 2, 3, 4)	338			338	327	0.0	0.0	0.001	A
	Exit	1	1		1030			1030	1025	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.15	0.00	0.00	0.18	0.78
			2	0.46	0.00	0.00	0.90	1.55
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.57	0.00	0.00	1.44	1.92
			2	0.19	0.00	0.00	0.23	1.07
		2	1	0.20	0.00	0.00	0.00	0.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.43	0.00	0.00	0.93	1.64
			2	0.20	0.00	0.00	0.49	2.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.08	0.00	0.00	0.00	0.24
			2	0.16	0.00	0.00	0.27	0.80
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.24	0.00	0.00	0.71	2.00
			2	0.82	0.00	0.04	1.84	3.00
		2	1	0.11	0.00	0.00	0.00	0.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.21	0.00	0.41	3.00	3.00
			2	0.22	0.00	0.00	0.54	1.05
		2	1	0.54	0.00	0.00	1.48	3.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.78	0.00	0.00	1.89	3.00
			2	0.27	0.00	0.00	0.71	2.00
		2	1	0.15	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.22	0.65
			2	0.25	0.00	0.00	0.62	0.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.30	0.00	0.00	0.79	2.00
			2	1.56	0.00	0.95	3.00	3.00
		2	1	1.18	0.00	0.00	4.35	6.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.76	0.00	1.60	2.82	2.93
			2	0.15	0.00	0.00	0.00	0.80
		2	1	2.72	0.00	0.00	9.10	12.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	1.33	0.00	0.70	2.61	2.83
			2	0.51	0.00	0.00	1.42	1.78
		2	1	0.64	0.00	0.00	1.88	2.84
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.17	0.00	0.00	0.34	0.82
			2	0.35	0.00	0.00	0.90	1.53
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.57	0.00	0.00	1.73	3.00
			2	1.59	0.00	1.10	2.70	2.87
		2	1	0.95	0.00	0.00	3.20	6.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	2.01	0.00	2.02	2.84	2.94
			2	0.25	0.00	0.00	0.63	0.95
		2	1	2.43	0.00	0.00	7.80	10.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	1.29	0.00	0.58	3.00	3.00
			2	0.59	0.00	0.00	1.34	1.82
		2	1	0.59	0.00	0.00	1.47	4.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.17	0.00	0.00	0.20	0.89
			2	0.27	0.00	0.00	0.63	0.95
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.25	0.00	0.00	0.71	1.37
			2	1.05	0.00	0.30	3.00	3.00
		2	1	0.20	0.00	0.00	0.00	1.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.31	0.00	0.67	2.62	2.86
			2	0.24	0.00	0.00	0.73	1.46
		2	1	0.41	0.00	0.00	1.13	2.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.69	0.00	0.00	1.72	2.24
			2	0.25	0.00	0.00	0.74	2.00
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.16	0.00	0.00	0.27	0.80
			2	0.18	0.00	0.00	0.43	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.11	0.00	0.00	0.00	0.60
			2	0.76	0.00	0.00	3.00	3.00
		2	1	0.22	0.00	0.00	0.00	1.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.02	0.00	0.00	2.49	2.86
			2	0.14	0.00	0.00	0.00	2.00
		2	1	0.33	0.00	0.00	0.88	2.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.41	0.00	0.00	0.97	1.60
			2	0.19	0.00	0.00	0.40	0.84
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.06	0.00	0.00	0.00	0.05
			2	0.17	0.00	0.00	0.34	0.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	137	34	1285	1019	0.134	137	131	0.0	0.1	4.078	A
				3	3	0.69	482	397	0.007	3	2	0.0	0.0	4.631	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.59	629	522	0.005	2	3	0.0	0.0	5.743	A
				2	75	19	1285	1017	0.073	75	73	0.0	0.1	4.094	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	359	90	1285	1019	0.353	362	365	0.0	0.4	5.479	A
		2	1	1	2	0.59	-	-	-	2	3	0.0	0.0	0.758	A
				2	211	53	-	-	-	211	205	0.0	0.0	0.244	A
				3	3	0.69	-	-	-	3	2	0.0	0.0	0.278	A
				4	359	90	-	-	-	359	366	0.0	0.0	0.430	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	302	76	1653	1330	0.227	302	296	0.0	0.3	4.613	A
				4	323	81	1653	1332	0.242	323	328	0.0	0.3	4.359	A
			2	1	129	32	1653	1334	0.096	129	126	0.0	0.2	3.572	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	129	32	-	-	-	129	127	0.0	0.1	0.531	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	303	76	-	-	-	302	298	0.0	0.0	0.700	A
				4	323	81	-	-	-	323	329	0.0	0.1	0.607	A
3	Entry	1	1	1	4	0.91	857	664	0.005	4	3	0.0	0.0	5.063	A
				2	101	25	1612	1199	0.085	101	97	0.0	0.1	3.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	315	79	1612	1201	0.262	319	317	0.0	0.3	4.273	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	140	35	1612	1200	0.117	141	140	0.0	0.2	3.524	A
				3	56	14	1612	1199	0.047	57	56	0.0	0.0	3.329	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.91	-	-	-	4	3	0.0	0.0	0.162	A
				2	242	60	-	-	-	242	238	0.0	0.0	0.099	A
				3	56	14	-	-	-	56	56	0.0	0.0	0.107	A
				4	315	79	-	-	-	315	319	0.0	0.0	0.206	A
4	Entry	1	1	1	65	16	1847	1574	0.041	65	65	0.0	0.0	2.521	A
				2	67	17	1847	1571	0.043	67	66	0.0	0.0	2.427	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	1847	1570	0.040	63	58	0.0	0.0	2.440	A
				3	145	36	1847	1570	0.092	144	143	0.0	0.1	2.629	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	65	16	-	-	-	65	65	0.0	0.0	0.002	A
				2	130	33	-	-	-	130	124	0.0	0.0	0.000	A
				3	145	36	-	-	-	145	144	0.0	0.0	0.011	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	172	43	1285	967	0.177	171	170	0.1	0.2	4.384	A
				3	3	0.75	602	454	0.007	3	3	0.0	0.0	5.977	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.63	683	519	0.005	3	3	0.0	0.0	8.369	A
				2	76	19	1285	967	0.078	75	75	0.1	0.2	4.747	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	436	109	1285	967	0.451	437	433	0.4	0.7	6.622	A
		2	1	1	3	0.63	-	-	-	3	3	0.0	0.0	1.198	A
				2	247	62	-	-	-	247	245	0.0	0.0	0.707	A
				3	3	0.75	-	-	-	3	3	0.0	0.0	0.922	A
				4	437	109	-	-	-	436	434	0.0	0.1	1.037	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	354	89	1653	1266	0.280	354	351	0.3	0.7	5.749	A
				4	390	97	1653	1266	0.308	390	394	0.3	0.5	5.462	A
			2	1	141	35	1653	1268	0.112	140	149	0.2	0.2	4.027	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	142	35	-	-	-	141	149	0.1	0.1	1.497	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	354	88	-	-	-	354	352	0.0	0.2	1.842	A
				4	390	97	-	-	-	390	395	0.1	0.2	1.824	A
3	Entry	1	1	1	6	2	957	673	0.009	6	5	0.0	0.0	5.696	A
				2	113	28	1612	1123	0.100	112	108	0.1	0.2	3.997	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	392	98	1612	1122	0.349	392	387	0.3	0.6	5.390	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	1612	1120	0.160	179	177	0.2	0.2	3.932	A
				3	69	17	1612	1118	0.062	69	68	0.0	0.1	4.032	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	5	0.0	0.0	1.068	A
				2	293	73	-	-	-	292	285	0.0	0.1	0.353	A
				3	70	17	-	-	-	69	68	0.0	0.0	0.468	A
				4	392	98	-	-	-	392	388	0.0	0.1	0.634	A
4	Entry	1	1	1	73	18	1847	1515	0.048	73	76	0.0	0.1	2.791	A
				2	82	20	1847	1514	0.054	82	82	0.0	0.1	2.595	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	17	1847	1514	0.046	69	70	0.0	0.1	2.504	A
				3	171	43	1847	1516	0.113	171	172	0.1	0.1	2.897	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	73	18	-	-	-	73	76	0.0	0.0	0.013	A
				2	151	38	-	-	-	151	153	0.0	0.0	0.004	A
				3	171	43	-	-	-	171	172	0.0	0.0	0.025	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	220	55	1285	902	0.244	220	226	0.2	0.3	5.199	A
				3	3	0.75	656	468	0.006	3	3	0.0	0.0	6.520	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	4	1	817	581	0.007	4	4	0.0	0.0	8.659	A
				2	78	19	1285	907	0.085	78	80	0.2	0.1	5.548	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	533	133	1285	902	0.591	533	534	0.7	1.5	8.565	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	4.535	A
				2	300	75	-	-	-	297	306	0.0	0.4	3.011	A
				3	3	0.78	-	-	-	3	3	0.0	0.0	3.072	A
				4	537	134	-	-	-	533	538	0.1	0.8	3.796	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	431	108	1653	1182	0.365	432	423	0.7	0.9	7.264	A
				4	461	115	1653	1183	0.390	462	477	0.5	0.9	6.954	A
			2	1	176	44	1653	1182	0.149	179	186	0.2	0.1	4.603	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	176	44	-	-	-	176	186	0.1	0.5	6.810	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	-	-	-	431	423	0.2	1.1	7.715	A
				4	458	115	-	-	-	461	478	0.2	1.1	7.217	A
3	Entry	1	1	1	5	1	1159	732	0.007	5	6	0.0	0.0	7.696	A
				2	117	29	1612	1012	0.115	118	115	0.2	0.1	5.046	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	484	121	1612	1015	0.476	481	480	0.6	1.2	6.745	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	230	57	1612	1012	0.227	230	229	0.2	0.4	4.775	A
				3	79	20	1612	1015	0.078	79	78	0.1	0.1	4.971	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	6	0.0	0.0	0.920	A
				2	349	87	-	-	-	346	344	0.1	0.3	1.144	A
				3	79	20	-	-	-	79	79	0.0	0.1	1.242	A
				4	485	121	-	-	-	484	483	0.1	0.3	1.552	A
4	Entry	1	1	1	86	22	1847	1448	0.060	86	93	0.1	0.1	2.994	A
				2	97	24	1847	1447	0.067	97	94	0.1	0.1	2.740	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	87	22	1847	1445	0.060	88	86	0.1	0.0	2.676	A
				3	215	54	1847	1451	0.148	214	208	0.1	0.3	3.146	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	86	22	-	-	-	86	93	0.0	0.0	0.010	A
				2	184	46	-	-	-	184	180	0.0	0.0	0.017	A
				3	215	54	-	-	-	215	208	0.0	0.0	0.025	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	220	55	1285	908	0.243	218	223	0.3	0.6	5.587	A
				3	3	0.75	696	495	0.006	3	3	0.0	0.0	5.760	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.56	589	412	0.005	2	3	0.0	0.0	9.167	A
				2	73	18	1285	907	0.080	73	77	0.1	0.2	6.033	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	552	138	1285	910	0.606	551	541	1.5	1.4	8.775	A
		2	1	1	2	0.53	-	-	-	2	3	0.0	0.0	6.722	A
				2	292	73	-	-	-	293	302	0.4	0.3	3.100	A
				3	3	0.75	-	-	-	3	3	0.0	0.0	3.320	A
				4	550	137	-	-	-	552	541	0.8	0.7	3.922	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	426	106	1653	1173	0.363	427	425	0.9	0.9	7.559	A
				4	477	119	1653	1170	0.408	476	474	0.9	1.1	7.292	A
			2	1	194	49	1653	1174	0.165	193	184	0.1	0.3	4.491	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	195	49	-	-	-	194	184	0.5	0.3	8.150	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	421	105	-	-	-	426	425	1.1	1.0	8.762	A
				4	471	118	-	-	-	477	475	1.1	1.1	8.990	A
3	Entry	1	1	1	4	1	991	626	0.007	4	5	0.0	0.0	8.063	A
				2	114	29	1612	1002	0.114	112	117	0.1	0.3	5.120	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	486	122	1612	995	0.489	486	477	1.2	1.0	7.082	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	221	55	1612	997	0.222	219	226	0.4	0.5	4.927	A
				3	76	19	1612	1003	0.075	75	78	0.1	0.1	5.038	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	2.082	A
				2	337	84	-	-	-	335	344	0.3	0.2	1.354	A
				3	76	19	-	-	-	76	78	0.1	0.1	1.456	A
				4	486	122	-	-	-	486	477	0.3	0.3	1.833	A
4	Entry	1	1	1	94	24	1847	1460	0.065	94	96	0.1	0.1	2.841	A
				2	97	24	1847	1458	0.067	97	99	0.1	0.1	2.655	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	23	1847	1457	0.062	90	86	0.0	0.1	2.720	A
				3	217	54	1847	1457	0.149	217	213	0.3	0.2	3.182	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	94	24	-	-	-	94	96	0.0	0.0	0.017	A
				2	187	47	-	-	-	187	185	0.0	0.0	0.024	A
				3	217	54	-	-	-	217	212	0.0	0.0	0.048	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	168	42	1285	976	0.172	168	173	0.6	0.3	4.634	A
				3	2	0.56	656	494	0.005	2	3	0.0	0.0	4.998	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.75	589	444	0.007	3	3	0.0	0.0	7.112	A
				2	75	19	1285	973	0.077	75	76	0.2	0.1	5.120	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	442	111	1285	975	0.454	440	446	1.4	0.9	7.393	A
		2	1	1	3	0.72	-	-	-	3	3	0.0	0.0	0.940	A
				2	244	61	-	-	-	243	247	0.3	0.0	0.989	A
				3	2	0.56	-	-	-	2	3	0.0	0.0	1.781	A
				4	443	111	-	-	-	442	444	0.7	0.2	1.471	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	366	91	1653	1267	0.289	363	360	0.9	0.7	6.024	A
				4	389	97	1653	1264	0.308	388	397	1.1	0.6	5.772	A
			2	1	155	39	1653	1263	0.123	154	156	0.3	0.2	3.950	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	155	39	-	-	-	155	156	0.3	0.1	2.116	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	365	91	-	-	-	366	360	1.0	0.2	2.435	A
				4	388	97	-	-	-	389	395	1.1	0.2	2.454	A
3	Entry	1	1	1	5	1	991	677	0.008	5	5	0.0	0.0	6.719	A
				2	101	25	1612	1117	0.090	101	105	0.3	0.1	4.429	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	389	97	1612	1117	0.349	389	393	1.0	0.6	5.704	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	1612	1116	0.154	172	176	0.5	0.2	4.231	A
				3	68	17	1612	1114	0.061	68	66	0.1	0.0	4.288	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.645	A
				2	272	68	-	-	-	272	279	0.2	0.0	0.506	A
				3	68	17	-	-	-	68	66	0.1	0.0	0.617	A
				4	390	97	-	-	-	389	392	0.3	0.1	0.777	A
4	Entry	1	1	1	74	19	1847	1521	0.049	74	75	0.1	0.1	2.733	A
				2	84	21	1847	1520	0.055	84	80	0.1	0.1	2.606	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	68	17	1847	1518	0.045	68	70	0.1	0.1	2.620	A
				3	177	44	1847	1524	0.116	177	174	0.2	0.1	2.883	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	74	19	-	-	-	74	75	0.0	0.0	0.031	A
				2	152	38	-	-	-	152	150	0.0	0.0	0.006	A
				3	177	44	-	-	-	177	173	0.0	0.0	0.015	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	1285	1025	0.131	136	135	0.3	0.1	4.202	A
				3	2	0.56	388	312	0.007	2	2	0.0	0.0	4.567	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.56	602	480	0.005	2	2	0.0	0.0	4.804	A
				2	69	17	1285	1025	0.067	69	73	0.1	0.0	4.185	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	377	94	1285	1024	0.369	376	373	0.9	0.7	5.617	A
		2	1	1	2	0.56	-	-	-	2	2	0.0	0.0	0.482	A
				2	204	51	-	-	-	204	207	0.0	0.0	0.351	A
				3	2	0.56	-	-	-	2	2	0.0	0.0	0.426	A
				4	379	95	-	-	-	377	372	0.2	0.2	0.504	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	302	75	1653	1320	0.229	300	296	0.7	0.4	5.013	A
				4	331	83	1653	1322	0.250	329	329	0.6	0.6	4.668	A
			2	1	129	32	1653	1326	0.098	129	126	0.2	0.1	3.773	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	129	32	-	-	-	129	126	0.1	0.0	0.685	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	303	76	-	-	-	302	295	0.2	0.1	0.923	A
				4	332	83	-	-	-	331	329	0.2	0.2	0.891	A
3	Entry	1	1	1	4	0.91	806	598	0.006	3	3	0.0	0.0	5.292	A
				2	96	24	1612	1190	0.080	95	94	0.1	0.1	3.592	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	324	81	1612	1193	0.272	325	323	0.6	0.3	4.506	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	134	33	1612	1195	0.112	134	137	0.2	0.1	3.607	A
				3	64	16	1612	1190	0.054	64	56	0.0	0.1	3.575	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.91	-	-	-	4	3	0.0	0.0	0.169	A
				2	230	57	-	-	-	230	231	0.0	0.0	0.127	A
				3	64	16	-	-	-	64	56	0.0	0.0	0.141	A
				4	324	81	-	-	-	324	321	0.1	0.0	0.282	A
4	Entry	1	1	1	63	16	1847	1573	0.040	63	61	0.1	0.0	2.616	A
				2	67	17	1847	1573	0.042	67	67	0.1	0.0	2.406	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	1847	1575	0.039	61	55	0.1	0.1	2.343	A
				3	147	37	1847	1575	0.093	147	144	0.1	0.1	2.771	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	63	16	-	-	-	63	61	0.0	0.0	0.001	A
				2	128	32	-	-	-	128	122	0.0	0.0	0.000	A
				3	147	37	-	-	-	147	144	0.0	0.0	0.002	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D4 - | Base + Com Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	5.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.14	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1570	✓	45.00
2	571	✓	110.00
3	615	✓	35.00
4	950	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base + Com Dev	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	246	100.000
2		ONE HOUR	✓	645	100.000
3		ONE HOUR	✓	851	100.000
4		ONE HOUR	✓	1180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	128	2	105
	2	228	0	218	199
	3	2	576	12	261
	4	376	424	380	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	8.34	0.7	2.0	A	230	345
2	4.46	1.2	4.4	A	624	936
3	3.84	1.3	4.0	A	799	1198
4	5.82	3.1	9.8	A	1086	1630

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	1050	200	190	468	0.0	0.2	4.698	A
2	532	133	384	533	513	865	0.0	0.4	3.263	A
3	652	163	438	649	650	478	0.0	0.7	2.942	A
4	872	218	642	875	889	444	0.0	0.7	3.243	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	223	56	1263	225	226	553	0.2	0.3	5.779	A
2	592	148	447	591	603	1042	0.4	0.5	3.499	A
3	797	199	479	798	788	560	0.7	0.7	3.155	A
4	1045	261	770	1045	1066	506	0.7	0.9	3.951	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268	67	1554	268	281	699	0.3	0.5	7.392	A
2	724	181	570	727	740	1251	0.5	0.9	4.231	A
3	954	239	603	958	962	694	0.7	0.9	3.837	A
4	1330	333	938	1315	1312	624	0.9	3.1	5.802	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267	67	1586	267	271	707	0.5	0.7	8.343	A
2	768	192	571	766	756	1281	0.9	1.1	4.456	A
3	970	242	626	967	970	710	0.9	1.3	3.828	A
4	1339	335	962	1331	1301	631	3.1	2.6	5.824	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	59	1249	234	236	534	0.7	0.3	6.136	A
2	618	154	447	611	614	1036	1.1	1.2	3.863	A
3	778	194	511	777	792	547	1.3	0.7	3.366	A
4	1040	260	749	1033	1053	539	2.6	1.6	3.987	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	47	1048	186	186	474	0.3	0.3	5.339	A
2	511	128	393	512	521	841	1.2	0.3	3.367	A
3	643	161	413	649	665	492	0.7	0.5	2.996	A
4	891	223	631	891	900	431	1.6	0.8	3.555	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.20	0.00	0.00	0.50	0.82
2	0.38	0.00	0.00	0.94	1.58
3	0.71	0.00	0.00	1.56	1.84
4	0.67	0.00	0.00	1.70	3.00

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.27	0.00	0.00	0.65	0.88
2	0.47	0.00	0.00	2.00	2.00
3	0.71	0.00	0.00	1.63	4.00
4	0.87	0.00	0.11	1.92	2.58

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.47	0.00	0.00	0.96	2.00
2	0.87	0.00	0.00	2.38	4.00
3	0.93	0.00	0.17	1.88	3.00
4	3.07	0.00	1.50	5.88	9.75

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.67	0.00	0.00	1.42	1.79
2	1.07	0.00	0.22	2.17	2.75
3	1.29	0.00	0.43	2.58	2.75
4	2.62	0.00	1.31	6.50	9.38

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.29	0.00	0.00	0.72	2.00
2	1.16	0.00	0.00	3.50	4.38
3	0.71	0.00	0.00	1.75	2.75
4	1.62	0.00	0.65	3.50	6.00

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.27	0.00	0.00	0.69	2.00
2	0.33	0.00	0.00	0.92	1.58
3	0.47	0.00	0.00	0.84	0.75
4	0.80	0.00	0.00	1.92	2.58

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	62	787	0.079	62	56	0.0	0.1	4.427	A
			2	1, 2, 4	137	787	0.174	138	133	0.0	0.1	4.811	A
		2	1	(1, 2, 3, 4)	200			200	190	0.0	0.0	0.001	A
	Exit	1	1		468			468	472	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	348	1453	0.239	347	334	0.0	0.3	3.322	A
			2	1, 2	184	1453	0.127	186	179	0.0	0.1	2.892	A
		2	1	(1, 2, 3, 4)	532			532	514	0.0	0.0	0.093	A
	Exit	1	1		865			865	866	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	402	1429	0.281	399	394	0.0	0.4	3.069	A
			2	2, 3	250	1429	0.175	250	256	0.0	0.3	2.666	A
		2	1	(1, 2, 3, 4)	652			652	652	0.0	0.0	0.031	A
	Exit	1	1		478			478	480	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	438	1423	0.308	440	443	0.0	0.4	3.206	A
			2	2, 3, 4	435	1423	0.306	435	445	0.0	0.3	3.111	A
		2	1	(1, 2, 3, 4)	872			873	891	0.0	0.0	0.085	A
	Exit	1	1		444			444	423	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	67	704	0.095	68	68	0.1	0.1	5.394	A
			2	1, 2, 4	156	704	0.222	158	159	0.1	0.2	5.919	A
		2	1	(1, 2, 3, 4)	223			223	226	0.0	0.0	0.012	A
	Exit	1	1		553			553	563	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	390	1416	0.275	389	392	0.3	0.4	3.541	A
			2	1, 2	202	1416	0.143	202	211	0.1	0.1	3.100	A
		2	1	(1, 2, 3, 4)	592			592	603	0.0	0.0	0.114	A
	Exit	1	1		1042			1042	1038	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	481	1406	0.342	481	481	0.4	0.5	3.285	A
			2	2, 3	315	1406	0.224	317	307	0.3	0.2	2.838	A
		2	1	(1, 2, 3, 4)	797			796	788	0.0	0.0	0.045	A
	Exit	1	1		560			560	570	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	523	1346	0.389	522	531	0.4	0.4	3.735	A
			2	2, 3, 4	522	1346	0.388	523	535	0.3	0.4	3.695	A
		2	1	(1, 2, 3, 4)	1045			1046	1067	0.0	0.0	0.236	A
	Exit	1	1		506			506	512	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	79	590	0.134	79	87	0.1	0.2	6.335	A
			2	1, 2, 4	189	590	0.320	189	194	0.2	0.2	7.694	A
		2	1	(1, 2, 3, 4)	268			268	282	0.0	0.0	0.114	A
	Exit	1	1		699			699	698	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	470	1342	0.351	471	475	0.4	0.6	4.182	A
			2	1, 2	256	1342	0.191	256	265	0.1	0.2	3.579	A
		2	1	(1, 2, 3, 4)	724			726	742	0.0	0.0	0.269	A
	Exit	1	1		1251			1251	1271	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	566	1335	0.424	567	575	0.5	0.5	3.888	A
			2	2, 3	390	1335	0.292	391	387	0.2	0.4	3.347	A
		2	1	(1, 2, 3, 4)	954			956	963	0.0	0.0	0.166	A
	Exit	1	1		694			694	698	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	666	1245	0.535	660	657	0.4	1.2	4.670	A
			2	2, 3, 4	653	1245	0.525	655	655	0.4	0.8	4.748	A
		2	1	(1, 2, 3, 4)	1330			1319	1316	0.0	1.1	1.084	A
	Exit	1	1		624			624	628	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	86	578	0.148	88	85	0.2	0.1	7.444	A
			2	1, 2, 4	181	578	0.314	179	186	0.2	0.5	8.337	A
		2	1	(1, 2, 3, 4)	267			267	272	0.0	0.0	0.278	A
	Exit	1	1		707			707	685	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	488	1341	0.364	489	495	0.6	0.5	4.295	A
			2	1, 2	279	1341	0.208	277	260	0.2	0.4	3.456	A
		2	1	(1, 2, 3, 4)	768			767	756	0.0	0.2	0.453	A
	Exit	1	1		1281			1281	1274	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	574	1321	0.435	571	575	0.5	0.8	3.929	A
			2	2, 3	395	1321	0.299	395	395	0.4	0.4	3.309	A
		2	1	(1, 2, 3, 4)	970			970	971	0.0	0.1	0.149	A
	Exit	1	1		710			710	707	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	662	1230	0.538	659	646	1.2	1.0	4.707	A
			2	2, 3, 4	677	1230	0.550	672	655	0.8	1.0	4.639	A
		2	1	(1, 2, 3, 4)	1339			1338	1301	1.1	0.6	1.159	A
	Exit	1	1		631			631	631	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	77	710	0.109	77	76	0.1	0.1	5.529	A
			2	1, 2, 4	157	710	0.221	157	160	0.5	0.2	6.270	A
		2	1	(1, 2, 3, 4)	234			234	235	0.0	0.0	0.101	A
	Exit	1	1		534			534	551	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	403	1416	0.285	400	403	0.5	0.7	3.907	A
			2	1, 2	211	1416	0.149	211	212	0.4	0.2	3.046	A
		2	1	(1, 2, 3, 4)	618			615	615	0.2	0.2	0.260	A
	Exit	1	1		1036			1036	1047	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	474	1387	0.342	473	485	0.8	0.4	3.435	A
			2	2, 3	304	1387	0.219	304	307	0.4	0.2	3.065	A
		2	1	(1, 2, 3, 4)	778			778	790	0.1	0.1	0.077	A
	Exit	1	1		547			547	570	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	522	1358	0.384	514	521	1.0	1.0	3.801	A
			2	2, 3, 4	519	1358	0.382	519	533	1.0	0.6	3.711	A
		2	1	(1, 2, 3, 4)	1040			1041	1052	0.6	0.0	0.236	A
	Exit	1	1		539			539	528	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	54	788	0.069	54	58	0.1	0.1	5.030	A
			2	1, 2, 4	131	788	0.166	132	129	0.2	0.2	5.454	A
		2	1	(1, 2, 3, 4)	186			186	186	0.0	0.0	0.014	A
	Exit	1	1		474			474	471	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	339	1448	0.234	339	347	0.7	0.2	3.459	A
			2	1, 2	173	1448	0.119	173	174	0.2	0.1	2.822	A
		2	1	(1, 2, 3, 4)	511			511	518	0.2	0.0	0.127	A
	Exit	1	1		841			841	866	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	401	1443	0.278	405	406	0.4	0.3	3.127	A
			2	2, 3	242	1443	0.168	244	258	0.2	0.2	2.726	A
		2	1	(1, 2, 3, 4)	643			643	664	0.1	0.0	0.026	A
	Exit	1	1		492			492	502	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	450	1429	0.315	450	450	1.0	0.4	3.378	A
			2	2, 3, 4	441	1429	0.308	441	451	0.6	0.4	3.522	A
		2	1	(1, 2, 3, 4)	891			891	897	0.0	0.0	0.103	A
	Exit	1	1		431			431	433	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.11	0.00	0.00	0.00	0.58
			2	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.29	0.00	0.00	0.79	2.00
			2	0.09	0.00	0.00	0.00	0.38
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.44	0.00	0.00	0.96	2.00
			2	0.27	0.00	0.00	0.65	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.36	0.00	0.00	0.85	2.00
			2	0.31	0.00	0.00	0.92	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.09	0.00	0.00	0.00	1.00
			2	0.18	0.00	0.00	0.42	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.38	0.00	0.00	2.00	2.00
			2	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.47	0.00	0.00	0.88	1.75
			2	0.22	0.00	0.00	0.56	0.84
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.42	0.00	0.00	0.83	2.00
			2	0.44	0.00	0.00	0.88	1.38
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.22	0.00	0.00	1.00	1.00
			2	0.24	0.00	0.00	0.61	0.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.62	0.00	0.00	1.75	2.38
			2	0.24	0.00	0.00	0.75	1.58
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.53	0.00	0.00	2.00	2.00
			2	0.40	0.00	0.00	0.81	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.18	0.00	0.50	3.00	3.00
			2	0.82	0.00	0.00	3.00	3.00
		2	1	1.07	0.00	0.00	2.50	6.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.11	0.00	0.00	1.00	1.00
			2	0.53	0.00	0.00	1.30	1.75
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.47	0.00	0.00	1.25	3.00
			2	0.42	0.00	0.00	1.13	1.69
		2	1	0.18	0.00	0.00	0.00	-0.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.76	0.00	0.00	1.75	3.00
			2	0.42	0.00	0.00	0.82	0.75
		2	1	0.11	0.00	0.00	0.00	-0.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.00	0.00	0.05	3.00	3.00
			2	1.04	0.00	0.15	2.50	2.82
		2	1	0.58	0.00	0.00	1.50	3.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.22	0.00	0.00	0.56	0.84
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.73	0.00	0.00	3.00	3.00
			2	0.20	0.00	0.00	0.50	0.82
		2	1	0.22	0.00	0.00	0.00	0.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.42	0.00	0.00	0.86	3.00
			2	0.22	0.00	0.00	0.58	2.00
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.02	0.00	0.32	3.00	3.00
			2	0.56	0.00	0.00	1.56	1.84
		2	1	0.04	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.09	0.00	0.00	0.00	0.38
			2	0.18	0.00	0.00	0.42	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.24	0.00	0.00	0.58	0.75
			2	0.09	0.00	0.00	0.00	0.38
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.29	0.00	0.00	0.68	0.89
			2	0.18	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.36	0.00	0.00	2.00	2.00
			2	0.42	0.00	0.00	0.95	1.58
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	1198	782	0.078	61	55	0.0	0.1	4.459	A
				3	1	0.27	266	186	0.006	1	1	0.0	0.0	2.810	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1039	703	0.014	10	8	0.0	0.0	4.381	A
				2	50	13	1198	787	0.064	50	49	0.0	0.0	4.567	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	77	19	1198	781	0.098	77	76	0.0	0.0	5.011	A
		2	1	1	10	3	-	-	-	10	8	0.0	0.0	0.000	A
				2	112	28	-	-	-	112	105	0.0	0.0	0.000	A
				3	1	0.27	-	-	-	1	1	0.0	0.0	0.000	A
				4	77	19	-	-	-	77	76	0.0	0.0	0.003	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	1682	1453	0.126	182	182	0.0	0.2	3.414	A
				4	165	41	1682	1450	0.114	165	152	0.0	0.1	3.221	A
			2	1	184	46	1682	1451	0.127	186	179	0.0	0.1	2.892	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	184	46	-	-	-	184	180	0.0	0.0	0.075	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	-	-	-	183	183	0.0	0.0	0.092	A
				4	165	41	-	-	-	165	152	0.0	0.0	0.115	A
3	Entry	1	1	1	0.27	0.07	261	232	0.001	0.27	0.71	0.0	0.0	3.670	A
				2	196	49	1679	1434	0.137	196	198	0.0	0.1	2.767	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	205	51	1679	1430	0.144	202	195	0.0	0.3	3.367	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	240	60	1679	1432	0.168	240	246	0.0	0.3	2.670	A
				3	10	3	1456	1254	0.008	10	9	0.0	0.0	2.544	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0.27	0.07	-	-	-	0.27	0.71	0.0	0.0	0.000	A
				2	436	109	-	-	-	436	446	0.0	0.0	0.026	A
				3	10	3	-	-	-	10	9	0.0	0.0	0.000	A
				4	205	51	-	-	-	205	197	0.0	0.0	0.042	A
4	Entry	1	1	1	269	67	1810	1423	0.189	271	284	0.0	0.3	3.443	A
				2	169	42	1810	1423	0.118	169	159	0.0	0.1	2.779	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	1810	1424	0.106	150	158	0.0	0.2	2.702	A
				3	285	71	1810	1422	0.200	285	288	0.0	0.2	3.335	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	269	67	-	-	-	269	285	0.0	0.0	0.095	A
				2	319	80	-	-	-	319	318	0.0	0.0	0.076	A
				3	285	71	-	-	-	285	288	0.0	0.0	0.084	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	66	16	1198	704	0.094	66	66	0.1	0.1	5.405	A
				3	1	0.27	346	205	0.005	1	2	0.0	0.0	4.932	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1119	659	0.016	10	11	0.0	0.0	6.715	A
				2	53	13	1198	703	0.075	53	52	0.0	0.0	5.506	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	1198	709	0.131	94	96	0.0	0.1	6.047	A
		2	1	1	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				2	118	30	-	-	-	118	118	0.0	0.0	0.000	A
				3	1	0.27	-	-	-	1	2	0.0	0.0	0.000	A
				4	93	23	-	-	-	93	96	0.0	0.0	0.027	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	218	55	1682	1414	0.154	217	215	0.2	0.2	3.558	A
				4	171	43	1682	1412	0.121	172	177	0.1	0.2	3.522	A
			2	1	202	51	1682	1415	0.143	202	211	0.1	0.1	3.100	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	202	51	-	-	-	202	211	0.0	0.0	0.074	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	218	55	-	-	-	218	215	0.0	0.0	0.140	A
				4	171	43	-	-	-	171	177	0.0	0.0	0.133	A
3	Entry	1	1	1	3	0.80	709	596	0.005	3	2	0.0	0.0	5.498	A
				2	237	59	1679	1404	0.169	238	239	0.1	0.2	2.846	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	1679	1403	0.172	239	239	0.3	0.3	3.699	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	1679	1405	0.218	309	297	0.3	0.2	2.843	A
				3	8	2	1530	1274	0.006	8	10	0.0	0.0	2.713	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.80	-	-	-	3	2	0.0	0.0	0.000	A
				2	544	136	-	-	-	544	537	0.0	0.0	0.032	A
				3	8	2	-	-	-	8	10	0.0	0.0	0.000	A
				4	241	60	-	-	-	241	239	0.0	0.0	0.075	A
4	Entry	1	1	1	338	85	1810	1344	0.252	337	340	0.3	0.3	4.026	A
				2	185	46	1810	1350	0.137	185	191	0.1	0.1	3.217	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	189	47	1810	1345	0.141	190	191	0.2	0.2	3.202	A
				3	333	83	1810	1346	0.248	333	344	0.2	0.3	3.970	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	338	85	-	-	-	338	340	0.0	0.0	0.248	A
				2	374	93	-	-	-	374	383	0.0	0.0	0.204	A
				3	333	83	-	-	-	333	344	0.0	0.0	0.259	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	20	1198	587	0.133	78	85	0.1	0.2	6.307	A
				3	1	0.27	373	194	0.006	1	2	0.0	0.0	7.563	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1145	561	0.019	11	11	0.0	0.0	8.083	A
				2	58	15	1198	588	0.099	58	65	0.0	0.1	6.601	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	1198	591	0.202	120	118	0.1	0.1	8.239	A
		2	1	1	11	3	-	-	-	11	11	0.0	0.0	0.173	A
				2	137	34	-	-	-	137	151	0.0	0.0	0.055	A
				3	1	0.27	-	-	-	1	2	0.0	0.0	0.000	A
				4	119	30	-	-	-	119	118	0.0	0.0	0.182	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	254	64	1682	1340	0.190	255	260	0.2	0.4	4.314	A
				4	216	54	1682	1343	0.161	216	215	0.2	0.3	4.035	A
			2	1	256	64	1682	1340	0.191	256	265	0.1	0.2	3.579	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	255	64	-	-	-	256	266	0.0	0.0	0.172	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	253	63	-	-	-	254	261	0.0	0.0	0.329	A
				4	215	54	-	-	-	216	215	0.0	0.0	0.319	A
3	Entry	1	1	1	3	0.80	896	715	0.004	3	2	0.0	0.0	4.899	A
				2	276	69	1679	1331	0.207	276	277	0.2	0.2	3.302	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	287	72	1679	1335	0.215	288	295	0.3	0.3	4.424	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	379	95	1679	1336	0.284	380	375	0.2	0.4	3.343	A
				3	11	3	1605	1267	0.009	11	12	0.0	0.0	3.470	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.80	-	-	-	3	2	0.0	0.0	0.000	A
				2	654	163	-	-	-	655	654	0.0	0.0	0.155	A
				3	11	3	-	-	-	11	12	0.0	0.0	0.048	A
				4	286	72	-	-	-	287	295	0.0	0.0	0.197	A
4	Entry	1	1	1	433	108	1810	1245	0.348	429	419	0.3	0.8	5.063	A
				2	233	58	1810	1245	0.187	231	238	0.1	0.3	3.975	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	1810	1244	0.183	229	230	0.2	0.2	3.903	A
				3	425	106	1810	1247	0.341	427	424	0.3	0.6	5.207	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	436	109	-	-	-	433	421	0.0	0.3	1.160	A
				2	465	116	-	-	-	461	469	0.0	0.4	0.971	A
				3	429	107	-	-	-	425	426	0.0	0.4	1.132	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	85	21	1198	578	0.147	87	83	0.2	0.1	7.473	A
				3	0.80	0.20	479	237	0.003	1	2	0.0	0.0	6.316	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1118	548	0.018	10	12	0.0	0.0	9.720	A
				2	57	14	1198	576	0.099	57	62	0.1	0.1	6.941	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	114	28	1198	577	0.197	111	112	0.1	0.4	8.933	A
		2	1	1	10	3	-	-	-	10	12	0.0	0.0	0.367	A
				2	142	35	-	-	-	142	144	0.0	0.0	0.124	A
				3	0.80	0.20	-	-	-	0.80	2	0.0	0.0	0.000	A
				4	114	29	-	-	-	114	113	0.0	0.0	0.465	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	259	65	1682	1342	0.193	261	270	0.4	0.2	4.512	A
				4	229	57	1682	1340	0.171	228	225	0.3	0.2	4.059	A
			2	1	279	70	1682	1344	0.208	277	260	0.2	0.4	3.456	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	279	261	0.0	0.1	0.409	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	259	65	-	-	-	259	269	0.0	0.0	0.467	A
				4	229	57	-	-	-	229	225	0.0	0.1	0.488	A
3	Entry	1	1	1	2	0.47	784	619	0.003	2	3	0.0	0.0	4.055	A
				2	279	70	1679	1324	0.211	278	278	0.2	0.3	3.392	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	293	73	1679	1329	0.221	292	294	0.3	0.4	4.428	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	383	96	1679	1323	0.290	384	383	0.4	0.4	3.290	A
				3	12	3	1605	1276	0.009	11	12	0.0	0.0	3.862	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.47	-	-	-	2	3	0.0	0.0	0.048	A
				2	663	166	-	-	-	662	661	0.0	0.1	0.108	A
				3	12	3	-	-	-	12	13	0.0	0.0	0.275	A
				4	294	73	-	-	-	293	295	0.0	0.0	0.233	A
4	Entry	1	1	1	420	105	1810	1229	0.342	418	410	0.8	0.6	5.104	A
				2	241	60	1810	1229	0.196	240	237	0.3	0.4	4.022	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	235	59	1810	1227	0.192	236	232	0.2	0.2	3.889	A
				3	441	110	1810	1231	0.359	437	423	0.6	0.8	5.047	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	420	105	-	-	-	420	409	0.3	0.1	1.131	A
				2	478	120	-	-	-	477	468	0.4	0.3	1.090	A
				3	441	110	-	-	-	441	424	0.4	0.2	1.262	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	75	19	1198	710	0.106	75	74	0.1	0.1	5.511	A
				3	2	0.53	586	333	0.006	2	3	0.0	0.0	6.013	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	2	1065	630	0.016	10	9	0.0	0.0	6.981	A
				2	51	13	1198	712	0.072	52	57	0.1	0.0	5.597	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	96	24	1198	711	0.135	95	94	0.4	0.2	6.585	A
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				2	126	32	-	-	-	126	130	0.0	0.0	0.071	A
				3	2	0.53	-	-	-	2	3	0.0	0.0	0.000	A
				4	96	24	-	-	-	96	93	0.0	0.0	0.154	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	207	52	1682	1417	0.146	205	218	0.2	0.4	3.990	A
				4	196	49	1682	1411	0.139	195	185	0.2	0.3	3.818	A
			2	1	211	53	1682	1414	0.150	211	212	0.4	0.2	3.046	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	213	53	-	-	-	211	211	0.1	0.1	0.166	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	208	52	-	-	-	207	219	0.0	0.1	0.275	A
				4	197	49	-	-	-	196	185	0.1	0.0	0.351	A
3	Entry	1	1	1	1	0.33	411	339	0.004	1	1	0.0	0.0	3.537	A
				2	225	56	1679	1394	0.161	223	235	0.3	0.2	3.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	248	62	1679	1391	0.179	249	250	0.4	0.3	3.831	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	292	73	1679	1391	0.210	292	296	0.4	0.2	3.053	A
				3	12	3	1568	1302	0.009	12	11	0.0	0.0	3.407	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.33	-	-	-	1	1	0.0	0.0	0.000	A
				2	516	129	-	-	-	516	530	0.1	0.0	0.054	A
				3	12	3	-	-	-	12	11	0.0	0.0	0.426	A
				4	249	62	-	-	-	248	249	0.0	0.0	0.109	A
4	Entry	1	1	1	317	79	1810	1360	0.233	311	328	0.6	0.8	4.127	A
				2	205	51	1810	1362	0.150	203	193	0.4	0.3	3.245	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	1810	1361	0.141	191	194	0.2	0.3	3.222	A
				3	328	82	1810	1361	0.241	328	339	0.8	0.3	3.992	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	317	79	-	-	-	317	329	0.1	0.0	0.257	A
				2	396	99	-	-	-	396	386	0.3	0.0	0.202	A
				3	327	82	-	-	-	328	337	0.2	0.0	0.255	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	53	13	1198	787	0.068	53	56	0.1	0.1	5.068	A
				3	1	0.33	373	234	0.006	1	2	0.0	0.0	3.780	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	7	2	932	602	0.012	7	7	0.0	0.0	4.795	A
				2	41	10	1198	788	0.052	42	41	0.0	0.0	5.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	1198	789	0.105	82	80	0.2	0.2	5.645	A
		2	1	1	7	2	-	-	-	7	7	0.0	0.0	0.000	A
				2	94	24	-	-	-	94	97	0.0	0.0	0.003	A
				3	1	0.33	-	-	-	1	2	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	80	0.0	0.0	0.029	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	189	47	1682	1446	0.130	188	192	0.4	0.2	3.526	A
				4	150	38	1682	1445	0.104	151	155	0.3	0.1	3.382	A
			2	1	173	43	1682	1446	0.119	173	174	0.2	0.1	2.822	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	173	43	-	-	-	173	173	0.1	0.0	0.085	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	188	47	-	-	-	189	191	0.1	0.0	0.154	A
				4	150	38	-	-	-	150	154	0.0	0.0	0.144	A
3	Entry	1	1	1	2	0.60	896	766	0.003	2	3	0.0	0.0	4.735	A
				2	203	51	1679	1445	0.141	205	206	0.2	0.1	2.817	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	195	49	1679	1442	0.135	197	198	0.3	0.2	3.425	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	234	59	1679	1443	0.162	236	249	0.2	0.2	2.718	A
				3	9	2	1455	1251	0.007	9	10	0.0	0.0	2.931	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.60	-	-	-	2	3	0.0	0.0	0.000	A
				2	438	109	-	-	-	438	454	0.0	0.0	0.014	A
				3	9	2	-	-	-	9	10	0.0	0.0	0.033	A
				4	195	49	-	-	-	195	198	0.0	0.0	0.053	A
4	Entry	1	1	1	293	73	1810	1430	0.205	292	287	0.8	0.2	3.616	A
				2	157	39	1810	1429	0.110	158	162	0.3	0.1	2.959	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	147	37	1810	1430	0.103	147	152	0.3	0.2	2.965	A
				3	293	73	1810	1429	0.205	294	299	0.3	0.2	3.806	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	293	73	-	-	-	293	285	0.0	0.0	0.097	A
				2	305	76	-	-	-	305	314	0.0	0.0	0.099	A
				3	294	73	-	-	-	293	298	0.0	0.0	0.114	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D5 - | Base + Com Dev + CaPCAM (2550) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	8.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	918	✓	45.00
2	844	✓	110.00
3	1435	✓	35.00
4	806	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base + Com Dev + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	775	100.000
2		ONE HOUR	✓	760	100.000
3		ONE HOUR	✓	410	100.000
4		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	288	3	482
	2	231	0	0	529
	3	4	334	72	0
	4	81	181	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	13.97	3.3	10.0	B	746	1118
2	6.85	1.9	5.9	A	746	1119
3	5.29	0.8	2.2	A	409	614
4	3.39	0.6	3.0	A	439	659

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	605	151	638	604	602	267	0.0	1.0	5.609	A
2	614	153	586	613	608	655	0.0	0.7	3.817	A
3	340	85	988	339	335	211	0.0	0.4	3.565	A
4	359	90	546	359	359	782	0.0	0.3	2.716	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	741	185	766	744	734	333	1.0	1.5	7.387	A
2	726	181	714	725	734	795	0.7	1.0	4.743	A
3	408	102	1180	407	406	260	0.4	0.6	4.262	A
4	444	111	656	443	442	930	0.3	0.5	3.009	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	219	919	871	882	415	1.5	3.3	12.217	B
2	906	227	834	906	897	955	1.0	1.9	6.629	A
3	487	122	1425	490	491	316	0.6	0.7	5.163	A
4	531	133	803	530	532	1112	0.5	0.6	3.386	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	899	225	917	901	896	414	3.3	3.3	13.965	B
2	894	223	853	897	898	965	1.9	1.2	6.850	A
3	489	122	1444	489	492	305	0.7	0.8	5.286	A
4	525	131	808	523	535	1125	0.6	0.5	3.345	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	734	184	742	732	746	332	3.3	2.0	8.242	A
2	726	181	689	729	738	785	1.2	0.8	5.139	A
3	397	99	1174	399	404	245	0.8	0.5	4.454	A
4	423	106	652	422	430	920	0.5	0.5	3.050	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	616	154	628	614	616	270	2.0	1.2	5.827	A
2	611	153	579	611	614	663	0.8	0.6	4.036	A
3	337	84	988	339	333	202	0.5	0.3	3.861	A
4	354	88	545	354	363	782	0.5	0.3	2.793	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.03	0.00	0.02	2.56	3.65
2	0.71	0.00	0.00	1.77	2.74
3	0.38	0.00	0.00	0.90	1.49
4	0.29	0.00	0.00	0.58	0.88

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.50	0.00	0.63	3.15	3.95
2	1.04	0.00	0.06	2.66	3.49
3	0.61	0.00	0.00	1.49	1.91
4	0.49	0.00	0.00	0.92	1.59

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.29	0.00	1.81	7.48	9.95
2	1.92	0.00	0.74	4.23	5.90
3	0.66	0.00	0.00	1.56	1.93
4	0.63	0.00	0.00	1.54	3.00

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.29	0.00	1.96	7.48	9.98
2	1.22	0.00	0.22	2.99	3.71
3	0.76	0.00	0.00	1.68	2.24
4	0.54	0.00	0.00	1.11	1.74

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.95	0.00	0.61	4.65	6.48
2	0.84	0.00	0.00	1.98	2.83
3	0.47	0.00	0.00	1.21	1.77
4	0.52	0.00	0.00	1.18	2.24

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.17	0.00	0.24	2.74	3.49
2	0.58	0.00	0.00	1.39	1.90
3	0.34	0.00	0.00	0.83	1.39
4	0.27	0.00	0.00	0.66	1.24

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	146	984	0.148	146	149	0.0	0.2	4.323	A
			2	1, 2, 4	460	984	0.468	458	453	0.0	0.8	5.484	A
		2	1	(1, 2, 3, 4)	605			606	606	0.0	0.1	0.397	A
	Exit	1	1		267			267	270	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	409	1320	0.310	407	400	0.0	0.5	3.736	A
			2	1, 2	205	1320	0.155	205	207	0.0	0.2	3.608	A
		2	1	(1, 2, 3, 4)	614			614	610	0.0	0.0	0.120	A
	Exit	1	1		655			655	654	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	153	1113	0.138	153	148	0.0	0.2	3.443	A
			2	2, 3	186	1113	0.168	186	186	0.0	0.2	3.648	A
		2	1	(1, 2, 3, 4)	340			340	336	0.0	0.0	0.007	A
	Exit	1	1		211			211	211	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	136	1487	0.092	136	135	0.0	0.1	2.607	A
			2	2, 3, 4	223	1487	0.150	223	224	0.0	0.2	2.739	A
		2	1	(1, 2, 3, 4)	359			359	360	0.0	0.0	0.027	A
	Exit	1	1		782			782	768	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	201	925	0.217	201	198	0.2	0.3	4.762	A
			2	1, 2, 4	541	925	0.585	543	536	0.8	1.1	6.760	A
		2	1	(1, 2, 3, 4)	741			742	735	0.1	0.1	1.139	A
	Exit	1	1		333			333	332	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	479	1248	0.384	478	486	0.5	0.7	4.342	A
			2	1, 2	247	1248	0.198	247	247	0.2	0.3	4.323	A
		2	1	(1, 2, 3, 4)	726			726	735	0.0	0.1	0.405	A
	Exit	1	1		795			795	794	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	178	1021	0.174	178	178	0.2	0.3	4.163	A
			2	2, 3	229	1021	0.225	228	227	0.2	0.4	4.310	A
		2	1	(1, 2, 3, 4)	408			408	407	0.0	0.0	0.016	A
	Exit	1	1		260			260	257	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	171	1419	0.120	170	170	0.1	0.1	2.844	A
			2	2, 3, 4	273	1419	0.192	272	273	0.2	0.3	3.047	A
		2	1	(1, 2, 3, 4)	444			444	443	0.0	0.0	0.039	A
	Exit	1	1		930			930	932	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	266	856	0.310	263	259	0.3	0.6	5.787	A
			2	1, 2, 4	610	856	0.713	608	623	1.1	1.6	8.831	A
		2	1	(1, 2, 3, 4)	877			875	885	0.1	1.1	4.214	A
	Exit	1	1		415			415	405	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	595	1180	0.504	594	593	0.7	1.0	5.449	A
			2	1, 2	311	1180	0.264	312	304	0.3	0.5	4.807	A
		2	1	(1, 2, 3, 4)	906			906	899	0.1	0.4	1.369	A
	Exit	1	1		955			955	960	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	213	904	0.236	213	218	0.3	0.3	4.989	A
			2	2, 3	274	904	0.303	277	274	0.4	0.4	5.197	A
		2	1	(1, 2, 3, 4)	487			487	491	0.0	0.0	0.057	A
	Exit	1	1		316			316	315	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	209	1327	0.157	209	206	0.1	0.2	3.193	A
			2	2, 3, 4	322	1327	0.243	321	326	0.3	0.4	3.450	A
		2	1	(1, 2, 3, 4)	531			531	532	0.0	0.0	0.035	A
	Exit	1	1		1112			1112	1121	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	266	856	0.310	265	269	0.6	0.5	5.994	A
			2	1, 2, 4	639	856	0.746	636	628	1.6	1.8	9.376	A
		2	1	(1, 2, 3, 4)	899			904	897	1.1	1.0	5.565	A
	Exit	1	1		414			414	409	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	577	1169	0.494	579	590	1.0	0.7	5.583	A
			2	1, 2	318	1169	0.272	317	308	0.5	0.3	4.793	A
		2	1	(1, 2, 3, 4)	894			895	897	0.4	0.1	1.512	A
	Exit	1	1		965			965	976	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	222	895	0.248	222	220	0.3	0.3	5.133	A
			2	2, 3	267	895	0.298	268	272	0.4	0.4	5.239	A
		2	1	(1, 2, 3, 4)	489			489	493	0.0	0.0	0.094	A
	Exit	1	1		305			305	312	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	206	1324	0.155	205	210	0.2	0.2	3.181	A
			2	2, 3, 4	319	1324	0.241	318	325	0.4	0.3	3.393	A
		2	1	(1, 2, 3, 4)	525			524	535	0.0	0.0	0.035	A
	Exit	1	1		1125			1125	1125	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	196	936	0.209	194	207	0.5	0.3	5.112	A
			2	1, 2, 4	537	936	0.573	538	539	1.8	1.1	7.283	A
		2	1	(1, 2, 3, 4)	734			733	742	1.0	0.5	1.547	A
	Exit	1	1		332			332	335	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	475	1262	0.376	476	484	0.7	0.6	4.695	A
			2	1, 2	252	1262	0.199	252	253	0.3	0.3	4.377	A
		2	1	(1, 2, 3, 4)	726			727	737	0.1	0.0	0.543	A
	Exit	1	1		785			785	797	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	175	1024	0.171	176	178	0.3	0.2	4.385	A
			2	2, 3	222	1024	0.217	223	226	0.4	0.2	4.486	A
		2	1	(1, 2, 3, 4)	397			397	403	0.0	0.0	0.011	A
	Exit	1	1		245			245	253	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	165	1421	0.116	165	164	0.2	0.2	2.984	A
			2	2, 3, 4	258	1421	0.182	257	266	0.3	0.3	3.074	A
		2	1	(1, 2, 3, 4)	423			423	430	0.0	0.0	0.010	A
	Exit	1	1		920			920	933	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	159	988	0.161	158	160	0.3	0.3	4.502	A
			2	1, 2, 4	457	988	0.462	456	455	1.1	0.8	5.735	A
		2	1	(1, 2, 3, 4)	616			616	614	0.5	0.1	0.414	A
	Exit	1	1		270			270	277	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	407	1325	0.307	407	405	0.6	0.3	3.826	A
			2	1, 2	204	1325	0.154	204	208	0.3	0.2	3.976	A
		2	1	(1, 2, 3, 4)	611			610	612	0.0	0.1	0.166	A
	Exit	1	1		663			663	657	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	154	1113	0.138	156	148	0.2	0.2	3.841	A
			2	2, 3	183	1113	0.164	183	185	0.2	0.2	3.865	A
		2	1	(1, 2, 3, 4)	337			337	332	0.0	0.0	0.006	A
	Exit	1	1		202			202	211	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	135	1488	0.091	135	139	0.2	0.1	2.700	A
			2	2, 3, 4	219	1488	0.147	219	224	0.3	0.2	2.845	A
		2	1	(1, 2, 3, 4)	354			354	362	0.0	0.0	0.004	A
	Exit	1	1		782			782	779	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.20	0.00	0.00	0.41	1.19
			2	0.76	0.00	0.00	1.84	2.42
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.50	0.00	0.00	1.36	1.99
			2	0.18	0.00	0.00	0.26	0.72
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.17	0.00	0.00	0.39	0.73
			2	0.21	0.00	0.00	0.53	0.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	0.00	0.42
			2	0.16	0.00	0.00	0.26	0.72
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.28	0.00	0.00	0.72	1.39
			2	1.08	0.00	0.38	3.00	3.00
		2	1	0.15	0.00	0.00	0.00	0.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.65	0.00	0.00	1.84	3.00
			2	0.32	0.00	0.00	1.10	1.66
		2	1	0.06	0.00	0.00	0.00	-0.01
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.26	0.00	0.00	0.63	0.89
			2	0.36	0.00	0.00	0.94	1.49
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.13	0.00	0.00	0.17	0.63
			2	0.34	0.00	0.00	0.77	0.98
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.62	0.00	0.00	1.54	1.99
			2	1.55	0.00	1.08	3.00	3.00
		2	1	1.11	0.00	0.00	3.98	5.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.95	0.00	0.20	2.09	2.60
			2	0.52	0.00	0.00	1.54	1.98
		2	1	0.45	0.00	0.00	-0.05	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.30	0.00	0.00	0.75	2.00
			2	0.37	0.00	0.00	0.86	1.33
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.24	0.00	0.00	0.56	0.93
			2	0.40	0.00	0.00	0.90	1.49
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.49	0.00	0.00	1.27	3.00
			2	1.78	0.00	1.36	2.78	2.92
		2	1	1.00	0.00	0.00	3.97	5.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.74	0.00	0.00	2.09	2.60
			2	0.34	0.00	0.00	0.91	1.66
		2	1	0.14	0.00	0.00	0.00	0.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.33	0.00	0.00	0.81	1.39
			2	0.44	0.00	0.00	1.09	1.60
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.23	0.00	0.00	0.53	0.92
			2	0.31	0.00	0.00	0.75	0.99
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.35	0.00	0.00	0.85	1.33
			2	1.07	0.00	0.18	2.49	2.78
		2	1	0.53	0.00	0.00	0.90	3.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.57	0.00	0.00	1.39	1.90
			2	0.27	0.00	0.00	0.74	1.59
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.22	0.00	0.00	0.61	2.00
			2	0.25	0.00	0.00	0.61	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.19	0.00	0.00	0.45	0.84
			2	0.34	0.00	0.00	0.92	1.66
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.30	0.00	0.00	0.89	1.56
			2	0.82	0.00	0.08	1.91	3.00
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.33	0.00	0.00	0.80	1.19
			2	0.19	0.00	0.00	0.36	0.99
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.18	0.00	0.00	0.39	0.90
			2	0.16	0.00	0.00	0.33	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	-0.01	0.55
			2	0.16	0.00	0.00	0.30	0.69
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	1274	982	0.146	144	147	0.0	0.2	4.331	A
				3	2	0.56	580	457	0.005	2	2	0.0	0.0	3.848	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.33	303	247	0.005	1	1	0.0	0.0	6.095	A
				2	81	20	1274	984	0.083	82	84	0.0	0.0	4.178	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	377	94	1274	983	0.384	374	368	0.0	0.7	5.754	A
		2	1	1	1	0.33	-	-	-	1	1	0.0	0.0	0.676	A
				2	224	56	-	-	-	225	232	0.0	0.0	0.245	A
				3	2	0.56	-	-	-	2	2	0.0	0.0	0.326	A
				4	377	94	-	-	-	377	371	0.0	0.1	0.483	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	409	102	1653	1321	0.310	407	400	0.0	0.5	3.736	A
			2	1	205	51	1653	1318	0.155	205	207	0.0	0.2	3.608	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	205	51	-	-	-	205	208	0.0	0.0	0.100	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	409	102	-	-	-	409	402	0.0	0.0	0.129	A
3	Entry	1	1	1	3	0.65	769	567	0.005	2	3	0.0	0.0	3.740	A
				2	151	38	1585	1110	0.136	150	145	0.0	0.1	3.437	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	136	34	1585	1112	0.122	135	135	0.0	0.2	3.547	A
				3	51	13	1585	1113	0.046	51	52	0.0	0.0	3.888	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.65	-	-	-	3	3	0.0	0.0	0.000	A
				2	286	72	-	-	-	286	281	0.0	0.0	0.004	A
				3	51	13	-	-	-	51	52	0.0	0.0	0.023	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	58	14	1826	1485	0.039	58	59	0.0	0.0	2.691	A
				2	78	20	1826	1483	0.053	78	76	0.0	0.1	2.541	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	65	16	1826	1487	0.044	65	67	0.0	0.1	2.578	A
				3	157	39	1826	1482	0.106	157	158	0.0	0.1	2.806	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	58	14	-	-	-	58	59	0.0	0.0	0.031	A
				2	144	36	-	-	-	144	143	0.0	0.0	0.018	A
				3	157	39	-	-	-	157	158	0.0	0.0	0.033	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	198	50	1274	925	0.214	198	195	0.2	0.3	4.736	A
				3	3	0.68	618	449	0.006	3	3	0.0	0.0	6.304	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.56	467	345	0.007	2	2	0.0	0.0	7.106	A
				2	88	22	1274	926	0.095	88	88	0.0	0.1	4.996	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	451	113	1274	926	0.487	452	445	0.7	0.9	7.082	A
		2	1	1	2	0.56	-	-	-	2	2	0.0	0.0	1.639	A
				2	286	72	-	-	-	286	284	0.0	0.0	0.900	A
				3	3	0.68	-	-	-	3	3	0.0	0.0	1.174	A
				4	450	113	-	-	-	451	446	0.1	0.1	1.278	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	479	120	1653	1249	0.384	478	486	0.5	0.7	4.342	A
			2	1	247	62	1653	1250	0.197	247	247	0.2	0.3	4.323	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	247	62	-	-	-	247	248	0.0	0.0	0.423	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	479	120	-	-	-	479	487	0.0	0.0	0.398	A
3	Entry	1	1	1	6	1	847	551	0.011	6	5	0.0	0.0	5.107	A
				2	172	43	1585	1020	0.169	173	173	0.1	0.3	4.140	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	163	41	1585	1018	0.161	163	163	0.2	0.2	4.242	A
				3	66	16	1585	1021	0.065	65	64	0.0	0.1	4.464	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	5	0.0	0.0	0.000	A
				2	336	84	-	-	-	336	337	0.0	0.0	0.011	A
				3	66	16	-	-	-	66	65	0.0	0.0	0.042	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	78	20	1826	1419	0.055	78	78	0.0	0.1	2.950	A
				2	92	23	1826	1419	0.065	93	91	0.1	0.1	2.751	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	1826	1416	0.056	81	83	0.1	0.0	2.644	A
				3	193	48	1826	1414	0.137	192	190	0.1	0.3	3.219	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	78	20	-	-	-	78	78	0.0	0.0	0.044	A
				2	172	43	-	-	-	172	174	0.0	0.0	0.018	A
				3	193	48	-	-	-	193	191	0.0	0.0	0.057	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	66	1274	856	0.307	259	257	0.3	0.6	5.761	A
				3	3	0.83	618	413	0.008	3	3	0.0	0.0	7.814	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.42	505	342	0.005	2	2	0.0	0.0	10.502	B
				2	89	22	1274	852	0.105	89	92	0.1	0.2	6.372	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	519	130	1274	856	0.606	518	528	0.9	1.3	9.216	A
		2	1	1	2	0.42	-	-	-	2	2	0.0	0.0	3.257	A
				2	352	88	-	-	-	351	351	0.0	0.3	3.842	A
				3	3	0.86	-	-	-	3	3	0.0	0.0	3.737	A
				4	520	130	-	-	-	519	530	0.1	0.8	4.445	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	595	149	1653	1179	0.504	594	593	0.7	1.0	5.449	A
			2	1	311	78	1653	1178	0.264	312	304	0.3	0.5	4.807	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	312	78	-	-	-	311	305	0.0	0.2	1.290	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	594	149	-	-	-	595	594	0.0	0.3	1.403	A
3	Entry	1	1	1	6	2	1177	670	0.010	6	6	0.0	0.0	6.033	A
				2	206	52	1585	902	0.229	207	211	0.3	0.3	4.962	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	194	49	1585	902	0.215	195	193	0.2	0.3	4.981	A
				3	80	20	1585	894	0.089	82	81	0.1	0.1	5.661	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	6	0.0	0.0	0.071	A
				2	401	100	-	-	-	401	405	0.0	0.0	0.033	A
				3	80	20	-	-	-	80	81	0.0	0.0	0.163	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	95	24	1826	1330	0.072	95	93	0.1	0.1	3.419	A
				2	113	28	1826	1325	0.086	114	113	0.1	0.1	3.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	91	23	1826	1325	0.069	90	94	0.0	0.1	2.976	A
				3	231	58	1826	1328	0.174	230	231	0.3	0.2	3.641	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	95	24	-	-	-	95	93	0.0	0.0	0.024	A
				2	205	51	-	-	-	205	208	0.0	0.0	0.029	A
				3	231	58	-	-	-	231	231	0.0	0.0	0.046	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1274	857	0.306	262	265	0.6	0.5	5.997	A
				3	4	0.95	732	489	0.008	4	3	0.0	0.0	5.790	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	631	422	0.005	2	3	0.0	0.0	8.284	A
				2	88	22	1274	859	0.102	88	90	0.2	0.2	6.972	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	549	137	1274	856	0.641	546	535	1.3	1.6	9.746	A
		2	1	1	2	0.50	-	-	-	2	3	0.0	0.0	4.757	A
				2	346	87	-	-	-	350	355	0.3	0.3	5.067	A
				3	4	0.92	-	-	-	4	3	0.0	0.0	5.080	A
				4	547	137	-	-	-	549	536	0.8	0.7	5.874	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	577	144	1653	1168	0.494	579	590	1.0	0.7	5.583	A
			2	1	318	79	1653	1169	0.272	317	308	0.5	0.3	4.793	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	317	79	-	-	-	318	308	0.2	0.0	1.452	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	576	144	-	-	-	577	589	0.3	0.1	1.538	A
3	Entry	1	1	1	8	2	1114	631	0.012	7	6	0.0	0.0	6.553	A
				2	214	53	1585	896	0.239	214	214	0.3	0.3	5.096	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	189	47	1585	893	0.212	190	193	0.3	0.3	5.019	A
				3	78	19	1585	897	0.087	77	79	0.1	0.1	5.717	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	8	2	-	-	-	8	6	0.0	0.0	0.021	A
				2	403	101	-	-	-	403	407	0.0	0.0	0.068	A
				3	78	19	-	-	-	78	79	0.0	0.0	0.221	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	88	22	1826	1322	0.066	87	92	0.1	0.1	3.326	A
				2	118	29	1826	1324	0.089	118	118	0.1	0.1	3.067	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	94	24	1826	1323	0.071	94	96	0.1	0.0	2.914	A
				3	225	56	1826	1324	0.170	224	230	0.2	0.3	3.591	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	88	22	-	-	-	88	92	0.0	0.0	0.024	A
				2	212	53	-	-	-	212	213	0.0	0.0	0.013	A
				3	225	56	-	-	-	225	230	0.0	0.0	0.058	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	194	49	1274	936	0.207	192	204	0.5	0.3	5.116	A
				3	2	0.48	656	473	0.004	2	3	0.0	0.0	4.889	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.30	454	328	0.004	1	2	0.0	0.0	7.007	A
				2	93	23	1274	935	0.099	93	89	0.2	0.1	5.391	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	443	111	1274	937	0.472	444	448	1.6	1.0	7.631	A
		2	1	1	1	0.30	-	-	-	1	2	0.0	0.0	0.585	A
				2	287	72	-	-	-	287	292	0.3	0.1	1.282	A
				3	2	0.48	-	-	-	2	3	0.0	0.0	0.708	A
				4	444	111	-	-	-	443	446	0.7	0.4	1.715	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	475	119	1653	1262	0.376	476	484	0.7	0.6	4.695	A
			2	1	252	63	1653	1260	0.200	252	253	0.3	0.3	4.377	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	252	63	-	-	-	252	253	0.0	0.0	0.538	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	474	119	-	-	-	475	484	0.1	0.0	0.546	A
3	Entry	1	1	1	4	0.98	973	613	0.006	4	5	0.0	0.0	6.282	A
				2	171	43	1585	1025	0.167	172	173	0.3	0.2	4.340	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	158	40	1585	1026	0.154	158	161	0.3	0.2	4.344	A
				3	64	16	1585	1024	0.063	65	65	0.1	0.1	4.805	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.98	-	-	-	4	5	0.0	0.0	0.000	A
				2	329	82	-	-	-	329	333	0.0	0.0	0.006	A
				3	64	16	-	-	-	64	65	0.0	0.0	0.036	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	74	19	1826	1421	0.052	75	75	0.1	0.1	3.148	A
				2	90	23	1826	1419	0.064	90	89	0.1	0.1	2.845	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	1826	1422	0.056	79	81	0.0	0.1	2.777	A
				3	178	45	1826	1420	0.126	178	185	0.3	0.2	3.204	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	74	19	-	-	-	74	75	0.0	0.0	0.015	A
				2	170	43	-	-	-	170	171	0.0	0.0	0.003	A
				3	178	45	-	-	-	178	185	0.0	0.0	0.014	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	157	39	1274	990	0.158	155	158	0.3	0.3	4.483	A
				3	2	0.56	568	434	0.005	2	2	0.0	0.0	5.616	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	366	283	0.007	2	1	0.0	0.0	7.484	A
				2	79	20	1274	987	0.080	80	80	0.1	0.1	4.397	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	376	94	1274	988	0.380	375	374	1.0	0.7	5.996	A
		2	1	1	2	0.50	-	-	-	2	1	0.0	0.0	0.707	A
				2	236	59	-	-	-	236	238	0.1	0.0	0.296	A
				3	2	0.56	-	-	-	2	2	0.0	0.0	0.034	A
				4	376	94	-	-	-	376	373	0.4	0.0	0.485	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	407	102	1653	1325	0.307	407	405	0.6	0.3	3.826	A
			2	1	204	51	1653	1327	0.154	204	208	0.3	0.2	3.976	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	204	51	-	-	-	204	208	0.0	0.1	0.158	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	407	102	-	-	-	407	404	0.0	0.0	0.169	A
3	Entry	1	1	1	5	1	894	632	0.007	5	5	0.0	0.0	4.622	A
				2	150	37	1585	1114	0.134	151	144	0.2	0.2	3.819	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	134	33	1585	1118	0.120	134	134	0.2	0.1	3.872	A
				3	49	12	1585	1117	0.044	49	51	0.1	0.0	3.851	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.000	A
				2	283	71	-	-	-	283	277	0.0	0.0	0.003	A
				3	49	12	-	-	-	49	51	0.0	0.0	0.024	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	60	15	1826	1487	0.040	59	63	0.1	0.1	2.849	A
				2	76	19	1826	1491	0.051	76	76	0.1	0.0	2.572	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	68	17	1826	1490	0.045	68	66	0.1	0.0	2.525	A
				3	151	38	1826	1491	0.101	151	158	0.2	0.1	2.978	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	60	15	-	-	-	60	63	0.0	0.0	0.000	A
				2	143	36	-	-	-	143	141	0.0	0.0	0.001	A
				3	151	38	-	-	-	151	158	0.0	0.0	0.008	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D6 - | Base + Com Dev + CaPCAM (2550) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	7.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.19	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1845	✓	45.00
2	558	✓	110.00
3	740	✓	35.00
4	1173	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Base + Com Dev + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	356	100.000
2		ONE HOUR	✓	556	100.000
3		ONE HOUR	✓	733	100.000
4		ONE HOUR	✓	1294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	238	2	105
	2	302	0	0	254
	3	2	719	12	0
	4	376	537	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	10.99	1.6	4.5	B	340	511
2	3.65	0.6	3.0	A	521	781
3	3.57	0.9	4.0	A	699	1049
4	9.75	4.3	13.4	A	1208	1812

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278	69	1298	277	272	526	0.0	0.6	5.416	A
2	426	106	392	428	428	1182	0.0	0.3	2.896	A
3	583	146	513	583	570	307	0.0	0.6	2.844	A
4	1004	251	821	1002	992	275	0.0	1.2	3.718	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	1536	328	321	662	0.6	0.7	6.847	A
2	533	133	476	534	518	1388	0.3	0.5	3.230	A
3	689	172	644	687	682	367	0.6	0.8	3.118	A
4	1197	299	993	1204	1194	337	1.2	1.5	5.121	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	102	1839	408	400	771	0.7	1.6	10.754	B
2	612	153	554	614	630	1694	0.5	0.4	3.599	A
3	822	205	741	820	827	427	0.8	0.9	3.491	A
4	1433	358	1172	1439	1430	390	1.5	3.6	9.745	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	102	1850	405	407	762	1.6	1.3	10.993	B
2	611	153	561	613	631	1694	0.4	0.6	3.649	A
3	832	208	740	832	822	435	0.9	0.8	3.574	A
4	1436	359	1174	1438	1436	397	3.6	4.3	9.314	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348	87	1532	348	345	632	1.3	0.8	8.167	A
2	516	129	475	516	508	1406	0.6	0.5	3.443	A
3	676	169	626	678	688	365	0.8	0.4	3.230	A
4	1193	298	969	1195	1195	335	4.3	1.9	5.481	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	69	1285	275	278	537	0.8	0.4	6.335	A
2	427	107	372	425	424	1188	0.5	0.6	3.052	A
3	592	148	508	592	580	289	0.4	0.5	2.904	A
4	986	247	836	986	989	264	1.9	1.0	3.987	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.63	0.00	-0.03	1.18	1.69
2	0.25	0.00	0.00	0.70	2.00
3	0.59	0.00	0.00	1.30	2.45
4	1.22	0.00	0.50	2.48	3.23

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.67	0.00	0.00	1.66	1.94
2	0.45	0.00	0.00	0.97	1.82
3	0.76	0.00	0.00	1.78	4.00
4	1.47	0.00	0.50	3.30	4.45

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.57	0.00	0.58	3.30	4.23
2	0.41	0.00	0.00	0.85	1.23
3	0.94	0.00	0.04	1.86	2.73
4	3.61	0.00	2.17	6.60	11.73

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.28	0.00	0.22	2.95	4.45
2	0.59	0.00	0.00	1.48	3.00
3	0.79	0.00	0.07	1.30	2.45
4	4.27	0.00	2.08	9.90	13.35

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.84	0.00	0.09	1.98	2.61
2	0.49	0.00	0.00	0.98	1.61
3	0.39	0.00	0.00	2.00	2.00
4	1.88	0.00	0.91	3.98	4.61

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.41	0.00	0.00	0.85	1.23
2	0.57	0.00	0.00	0.93	2.23
3	0.51	0.00	0.00	0.97	1.82
4	1.02	0.00	0.28	2.23	2.86

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	103	693	0.149	102	102	0.0	0.2	5.211	A
			2	1, 2, 4	175	693	0.252	174	170	0.0	0.4	5.521	A
		2	1	(1, 2, 3, 4)	278			278	275	0.0	0.0	0.009	A
	Exit	1	1		526			526	533	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	199	1450	0.137	200	193	0.0	0.1	2.833	A
			2	1, 2	227	1450	0.157	228	235	0.0	0.2	2.912	A
		2	1	(1, 2, 3, 4)	426			426	429	0.0	0.0	0.020	A
	Exit	1	1		1182			1182	1155	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	291	1380	0.211	290	279	0.0	0.4	2.881	A
			2	2, 3	292	1380	0.212	293	291	0.0	0.2	2.803	A
		2	1	(1, 2, 3, 4)	583			583	572	0.0	0.0	0.002	A
	Exit	1	1		307			307	307	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	506	1313	0.385	503	492	0.0	0.7	3.490	A
			2	2, 3, 4	499	1313	0.380	499	500	0.0	0.5	3.579	A
		2	1	(1, 2, 3, 4)	1004			1004	997	0.0	0.0	0.183	A
	Exit	1	1		275			275	268	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	120	607	0.198	120	119	0.2	0.3	6.756	A
			2	1, 2, 4	207	607	0.341	208	202	0.4	0.4	6.858	A
		2	1	(1, 2, 3, 4)	327			327	321	0.0	0.0	0.027	A
	Exit	1	1		662			662	645	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	235	1399	0.168	236	229	0.1	0.2	3.016	A
			2	1, 2	299	1399	0.213	298	288	0.2	0.3	3.324	A
		2	1	(1, 2, 3, 4)	533			533	519	0.0	0.0	0.044	A
	Exit	1	1		1388			1388	1376	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	338	1307	0.258	336	338	0.4	0.5	3.074	A
			2	2, 3	352	1307	0.269	351	344	0.2	0.3	3.152	A
		2	1	(1, 2, 3, 4)	689			689	682	0.0	0.0	0.004	A
	Exit	1	1		367			367	368	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	600	1214	0.494	601	594	0.7	0.7	4.474	A
			2	2, 3, 4	601	1214	0.495	603	600	0.5	0.7	4.546	A
		2	1	(1, 2, 3, 4)	1197			1200	1195	0.0	0.1	0.610	A
	Exit	1	1		337			337	325	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	171	496	0.344	171	164	0.3	0.6	9.376	A
			2	1, 2, 4	236	496	0.476	238	237	0.4	0.8	10.598	B
		2	1	(1, 2, 3, 4)	407			407	404	0.0	0.1	0.640	A
	Exit	1	1		771			771	779	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	271	1353	0.201	273	283	0.2	0.1	3.364	A
			2	1, 2	341	1353	0.252	341	347	0.3	0.3	3.588	A
		2	1	(1, 2, 3, 4)	612			612	630	0.0	0.0	0.113	A
	Exit	1	1		1694			1694	1685	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	412	1253	0.329	412	412	0.5	0.4	3.492	A
			2	2, 3	411	1253	0.328	408	415	0.3	0.5	3.473	A
		2	1	(1, 2, 3, 4)	822			822	827	0.0	0.0	0.009	A
	Exit	1	1		427			427	425	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	724	1112	0.650	725	719	0.7	1.1	5.897	A
			2	2, 3, 4	716	1112	0.643	714	711	0.7	1.2	5.990	A
		2	1	(1, 2, 3, 4)	1433			1439	1434	0.1	1.3	3.793	A
	Exit	1	1		390			390	397	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	163	492	0.332	163	166	0.6	0.4	9.462	A
			2	1, 2, 4	243	492	0.494	242	240	0.8	0.7	11.286	B
		2	1	(1, 2, 3, 4)	407			406	405	0.1	0.1	0.449	A
	Exit	1	1		762			762	782	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	280	1349	0.208	282	282	0.1	0.2	3.329	A
			2	1, 2	330	1349	0.245	331	348	0.3	0.4	3.682	A
		2	1	(1, 2, 3, 4)	611			611	632	0.0	0.0	0.127	A
	Exit	1	1		1694			1694	1689	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	410	1253	0.327	408	409	0.4	0.5	3.581	A
			2	2, 3	422	1253	0.337	423	414	0.5	0.3	3.547	A
		2	1	(1, 2, 3, 4)	832			832	822	0.0	0.0	0.010	A
	Exit	1	1		435			435	427	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	712	1111	0.641	717	715	1.1	1.0	5.969	A
			2	2, 3, 4	719	1111	0.647	721	721	1.2	1.2	5.964	A
		2	1	(1, 2, 3, 4)	1436			1431	1436	1.3	2.1	3.362	A
	Exit	1	1		397			397	398	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	137	608	0.225	138	133	0.4	0.3	7.521	A
			2	1, 2, 4	212	608	0.348	211	212	0.7	0.5	8.194	A
		2	1	(1, 2, 3, 4)	348			348	344	0.1	0.0	0.237	A
	Exit	1	1		632			632	628	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	236	1401	0.168	235	229	0.2	0.3	3.167	A
			2	1, 2	280	1401	0.200	281	279	0.4	0.2	3.489	A
		2	1	(1, 2, 3, 4)	516			516	508	0.0	0.0	0.101	A
	Exit	1	1		1406			1406	1415	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	333	1317	0.253	334	340	0.5	0.2	3.290	A
			2	2, 3	344	1317	0.261	344	347	0.3	0.2	3.147	A
		2	1	(1, 2, 3, 4)	676			676	686	0.0	0.0	0.012	A
	Exit	1	1		365			365	367	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	596	1228	0.485	595	594	1.0	1.0	4.668	A
			2	2, 3, 4	598	1228	0.487	600	600	1.2	0.8	4.827	A
		2	1	(1, 2, 3, 4)	1193			1194	1193	2.1	0.1	0.735	A
	Exit	1	1		335			335	327	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	105	698	0.150	104	104	0.3	0.1	6.183	A
			2	1, 2, 4	171	698	0.244	170	174	0.5	0.3	6.356	A
		2	1	(1, 2, 3, 4)	276			276	276	0.0	0.0	0.043	A
	Exit	1	1		537			537	525	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	191	1462	0.131	190	195	0.3	0.2	2.871	A
			2	1, 2	236	1462	0.161	235	229	0.2	0.3	3.146	A
		2	1	(1, 2, 3, 4)	427			426	424	0.0	0.1	0.035	A
	Exit	1	1		1188			1188	1172	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	290	1383	0.210	290	289	0.2	0.3	2.906	A
			2	2, 3	302	1383	0.219	302	292	0.2	0.2	2.902	A
		2	1	(1, 2, 3, 4)	592			592	581	0.0	0.0	0.000	A
	Exit	1	1		289			289	297	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	504	1304	0.386	503	495	1.0	0.5	3.770	A
			2	2, 3, 4	483	1304	0.370	484	494	0.8	0.5	3.897	A
		2	1	(1, 2, 3, 4)	986			987	986	0.1	0.0	0.153	A
	Exit	1	1		264			264	277	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.22	0.00	0.00	0.54	0.83
			2	0.41	0.00	0.00	0.81	0.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.16	0.00	0.00	0.23	0.86
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.37	0.00	0.00	0.83	1.23
			2	0.22	0.00	0.00	0.58	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.67	0.00	0.00	1.78	3.00
			2	0.55	0.00	0.00	1.18	1.69
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.31	0.00	0.00	0.86	2.00
			2	0.35	0.00	0.00	0.89	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.18	0.00	0.00	0.41	0.78
			2	0.27	0.00	0.00	0.73	1.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.47	0.00	0.00	0.98	1.61
			2	0.29	0.00	0.00	0.77	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.69	0.00	0.00	1.78	3.00
			2	0.67	0.00	0.00	1.58	3.00
		2	1	0.12	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.63	0.00	0.00	1.56	1.92
			2	0.84	0.00	0.15	1.84	3.00
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.14	0.00	0.00	1.00	1.00
			2	0.27	0.00	0.00	0.70	1.23
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.43	0.00	0.00	0.92	1.48
			2	0.49	0.00	0.00	0.97	1.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.12	0.00	0.43	3.00	3.00
			2	1.22	0.00	0.65	3.00	3.00
		2	1	1.27	0.00	0.00	2.85	6.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.43	0.00	0.00	0.92	2.00
			2	0.75	0.00	0.00	2.32	2.74
		2	1	0.10	0.00	0.00	0.00	0.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.22	0.00	0.00	0.54	0.83
			2	0.35	0.00	0.00	0.89	1.48
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.47	0.00	0.00	0.97	1.82
			2	0.31	0.00	0.00	0.68	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.04	0.00	0.44	1.91	3.00
			2	1.16	0.00	0.47	2.41	2.78
		2	1	2.08	0.00	0.00	6.48	9.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.29	0.00	0.00	0.77	2.00
			2	0.55	0.00	0.00	1.18	1.69
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.25	0.00	0.00	0.59	0.85
			2	0.24	0.00	0.00	0.61	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.16	0.00	0.00	0.32	0.74
			2	0.24	0.00	0.00	0.65	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.02	0.00	0.34	3.00	3.00
			2	0.80	0.00	0.00	3.00	3.00
		2	1	0.06	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.12	0.00	0.00	1.00	1.00
			2	0.29	0.00	0.00	0.77	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.20	0.00	0.00	0.49	0.81
			2	0.31	0.00	0.00	0.72	0.95
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.27	0.00	0.00	0.66	0.87
			2	0.24	0.00	0.00	0.54	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.49	0.00	0.00	0.89	2.00
			2	0.53	0.00	0.00	0.95	3.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	102	26	1165	690	0.148	101	100	0.0	0.2	5.214	A
				3	0.94	0.24	274	174	0.005	1	1	0.0	0.0	5.046	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1005	614	0.017	11	10	0.0	0.0	6.234	A
				2	88	22	1165	692	0.128	89	85	0.0	0.2	5.141	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	76	19	1165	691	0.109	75	75	0.0	0.2	5.837	A
		2	1	1	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				2	191	48	-	-	-	191	187	0.0	0.0	0.005	A
				3	0.94	0.24	-	-	-	0.94	1	0.0	0.0	0.000	A
				4	76	19	-	-	-	76	76	0.0	0.0	0.021	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	199	50	1686	1450	0.137	200	193	0.0	0.1	2.833	A
			2	1	227	57	1686	1449	0.157	228	235	0.0	0.2	2.912	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	227	57	-	-	-	227	236	0.0	0.0	0.024	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	199	50	-	-	-	199	194	0.0	0.0	0.015	A
3	Entry	1	1	1	3	0.65	490	416	0.006	3	1	0.0	0.0	3.537	A
				2	287	72	1667	1380	0.208	287	277	0.0	0.4	2.878	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	70	1667	1381	0.204	282	281	0.0	0.2	2.789	A
				3	11	3	1569	1329	0.008	11	10	0.0	0.0	3.202	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.65	-	-	-	3	1	0.0	0.0	0.000	A
				2	570	142	-	-	-	570	561	0.0	0.0	0.002	A
				3	11	3	-	-	-	11	10	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	287	72	1783	1313	0.218	284	286	0.0	0.4	3.755	A
				2	219	55	1783	1315	0.167	219	206	0.0	0.2	3.123	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	1783	1317	0.155	204	204	0.0	0.2	3.136	A
				3	294	73	1783	1314	0.224	295	295	0.0	0.4	3.887	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	287	72	-	-	-	287	288	0.0	0.0	0.224	A
				2	423	106	-	-	-	424	412	0.0	0.0	0.144	A
				3	294	73	-	-	-	294	297	0.0	0.0	0.196	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	118	29	1165	611	0.193	117	117	0.2	0.3	6.764	A
				3	2	0.59	480	260	0.009	2	2	0.0	0.0	6.245	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1119	595	0.016	9	9	0.0	0.0	7.474	A
				2	99	25	1165	609	0.162	99	97	0.2	0.2	6.247	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	99	25	1165	606	0.163	101	96	0.2	0.1	7.392	A
		2	1	1	9	2	-	-	-	9	10	0.0	0.0	0.000	A
				2	216	54	-	-	-	216	215	0.0	0.0	0.012	A
				3	2	0.59	-	-	-	2	2	0.0	0.0	0.000	A
				4	99	25	-	-	-	99	95	0.0	0.0	0.061	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	1686	1398	0.168	236	229	0.1	0.2	3.016	A
			2	1	299	75	1686	1399	0.213	298	288	0.2	0.3	3.324	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	299	75	-	-	-	299	289	0.0	0.0	0.055	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	-	-	-	235	230	0.0	0.0	0.031	A
3	Entry	1	1	1	1	0.35	491	392	0.004	1	1	0.0	0.0	2.330	A
				2	336	84	1667	1309	0.257	334	337	0.4	0.5	3.077	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	85	1667	1309	0.261	341	333	0.2	0.3	3.148	A
				3	10	2	1470	1152	0.009	10	10	0.0	0.0	3.286	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.35	-	-	-	1	1	0.0	0.0	0.000	A
				2	678	169	-	-	-	678	671	0.0	0.0	0.004	A
				3	10	2	-	-	-	10	10	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	352	88	1783	1218	0.289	354	346	0.4	0.5	4.928	A
				2	247	62	1783	1217	0.203	248	248	0.2	0.2	3.840	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1783	1216	0.204	249	244	0.2	0.2	4.010	A
				3	353	88	1783	1218	0.290	354	356	0.4	0.5	4.913	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	351	88	-	-	-	352	347	0.0	0.0	0.663	A
				2	494	124	-	-	-	495	492	0.0	0.1	0.542	A
				3	352	88	-	-	-	353	356	0.0	0.0	0.652	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	169	42	1165	496	0.342	169	162	0.3	0.6	9.421	A
				3	1	0.35	480	218	0.006	1	2	0.0	0.0	5.711	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1120	472	0.021	10	12	0.0	0.1	12.607	B
				2	110	27	1165	497	0.221	110	111	0.2	0.4	9.037	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1165	495	0.235	117	114	0.1	0.4	11.819	B
		2	1	1	10	2	-	-	-	10	13	0.0	0.0	1.011	A
				2	280	70	-	-	-	279	274	0.0	0.1	0.528	A
				3	1	0.35	-	-	-	1	2	0.0	0.0	0.000	A
				4	116	29	-	-	-	116	115	0.0	0.0	0.866	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	1686	1354	0.200	273	283	0.2	0.1	3.364	A
			2	1	341	85	1686	1355	0.252	341	347	0.3	0.3	3.588	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	341	85	-	-	-	341	347	0.0	0.0	0.095	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	-	-	-	271	283	0.0	0.0	0.134	A
3	Entry	1	1	1	2	0.41	784	583	0.003	2	3	0.0	0.0	4.299	A
				2	410	102	1667	1254	0.327	410	409	0.5	0.4	3.487	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	398	99	1667	1252	0.318	396	402	0.3	0.5	3.468	A
				3	12	3	1634	1217	0.010	12	13	0.0	0.0	3.602	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.41	-	-	-	2	3	0.0	0.0	0.000	A
				2	808	202	-	-	-	808	812	0.0	0.0	0.009	A
				3	12	3	-	-	-	12	13	0.0	0.0	0.010	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	416	104	1783	1109	0.375	418	418	0.5	0.6	6.463	A
				2	307	77	1783	1112	0.276	307	302	0.2	0.5	5.113	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	1783	1109	0.271	301	300	0.2	0.4	5.187	A
				3	415	104	1783	1113	0.373	413	411	0.5	0.8	6.575	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	416	104	-	-	-	416	418	0.0	0.5	3.780	A
				2	604	151	-	-	-	609	604	0.1	0.4	3.711	A
				3	414	103	-	-	-	415	412	0.0	0.4	3.925	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	1165	492	0.327	160	163	0.6	0.4	9.472	A
				3	3	0.65	640	274	0.009	3	3	0.0	0.0	8.892	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1097	460	0.027	12	13	0.1	0.0	12.717	B
				2	117	29	1165	493	0.238	116	112	0.4	0.4	9.881	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1165	491	0.230	115	116	0.4	0.3	12.445	B
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	0.379	A
				2	278	70	-	-	-	278	275	0.1	0.0	0.332	A
				3	3	0.65	-	-	-	3	3	0.0	0.0	0.061	A
				4	114	29	-	-	-	113	116	0.0	0.1	0.737	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	280	70	1686	1350	0.208	282	282	0.1	0.2	3.329	A
			2	1	330	83	1686	1349	0.245	331	348	0.3	0.4	3.682	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	330	83	-	-	-	330	349	0.0	0.0	0.136	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	280	70	-	-	-	280	283	0.0	0.0	0.117	A
3	Entry	1	1	1	2	0.47	752	557	0.003	2	2	0.0	0.0	5.632	A
				2	408	102	1667	1254	0.325	407	406	0.4	0.5	3.568	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	409	102	1667	1255	0.326	409	402	0.5	0.3	3.542	A
				3	14	3	1536	1152	0.012	14	12	0.0	0.0	3.708	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.47	-	-	-	2	2	0.0	0.0	0.168	A
				2	817	204	-	-	-	817	807	0.0	0.0	0.009	A
				3	14	3	-	-	-	14	12	0.0	0.0	0.012	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	414	104	1783	1113	0.372	417	419	0.6	0.8	6.503	A
				2	297	74	1783	1110	0.268	300	297	0.5	0.3	5.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1783	1114	0.269	303	309	0.4	0.5	5.096	A
				3	419	105	1783	1109	0.377	418	412	0.8	0.7	6.617	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	416	104	-	-	-	414	419	0.5	0.6	3.375	A
				2	601	150	-	-	-	598	605	0.4	1.0	3.338	A
				3	418	105	-	-	-	419	412	0.4	0.4	3.384	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	1165	611	0.221	136	130	0.4	0.3	7.538	A
				3	2	0.47	525	252	0.007	2	3	0.0	0.0	6.692	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1142	592	0.018	10	10	0.0	0.1	7.836	A
				2	101	25	1165	613	0.165	102	105	0.4	0.2	7.471	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1165	610	0.164	100	98	0.3	0.3	8.968	A
		2	1	1	10	3	-	-	-	10	10	0.0	0.0	0.466	A
				2	236	59	-	-	-	236	233	0.0	0.0	0.130	A
				3	2	0.47	-	-	-	2	3	0.0	0.0	2.524	A
				4	100	25	-	-	-	100	98	0.1	0.0	0.398	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	236	59	1686	1402	0.168	235	229	0.2	0.3	3.167	A
			2	1	280	70	1686	1400	0.200	281	279	0.4	0.2	3.489	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	279	0.0	0.0	0.126	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	236	59	-	-	-	236	229	0.0	0.0	0.072	A
3	Entry	1	1	1	0.24	0.06	458	353	0.001	0.24	1	0.0	0.0	5.562	A
				2	332	83	1667	1319	0.252	333	339	0.5	0.2	3.281	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	330	83	1667	1319	0.250	331	334	0.3	0.2	3.140	A
				3	13	3	1601	1276	0.011	13	13	0.0	0.0	3.314	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0.24	0.06	-	-	-	0.24	1	0.0	0.0	0.000	A
				2	663	166	-	-	-	663	671	0.0	0.0	0.012	A
				3	13	3	-	-	-	13	13	0.0	0.0	0.043	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	344	86	1783	1228	0.280	341	337	0.8	0.6	5.140	A
				2	253	63	1783	1230	0.206	253	257	0.3	0.4	4.050	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	252	63	1783	1231	0.205	250	250	0.5	0.3	4.129	A
				3	346	87	1783	1226	0.282	350	351	0.7	0.5	5.323	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	343	86	-	-	-	344	336	0.6	0.0	0.768	A
				2	504	126	-	-	-	504	507	1.0	0.0	0.651	A
				3	346	87	-	-	-	346	350	0.4	0.0	0.822	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	102	26	1165	700	0.146	102	103	0.3	0.1	6.169	A
				3	2	0.59	343	201	0.012	2	1	0.0	0.0	7.301	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	982	588	0.015	9	9	0.1	0.0	6.386	A
				2	87	22	1165	701	0.124	88	83	0.2	0.0	5.504	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	75	19	1165	703	0.107	74	83	0.3	0.2	7.174	A
		2	1	1	9	2	-	-	-	9	8	0.0	0.0	0.049	A
				2	189	47	-	-	-	189	184	0.0	0.0	0.009	A
				3	2	0.59	-	-	-	2	1	0.0	0.0	0.000	A
				4	75	19	-	-	-	75	82	0.0	0.0	0.117	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	191	48	1686	1464	0.130	190	195	0.3	0.2	2.871	A
			2	1	236	59	1686	1461	0.161	235	229	0.2	0.3	3.146	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	236	59	-	-	-	236	230	0.0	0.1	0.046	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	191	48	-	-	-	191	195	0.0	0.0	0.022	A
3	Entry	1	1	1	1	0.29	555	461	0.003	1	1	0.0	0.0	3.319	A
				2	289	72	1667	1385	0.209	289	287	0.2	0.3	2.903	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	291	73	1667	1385	0.210	292	283	0.2	0.2	2.912	A
				3	11	3	1503	1246	0.009	11	8	0.0	0.0	2.585	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.29	-	-	-	1	1	0.0	0.0	0.000	A
				2	580	145	-	-	-	580	571	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	8	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	291	73	1783	1305	0.223	292	285	0.6	0.2	4.199	A
				2	212	53	1783	1308	0.162	211	209	0.4	0.3	3.186	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	1783	1312	0.158	208	207	0.3	0.2	3.386	A
				3	275	69	1783	1307	0.211	276	287	0.5	0.3	4.266	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	291	284	0.0	0.0	0.173	A
				2	420	105	-	-	-	420	415	0.0	0.0	0.121	A
				3	275	69	-	-	-	275	286	0.0	0.0	0.180	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D9 - | Base + Com Dev + CaPCAM (5000) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	9.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.63	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	999	✓	45.00
2	852	✓	110.00
3	1644	✓	35.00
4	947	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Base + Com Dev + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	803	100.000
2		ONE HOUR	✓	942	100.000
3		ONE HOUR	✓	447	100.000
4		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	316	3	482
	2	317	0	0	625
	3	4	371	72	0
	4	81	199	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	15.59	5.2	14.4	C	773	1160
2	9.12	3.2	11.4	A	939	1408
3	6.48	1.2	4.2	A	449	673
4	3.80	0.7	2.7	A	466	699

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	160	659	641	634	356	0.0	1.2	5.873	A
2	785	196	587	786	760	713	0.0	1.2	4.540	A
3	355	89	1162	359	359	212	0.0	0.3	3.868	A
4	370	92	649	365	371	872	0.0	0.7	2.864	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	757	189	831	750	748	446	1.2	2.3	8.393	A
2	945	236	701	943	928	881	1.2	1.6	5.532	A
3	445	111	1376	447	451	268	0.3	0.7	4.678	A
4	471	118	809	469	468	1014	0.7	0.6	3.295	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	932	233	1007	922	917	506	2.3	5.2	15.590	C
2	1117	279	864	1106	1110	1065	1.6	2.9	8.284	A
3	540	135	1649	544	543	320	0.7	0.8	5.954	A
4	561	140	948	565	560	1246	0.6	0.4	3.749	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	917	229	991	908	923	507	5.2	4.4	15.415	C
2	1111	278	839	1110	1120	1060	2.9	3.2	9.120	A
3	542	136	1639	540	545	311	0.8	1.2	6.476	A
4	553	138	947	552	552	1232	0.4	0.6	3.803	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	760	190	819	759	780	434	4.4	1.5	9.643	A
2	913	228	699	913	921	879	3.2	1.7	5.994	A
3	442	110	1354	436	444	258	1.2	0.9	5.211	A
4	463	116	790	463	458	1000	0.6	0.5	3.321	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	632	158	682	630	637	354	1.5	1.0	6.253	A
2	762	190	587	761	763	725	1.7	0.9	4.613	A
3	368	92	1132	368	372	217	0.9	0.5	4.238	A
4	376	94	659	377	381	841	0.5	0.3	3.050	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.15	0.00	0.20	2.57	3.70
2	1.20	0.00	0.26	2.49	2.70
3	0.33	0.00	0.00	0.90	3.00
4	0.65	0.00	0.00	2.08	2.74

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.30	0.00	1.14	4.85	7.70
2	1.56	0.00	0.55	3.70	4.70
3	0.70	0.00	0.00	1.64	3.00
4	0.61	0.00	0.00	1.28	1.85

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	5.15	0.00	2.73	11.20	11.30
2	2.92	0.00	0.80	6.85	11.40
3	0.82	0.00	0.00	1.82	2.57
4	0.44	0.00	0.00	1.07	1.62

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.41	0.00	2.25	10.40	14.40
2	3.23	0.00	1.60	6.85	6.95
3	1.24	0.00	0.14	2.91	4.23
4	0.62	0.00	0.00	1.48	2.35

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.55	0.00	0.75	2.95	3.68
2	1.68	0.00	0.68	4.13	5.35
3	0.91	0.00	0.00	1.73	2.85
4	0.53	0.00	0.00	1.28	1.85

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.02	0.00	0.00	2.63	3.23
2	0.86	0.00	0.00	1.88	2.85
3	0.55	0.00	0.00	1.47	2.43
4	0.30	0.00	0.00	0.71	0.92

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	173	970	0.178	173	172	0.0	0.3	4.435	A
			2	1, 2, 4	468	970	0.483	468	462	0.0	0.8	5.643	A
		2	1	(1, 2, 3, 4)	641			641	639	0.0	0.0	0.542	A
	Exit	1	1		356			356	349	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	499	1319	0.378	498	478	0.0	0.7	4.035	A
			2	1, 2	288	1319	0.218	288	281	0.0	0.4	4.039	A
		2	1	(1, 2, 3, 4)	785			786	764	0.0	0.2	0.504	A
	Exit	1	1		713			713	718	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	166	1034	0.160	167	159	0.0	0.2	3.758	A
			2	2, 3	190	1034	0.183	192	200	0.0	0.2	3.943	A
		2	1	(1, 2, 3, 4)	355			355	360	0.0	0.0	0.007	A
	Exit	1	1		212			212	212	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	142	1419	0.100	140	143	0.0	0.2	2.720	A
			2	2, 3, 4	227	1419	0.160	226	228	0.0	0.4	2.938	A
		2	1	(1, 2, 3, 4)	370			369	373	0.0	0.0	0.010	A
	Exit	1	1		872			872	844	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	216	892	0.242	216	218	0.3	0.4	5.262	A
			2	1, 2, 4	538	892	0.603	535	530	0.8	1.4	7.421	A
		2	1	(1, 2, 3, 4)	757			754	751	0.0	0.5	1.560	A
	Exit	1	1		446			446	437	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	584	1255	0.465	583	573	0.7	0.8	4.781	A
			2	1, 2	359	1255	0.286	360	355	0.4	0.6	4.501	A
		2	1	(1, 2, 3, 4)	945			943	929	0.2	0.2	0.845	A
	Exit	1	1		881			881	889	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	206	937	0.220	205	204	0.2	0.3	4.501	A
			2	2, 3	241	937	0.258	243	248	0.2	0.4	4.718	A
		2	1	(1, 2, 3, 4)	445			447	453	0.0	0.0	0.057	A
	Exit	1	1		268			268	267	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	185	1322	0.140	185	179	0.2	0.3	3.111	A
			2	2, 3, 4	286	1322	0.217	284	288	0.4	0.3	3.356	A
		2	1	(1, 2, 3, 4)	471			471	468	0.0	0.0	0.033	A
	Exit	1	1		1014			1014	1003	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	283	814	0.348	287	285	0.4	0.5	6.529	A
			2	1, 2, 4	638	814	0.784	634	633	1.4	2.0	9.826	A
		2	1	(1, 2, 3, 4)	932			922	920	0.5	2.6	6.723	A
	Exit	1	1		506			506	511	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	702	1163	0.604	705	699	0.8	0.8	5.904	A
			2	1, 2	405	1163	0.348	401	411	0.6	0.8	5.245	A
		2	1	(1, 2, 3, 4)	1117			1107	1111	0.2	1.3	2.590	A
	Exit	1	1		1065			1065	1067	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	241	813	0.297	240	245	0.3	0.5	5.777	A
			2	2, 3	299	813	0.367	304	298	0.4	0.3	5.949	A
		2	1	(1, 2, 3, 4)	540			540	543	0.0	0.0	0.082	A
	Exit	1	1		320			320	318	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	223	1239	0.180	224	225	0.3	0.2	3.463	A
			2	2, 3, 4	339	1239	0.274	341	336	0.3	0.3	3.792	A
		2	1	(1, 2, 3, 4)	561			561	560	0.0	0.0	0.089	A
	Exit	1	1		1246			1246	1234	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	284	821	0.346	284	287	0.5	0.5	6.638	A
			2	1, 2, 4	627	821	0.764	624	636	2.0	1.9	10.015	B
		2	1	(1, 2, 3, 4)	917			911	922	2.6	2.0	6.402	A
	Exit	1	1		507			507	519	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	707	1177	0.600	706	701	0.8	1.3	6.086	A
			2	1, 2	406	1177	0.345	404	420	0.8	0.8	5.475	A
		2	1	(1, 2, 3, 4)	1111			1113	1122	1.3	1.1	3.245	A
	Exit	1	1		1060			1060	1073	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	250	818	0.305	249	249	0.5	0.5	6.075	A
			2	2, 3	293	818	0.358	290	296	0.3	0.7	6.425	A
		2	1	(1, 2, 3, 4)	542			542	546	0.0	0.1	0.205	A
	Exit	1	1		311			311	314	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	217	1240	0.175	217	217	0.2	0.2	3.549	A
			2	2, 3, 4	336	1240	0.271	335	335	0.3	0.4	3.874	A
		2	1	(1, 2, 3, 4)	553			553	553	0.0	0.0	0.057	A
	Exit	1	1		1232			1232	1234	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	226	898	0.251	225	230	0.5	0.3	5.342	A
			2	1, 2, 4	536	898	0.596	534	550	1.9	1.2	8.001	A
		2	1	(1, 2, 3, 4)	760			761	776	2.0	0.1	2.427	A
	Exit	1	1		434			434	429	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	562	1256	0.447	561	572	1.3	0.8	5.018	A
			2	1, 2	352	1256	0.280	352	350	0.8	0.6	4.808	A
		2	1	(1, 2, 3, 4)	913			913	918	1.1	0.3	1.057	A
	Exit	1	1		879			879	882	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	197	947	0.208	195	197	0.5	0.3	5.031	A
			2	2, 3	243	947	0.257	241	247	0.7	0.5	5.071	A
		2	1	(1, 2, 3, 4)	442			440	442	0.1	0.2	0.155	A
	Exit	1	1		258			258	264	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	183	1334	0.137	183	177	0.2	0.2	3.102	A
			2	2, 3, 4	281	1334	0.210	280	281	0.4	0.3	3.409	A
		2	1	(1, 2, 3, 4)	463			463	457	0.0	0.0	0.031	A
	Exit	1	1		1000			1000	1029	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	176	960	0.183	177	175	0.3	0.1	4.376	A
			2	1, 2, 4	455	960	0.475	453	462	1.2	0.8	6.237	A
		2	1	(1, 2, 3, 4)	632			632	635	0.1	0.1	0.506	A
	Exit	1	1		354			354	351	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	472	1319	0.358	473	476	0.8	0.4	4.199	A
			2	1, 2	290	1319	0.220	289	286	0.6	0.4	4.271	A
		2	1	(1, 2, 3, 4)	762			762	760	0.3	0.0	0.392	A
	Exit	1	1		725			725	736	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	163	1047	0.155	162	165	0.3	0.3	4.213	A
			2	2, 3	205	1047	0.196	206	207	0.5	0.3	4.236	A
		2	1	(1, 2, 3, 4)	368			368	371	0.2	0.0	0.018	A
	Exit	1	1		217			217	216	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	141	1413	0.100	142	148	0.2	0.1	2.918	A
			2	2, 3, 4	235	1413	0.166	234	233	0.3	0.2	3.096	A
		2	1	(1, 2, 3, 4)	376			376	380	0.0	0.0	0.022	A
	Exit	1	1		841			841	849	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.32	0.00	0.00	0.93	1.54
			2	0.80	0.00	0.00	1.95	3.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.65	0.00	0.00	1.68	3.00
			2	0.39	0.00	0.00	1.10	3.00
		2	1	0.15	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.18	0.00	0.00	0.43	0.84
			2	0.15	0.00	0.00	0.00	0.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.23	0.00	0.00	0.48	1.35
			2	0.39	0.00	0.00	0.88	3.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.39	0.00	0.00	1.23	1.78
			2	1.38	0.00	0.82	3.00	3.00
		2	1	0.53	0.00	0.00	1.20	3.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.76	0.00	0.00	1.74	3.00
			2	0.59	0.00	0.00	1.60	4.00
		2	1	0.20	0.00	0.00	0.00	0.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.33	0.00	0.00	0.81	2.00
			2	0.36	0.00	0.00	0.95	1.54
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.26	0.00	0.00	1.00	1.00
			2	0.35	0.00	0.00	0.85	1.43
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.53	0.00	0.00	1.43	1.84
			2	2.00	0.00	1.91	2.82	2.93
		2	1	2.62	0.00	0.00	7.70	8.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.85	0.00	0.00	3.00	3.00
			2	0.82	0.00	0.00	2.23	2.78
		2	1	1.26	0.00	0.00	4.20	8.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.52	0.00	0.00	2.00	2.00
			2	0.30	0.00	0.00	0.78	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.15	0.00	0.00	0.30	0.71
			2	0.29	0.00	0.00	0.72	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.48	0.00	0.00	1.68	3.00
			2	1.94	0.00	1.82	3.00	3.00
		2	1	1.98	0.00	0.00	7.40	10.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.33	0.00	0.67	3.00	3.00
			2	0.77	0.00	0.00	3.00	3.00
		2	1	1.12	0.00	0.00	3.47	4.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.48	0.00	0.00	1.40	3.00
			2	0.70	0.00	0.00	1.67	3.00
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.21	0.00	0.00	0.49	0.85
			2	0.41	0.00	0.00	1.08	1.74
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.29	0.00	0.00	0.82	2.00
			2	1.17	0.00	0.44	3.00	3.00
		2	1	0.09	0.00	0.00	0.00	-0.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.80	0.00	0.10	1.70	3.00
			2	0.61	0.00	0.00	2.07	2.62
		2	1	0.29	0.00	0.00	0.40	2.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.27	0.00	0.00	0.80	2.00
			2	0.47	0.00	0.00	1.07	1.62
		2	1	0.17	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.21	0.00	0.00	0.54	0.87
			2	0.32	0.00	0.00	0.84	1.43
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.12	0.00	0.00	0.07	0.62
			2	0.82	0.00	0.00	3.00	3.00
		2	1	0.08	0.00	0.00	0.00	0.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.42	0.00	0.00	1.20	1.67
			2	0.42	0.00	0.00	1.55	3.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.29	0.00	0.00	0.72	2.00
			2	0.26	0.00	0.00	0.68	1.23
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.09	0.00	0.00	0.00	0.43
			2	0.21	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	1265	972	0.175	170	170	0.0	0.3	4.445	A
				3	3	0.82	651	511	0.006	3	3	0.0	0.0	3.898	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.41	383	307	0.005	2	1	0.0	0.0	4.701	A
				2	92	23	1265	969	0.095	93	95	0.0	0.1	4.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	374	94	1265	969	0.386	374	365	0.0	0.7	5.928	A
		2	1	1	2	0.41	-	-	-	2	1	0.0	0.0	0.365	A
				2	261	65	-	-	-	261	267	0.0	0.0	0.432	A
				3	3	0.82	-	-	-	3	3	0.0	0.0	0.727	A
				4	374	94	-	-	-	374	368	0.0	0.0	0.615	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	499	125	1651	1319	0.378	498	478	0.0	0.7	4.035	A
			2	1	288	72	1651	1322	0.218	288	281	0.0	0.4	4.039	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	287	72	-	-	-	288	283	0.0	0.1	0.509	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	498	124	-	-	-	499	481	0.0	0.0	0.501	A
3	Entry	1	1	1	4	1	921	650	0.006	5	4	0.0	0.0	5.667	A
				2	162	40	1559	1035	0.156	162	155	0.0	0.2	3.709	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	1559	1033	0.131	137	147	0.0	0.1	3.939	A
				3	55	14	1559	1038	0.053	56	52	0.0	0.0	3.953	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				2	297	74	-	-	-	297	303	0.0	0.0	0.003	A
				3	55	14	-	-	-	55	53	0.0	0.0	0.028	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	62	16	1810	1416	0.044	61	62	0.0	0.1	2.792	A
				2	79	20	1810	1414	0.056	78	81	0.0	0.1	2.664	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	74	18	1810	1423	0.052	73	71	0.0	0.1	2.629	A
				3	154	38	1810	1419	0.108	153	157	0.0	0.3	3.077	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	62	16	-	-	-	62	62	0.0	0.0	0.001	A
				2	154	38	-	-	-	153	153	0.0	0.0	0.005	A
				3	154	38	-	-	-	154	158	0.0	0.0	0.017	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	213	53	1265	895	0.238	213	215	0.3	0.4	5.241	A
				3	3	0.68	690	506	0.005	3	3	0.0	0.0	6.715	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.55	556	396	0.006	2	2	0.0	0.0	10.266	B
				2	102	26	1265	894	0.114	101	99	0.1	0.2	5.552	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	434	109	1265	895	0.485	431	430	0.7	1.2	7.801	A
		2	1	1	2	0.55	-	-	-	2	2	0.0	0.0	0.527	A
				2	316	79	-	-	-	315	315	0.0	0.2	1.209	A
				3	3	0.68	-	-	-	3	3	0.0	0.0	0.045	A
				4	437	109	-	-	-	434	432	0.0	0.4	1.809	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	584	146	1651	1252	0.466	583	573	0.7	0.8	4.781	A
			2	1	359	90	1651	1253	0.286	360	355	0.4	0.6	4.501	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	359	90	-	-	-	359	355	0.1	0.1	0.866	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	585	146	-	-	-	584	574	0.0	0.1	0.834	A
3	Entry	1	1	1	4	1	992	614	0.007	4	5	0.0	0.0	4.807	A
				2	201	50	1559	935	0.216	201	199	0.2	0.3	4.494	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	45	1559	939	0.190	179	183	0.1	0.3	4.735	A
				3	63	16	1559	937	0.067	63	64	0.0	0.0	4.673	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	0.000	A
				2	379	95	-	-	-	380	384	0.0	0.0	0.051	A
				3	62	16	-	-	-	63	64	0.0	0.0	0.091	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	79	20	1810	1328	0.060	80	76	0.1	0.1	3.293	A
				2	106	26	1810	1325	0.080	105	104	0.1	0.2	2.977	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	82	21	1810	1320	0.062	82	89	0.1	0.1	3.031	A
				3	204	51	1810	1323	0.154	202	199	0.3	0.3	3.499	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	79	20	-	-	-	79	76	0.0	0.0	0.020	A
				2	188	47	-	-	-	188	193	0.0	0.0	0.021	A
				3	204	51	-	-	-	204	199	0.0	0.0	0.049	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	279	70	1265	812	0.344	283	281	0.4	0.5	6.531	A
				3	4	1	709	454	0.009	4	4	0.0	0.0	6.388	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.64	613	397	0.006	3	2	0.0	0.0	10.213	B
				2	90	23	1265	812	0.111	91	95	0.2	0.2	7.647	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	545	136	1265	813	0.671	541	536	1.2	1.8	10.177	B
		2	1	1	3	0.64	-	-	-	3	2	0.0	0.0	9.401	A
				2	381	95	-	-	-	369	376	0.2	1.3	6.089	A
				3	4	1	-	-	-	4	4	0.0	0.0	5.616	A
				4	544	136	-	-	-	545	538	0.4	1.3	7.124	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	702	175	1651	1163	0.603	705	699	0.8	0.8	5.904	A
			2	1	405	101	1651	1162	0.348	401	411	0.6	0.8	5.245	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	410	103	-	-	-	405	412	0.1	0.6	2.607	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	706	177	-	-	-	702	699	0.1	0.7	2.581	A
3	Entry	1	1	1	5	1	1039	554	0.008	5	5	0.0	0.0	7.145	A
				2	237	59	1559	813	0.291	235	239	0.3	0.5	5.750	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	214	54	1559	811	0.264	218	215	0.3	0.2	5.690	A
				3	85	21	1559	814	0.104	86	83	0.0	0.1	6.550	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.362	A
				2	451	113	-	-	-	451	454	0.0	0.0	0.062	A
				3	85	21	-	-	-	85	83	0.0	0.0	0.162	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	97	24	1810	1235	0.079	97	92	0.1	0.1	3.612	A
				2	125	31	1810	1235	0.102	127	132	0.2	0.1	3.358	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	111	28	1810	1237	0.090	111	104	0.1	0.1	3.209	A
				3	228	57	1810	1237	0.184	230	232	0.3	0.2	4.052	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	97	24	-	-	-	97	92	0.0	0.0	0.045	A
				2	236	59	-	-	-	236	237	0.0	0.0	0.060	A
				3	228	57	-	-	-	228	231	0.0	0.0	0.135	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	70	1265	818	0.345	282	284	0.5	0.5	6.624	A
				3	2	0.55	709	464	0.005	2	3	0.0	0.0	7.818	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	3	0.68	613	403	0.007	3	3	0.0	0.0	10.367	B
				2	92	23	1265	821	0.112	95	99	0.2	0.2	7.306	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	533	133	1265	821	0.649	526	534	1.8	1.8	10.472	B
		2	1	1	3	0.68	-	-	-	3	3	0.0	0.0	7.220	A
				2	375	94	-	-	-	373	383	1.3	0.7	5.987	A
				3	2	0.55	-	-	-	2	3	0.0	0.0	7.474	A
				4	537	134	-	-	-	533	534	1.3	1.3	6.666	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	707	177	1651	1178	0.600	706	701	0.8	1.3	6.086	A
			2	1	406	101	1651	1176	0.345	404	420	0.8	0.8	5.475	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	405	101	-	-	-	406	419	0.6	0.4	3.147	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	706	177	-	-	-	707	703	0.7	0.7	3.294	A
3	Entry	1	1	1	7	2	968	500	0.015	7	6	0.0	0.0	9.762	A
				2	242	61	1559	815	0.297	242	243	0.5	0.5	5.995	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	216	54	1559	815	0.265	214	217	0.2	0.5	6.124	A
				3	76	19	1559	806	0.094	77	79	0.1	0.2	7.174	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	8	2	-	-	-	7	6	0.0	0.0	0.099	A
				2	458	115	-	-	-	459	461	0.0	0.0	0.167	A
				3	77	19	-	-	-	76	79	0.0	0.0	0.411	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	92	23	1810	1228	0.075	93	91	0.1	0.1	3.783	A
				2	125	31	1810	1231	0.101	124	126	0.1	0.2	3.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	104	26	1810	1237	0.084	103	103	0.1	0.1	3.358	A
				3	233	58	1810	1237	0.188	232	232	0.2	0.3	4.101	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	92	23	-	-	-	92	91	0.0	0.0	0.016	A
				2	229	57	-	-	-	229	229	0.0	0.0	0.042	A
				3	233	58	-	-	-	233	232	0.0	0.0	0.087	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	223	56	1265	899	0.248	222	227	0.5	0.3	5.337	A
				3	3	0.77	594	420	0.007	3	3	0.0	0.0	5.718	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	536	373	0.005	2	2	0.0	0.0	10.087	B
				2	93	23	1265	898	0.103	93	91	0.2	0.2	6.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	441	110	1265	900	0.490	439	457	1.8	1.0	8.360	A
		2	1	1	2	0.50	-	-	-	2	2	0.0	0.0	1.490	A
				2	315	79	-	-	-	315	318	0.7	0.0	2.187	A
				3	3	0.77	-	-	-	3	3	0.0	0.0	1.844	A
				4	440	110	-	-	-	441	454	1.3	0.1	2.589	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	562	140	1651	1256	0.447	561	572	1.3	0.8	5.018	A
			2	1	352	88	1651	1255	0.280	352	350	0.8	0.6	4.808	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	352	88	-	-	-	352	349	0.4	0.2	1.071	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	561	140	-	-	-	562	569	0.7	0.1	1.050	A
3	Entry	1	1	1	4	1	968	582	0.007	4	5	0.0	0.0	5.841	A
				2	193	48	1559	948	0.204	191	192	0.5	0.3	5.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	1559	946	0.189	178	180	0.5	0.3	4.923	A
				3	64	16	1559	945	0.068	63	67	0.2	0.2	5.429	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	0.000	A
				2	374	93	-	-	-	372	370	0.0	0.2	0.141	A
				3	64	16	-	-	-	64	67	0.0	0.0	0.237	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	76	19	1810	1336	0.057	76	72	0.1	0.1	3.382	A
				2	107	27	1810	1333	0.080	107	105	0.2	0.1	2.907	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	89	22	1810	1332	0.066	88	86	0.1	0.1	2.964	A
				3	192	48	1810	1329	0.145	192	194	0.3	0.2	3.603	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	76	19	-	-	-	76	72	0.0	0.0	0.030	A
				2	195	49	-	-	-	195	191	0.0	0.0	0.021	A
				3	192	48	-	-	-	192	194	0.0	0.0	0.040	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	173	43	1265	959	0.180	174	173	0.3	0.1	4.392	A
				3	3	0.64	556	410	0.006	3	2	0.0	0.0	3.334	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.32	345	259	0.005	2	1	0.0	0.0	7.720	A
				2	84	21	1265	959	0.088	83	89	0.2	0.2	4.756	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	370	92	1265	959	0.385	369	372	1.0	0.6	6.560	A
		2	1	1	1	0.32	-	-	-	1	1	0.0	0.0	0.954	A
				2	258	64	-	-	-	258	261	0.0	0.0	0.401	A
				3	3	0.64	-	-	-	3	2	0.0	0.0	0.000	A
				4	370	92	-	-	-	370	371	0.1	0.1	0.576	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	472	118	1651	1318	0.358	473	476	0.8	0.4	4.199	A
			2	1	290	72	1651	1319	0.220	289	286	0.6	0.4	4.271	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	290	72	-	-	-	290	285	0.2	0.0	0.457	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	472	118	-	-	-	472	475	0.1	0.0	0.359	A
3	Entry	1	1	1	2	0.55	661	438	0.005	2	3	0.0	0.0	5.573	A
				2	160	40	1559	1050	0.153	160	162	0.3	0.3	4.193	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	1559	1046	0.143	150	150	0.3	0.2	4.209	A
				3	56	14	1559	1048	0.053	57	57	0.2	0.1	4.303	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.55	-	-	-	2	3	0.0	0.0	0.000	A
				2	310	77	-	-	-	310	311	0.2	0.0	0.013	A
				3	56	14	-	-	-	56	57	0.0	0.0	0.038	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	61	15	1810	1413	0.043	61	60	0.1	0.0	2.965	A
				2	81	20	1810	1412	0.057	82	87	0.1	0.0	2.886	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	76	19	1810	1410	0.054	77	76	0.1	0.1	2.741	A
				3	158	40	1810	1414	0.112	158	157	0.2	0.1	3.266	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	61	15	-	-	-	61	60	0.0	0.0	0.000	A
				2	157	39	-	-	-	157	163	0.0	0.0	0.012	A
				3	158	40	-	-	-	158	156	0.0	0.0	0.040	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D10 - | Base + Com Dev + CaPCAM (5000) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	17.97	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.97	C

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	2115	✓	45.00
2	554	✓	110.00
3	897	✓	35.00
4	1439	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Base + Com Dev + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	459	100.000
2		ONE HOUR	✓	671	100.000
3		ONE HOUR	✓	866	100.000
4		ONE HOUR	✓	1402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	341	2	105
	2	370	0	0	301
	3	2	852	12	0
	4	376	645	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	21.11	3.0	9.6	C	435	653
2	4.04	0.9	3.0	A	638	958
3	4.20	1.3	3.8	A	829	1243
4	32.59	13.4	42.2	D	1295	1942

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	361	90	1455	361	357	578	0.0	0.8	6.341	A
2	518	129	392	518	518	1425	0.0	0.4	3.020	A
3	679	170	607	678	674	303	0.0	0.6	3.021	A
4	1061	265	973	1060	1059	312	0.0	1.3	4.121	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	105	1738	418	421	714	0.8	1.0	8.836	A
2	633	158	452	632	624	1704	0.4	0.7	3.478	A
3	816	204	733	813	806	350	0.6	1.0	3.436	A
4	1274	319	1174	1278	1272	373	1.3	2.2	6.682	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	512	128	2100	515	515	857	1.0	2.7	17.141	C
2	769	192	547	770	761	2067	0.7	0.9	4.044	A
3	997	249	893	995	991	424	1.0	1.3	4.147	A
4	1563	391	1437	1521	1514	452	2.2	12.9	20.628	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	530	132	2131	534	527	864	2.7	3.0	21.111	C
2	772	193	561	771	765	2104	0.9	0.8	3.935	A
3	997	249	901	999	992	430	1.3	1.0	4.195	A
4	1539	385	1441	1553	1555	460	12.9	13.4	32.594	D

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	430	107	1723	430	437	693	3.0	1.1	11.204	B
2	617	154	467	618	619	1686	0.8	0.5	3.563	A
3	800	200	722	801	807	362	1.0	0.8	3.535	A
4	1260	315	1152	1264	1313	372	13.4	2.4	10.433	B

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362	91	1461	361	360	588	1.1	0.8	7.465	A
2	522	130	382	523	523	1440	0.5	0.4	3.154	A
3	683	171	609	683	682	296	0.8	0.6	3.193	A
4	1072	268	980	1069	1073	312	2.4	1.6	4.690	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.82	0.00	0.00	1.90	2.71
2	0.40	0.00	0.00	0.82	1.21
3	0.60	0.00	0.00	1.45	1.95
4	1.27	0.00	0.35	2.69	3.68

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.02	0.00	0.28	2.24	2.77
2	0.65	0.00	0.00	1.57	2.26
3	0.98	0.00	0.01	2.12	3.53
4	2.24	0.00	0.99	5.18	7.03

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.71	0.00	1.29	6.28	9.61
2	0.88	0.00	0.03	1.91	3.01
3	1.34	0.00	0.53	2.69	3.81
4	12.88	0.44	9.08	27.53	36.05

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.98	0.00	1.67	6.52	7.86
2	0.83	0.00	0.00	1.86	2.72
3	0.99	0.00	0.07	2.01	3.34
4	13.41	0.00	8.64	31.37	42.15

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.12	0.00	0.37	2.32	2.88
2	0.53	0.00	0.00	1.42	1.94
3	0.78	0.00	0.01	1.68	2.12
4	2.41	0.00	1.38	4.93	6.03

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.84	0.00	0.00	1.88	3.18
2	0.42	0.00	0.00	0.97	1.73
3	0.63	0.00	0.00	1.51	2.01
4	1.59	0.00	0.74	3.32	4.01

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	153	643	0.238	152	147	0.0	0.4	5.983	A
			2	1, 2, 4	208	643	0.324	209	210	0.0	0.4	6.495	A
		2	1	(1, 2, 3, 4)	361			361	360	0.0	0.0	0.056	A
	Exit	1	1		578			578	581	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	230	1450	0.159	231	229	0.0	0.1	2.871	A
			2	1, 2	288	1450	0.198	287	289	0.0	0.2	3.079	A
		2	1	(1, 2, 3, 4)	518			518	519	0.0	0.0	0.033	A
	Exit	1	1		1425			1425	1422	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	334	1319	0.253	334	334	0.0	0.3	3.021	A
			2	2, 3	344	1319	0.261	343	340	0.0	0.3	3.016	A
		2	1	(1, 2, 3, 4)	679			679	677	0.0	0.0	0.002	A
	Exit	1	1		303			303	297	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	527	1229	0.429	527	527	0.0	0.5	3.940	A
			2	2, 3, 4	532	1229	0.433	533	532	0.0	0.6	3.851	A
		2	1	(1, 2, 3, 4)	1061			1059	1064	0.0	0.1	0.224	A
	Exit	1	1		312			312	309	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	180	547	0.329	181	180	0.4	0.4	8.022	A
			2	1, 2, 4	239	547	0.436	238	241	0.4	0.7	9.003	A
		2	1	(1, 2, 3, 4)	418			419	422	0.0	0.0	0.247	A
	Exit	1	1		714			714	701	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	281	1414	0.199	280	276	0.1	0.3	3.226	A
			2	1, 2	351	1414	0.248	352	347	0.2	0.3	3.486	A
		2	1	(1, 2, 3, 4)	633			633	625	0.0	0.0	0.109	A
	Exit	1	1		1704			1704	1699	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	410	1251	0.328	407	401	0.3	0.5	3.424	A
			2	2, 3	405	1251	0.324	405	405	0.3	0.4	3.435	A
		2	1	(1, 2, 3, 4)	816			816	808	0.0	0.0	0.006	A
	Exit	1	1		350			350	355	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	641	1121	0.572	643	637	0.5	0.8	5.272	A
			2	2, 3, 4	633	1121	0.565	636	636	0.6	0.9	5.243	A
		2	1	(1, 2, 3, 4)	1274			1274	1275	0.1	0.5	1.422	A
	Exit	1	1		373			373	368	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	229	425	0.539	232	230	0.4	0.9	13.432	B
			2	1, 2, 4	283	425	0.665	283	285	0.7	1.3	15.258	C
		2	1	(1, 2, 3, 4)	512			512	520	0.0	0.6	2.657	A
	Exit	1	1		857			857	843	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	340	1357	0.250	340	337	0.3	0.3	3.503	A
			2	1, 2	431	1357	0.317	430	424	0.3	0.6	3.967	A
		2	1	(1, 2, 3, 4)	769			770	762	0.0	0.0	0.283	A
	Exit	1	1		2067			2067	2062	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	494	1165	0.424	493	494	0.5	0.6	4.103	A
			2	2, 3	504	1165	0.432	502	497	0.4	0.7	4.082	A
		2	1	(1, 2, 3, 4)	997			997	992	0.0	0.0	0.054	A
	Exit	1	1		424			424	426	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	763	979	0.779	760	755	0.8	1.8	7.190	A
			2	2, 3, 4	760	979	0.776	760	760	0.9	1.7	7.333	A
		2	1	(1, 2, 3, 4)	1563			1524	1521	0.5	9.4	13.335	B
	Exit	1	1		452			452	451	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	239	415	0.576	239	235	0.9	1.0	15.334	C
			2	1, 2, 4	295	415	0.711	295	292	1.3	1.4	17.137	C
		2	1	(1, 2, 3, 4)	530			534	528	0.6	0.6	4.769	A
	Exit	1	1		864			864	857	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	342	1349	0.254	342	337	0.3	0.3	3.568	A
			2	1, 2	429	1349	0.318	429	428	0.6	0.5	3.872	A
		2	1	(1, 2, 3, 4)	772			772	764	0.0	0.1	0.199	A
	Exit	1	1		2104			2104	2091	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	497	1161	0.428	498	495	0.6	0.5	4.129	A
			2	2, 3	501	1161	0.431	501	497	0.7	0.5	4.168	A
		2	1	(1, 2, 3, 4)	997			998	991	0.0	0.0	0.047	A
	Exit	1	1		430			430	438	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	777	977	0.796	779	775	1.8	1.7	7.794	A
			2	2, 3, 4	772	977	0.790	775	780	1.7	1.5	7.799	A
		2	1	(1, 2, 3, 4)	1539			1549	1554	9.4	10.2	24.789	C
	Exit	1	1		460			460	454	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	183	553	0.332	184	189	1.0	0.4	9.748	A
			2	1, 2, 4	246	553	0.446	245	248	1.4	0.7	11.053	B
		2	1	(1, 2, 3, 4)	430			430	432	0.6	0.1	0.775	A
	Exit	1	1		693			693	712	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	275	1405	0.196	275	273	0.3	0.2	3.308	A
			2	1, 2	342	1405	0.243	343	347	0.5	0.3	3.536	A
		2	1	(1, 2, 3, 4)	617			617	618	0.1	0.0	0.129	A
	Exit	1	1		1686			1686	1721	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	401	1257	0.319	401	403	0.5	0.4	3.512	A
			2	2, 3	399	1257	0.318	400	404	0.5	0.4	3.539	A
		2	1	(1, 2, 3, 4)	800			800	806	0.0	0.0	0.009	A
	Exit	1	1		362			362	372	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	632	1132	0.558	633	658	1.7	1.0	5.732	A
			2	2, 3, 4	630	1132	0.557	631	655	1.5	1.0	5.807	A
		2	1	(1, 2, 3, 4)	1260			1262	1308	10.2	0.4	4.764	A
	Exit	1	1		372			372	371	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	152	641	0.237	152	151	0.4	0.3	7.079	A
			2	1, 2, 4	210	641	0.328	209	209	0.7	0.5	7.560	A
		2	1	(1, 2, 3, 4)	362			362	359	0.1	0.0	0.106	A
	Exit	1	1		588			588	586	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	234	1456	0.160	234	233	0.2	0.2	2.989	A
			2	1, 2	288	1456	0.198	289	289	0.3	0.2	3.208	A
		2	1	(1, 2, 3, 4)	522			522	522	0.0	0.0	0.045	A
	Exit	1	1		1440			1440	1438	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	342	1318	0.259	342	341	0.4	0.3	3.154	A
			2	2, 3	341	1318	0.259	341	341	0.4	0.3	3.229	A
		2	1	(1, 2, 3, 4)	683			683	682	0.0	0.0	0.002	A
	Exit	1	1		296			296	303	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	540	1225	0.441	538	536	1.0	0.8	4.310	A
			2	2, 3, 4	532	1225	0.434	531	537	1.0	0.7	4.341	A
		2	1	(1, 2, 3, 4)	1072			1072	1071	0.4	0.1	0.367	A
	Exit	1	1		312			312	311	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.36	0.00	0.00	0.89	1.39
			2	0.44	0.00	0.00	0.98	1.67
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.15	0.00	0.00	0.24	0.67
			2	0.25	0.00	0.00	0.59	0.90
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.31	0.00	0.00	0.75	0.98
			2	0.28	0.00	0.00	0.74	1.12
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.54	0.00	0.00	1.36	1.89
			2	0.59	0.00	0.00	1.42	1.94
		2	1	0.13	0.00	0.00	0.00	0.01
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.36	0.00	0.00	0.84	2.00
			2	0.66	0.00	0.00	1.34	1.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.30	0.00	0.00	0.73	0.97
			2	0.34	0.00	0.00	0.84	1.51
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.55	0.00	0.00	1.21	1.80
			2	0.42	0.00	0.00	1.01	1.75
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.84	0.00	0.01	1.97	3.00
			2	0.95	0.00	0.24	3.00	3.00
		2	1	0.45	0.00	0.00	0.44	3.26
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.87	0.00	0.11	1.93	2.47
			2	1.26	0.00	0.58	2.54	2.79
		2	1	0.57	0.00	0.00	0.82	4.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.29	0.00	0.00	0.73	0.97
			2	0.55	0.00	0.00	1.44	2.13
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.61	0.00	0.00	1.19	1.75
			2	0.71	0.00	0.00	1.66	3.00
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.80	0.00	1.44	3.00	3.00
			2	1.69	0.00	1.21	3.00	3.00
		2	1	9.39	0.00	5.21	25.03	32.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.01	0.00	0.31	3.00	3.00
			2	1.42	0.00	0.73	2.68	2.89
		2	1	0.56	0.00	0.00	1.02	4.02
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.32	0.00	0.00	0.82	1.28
			2	0.46	0.00	0.00	1.15	1.79
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.48	0.00	0.00	0.94	1.67
			2	0.50	0.00	0.00	1.18	1.71
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.68	0.00	1.23	2.72	2.87
			2	1.49	0.00	0.96	3.00	3.00
		2	1	10.25	0.00	4.69	27.55	38.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.38	0.00	0.00	0.90	1.39
			2	0.70	0.00	-0.01	1.50	1.91
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.22	0.00	0.00	0.52	0.85
			2	0.30	0.00	0.00	0.83	1.46
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.40	0.00	0.00	0.85	1.12
			2	0.37	0.00	0.00	0.82	1.12
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.02	0.00	0.32	3.00	3.00
			2	1.00	0.00	0.27	3.00	3.00
		2	1	0.39	0.00	0.00	1.02	2.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.30	0.00	0.00	0.75	1.01
			2	0.50	0.00	0.00	1.32	1.79
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.18	0.00	0.00	0.38	0.94
			2	0.23	0.00	0.00	0.58	1.01
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.31	0.00	0.00	0.75	0.98
			2	0.32	0.00	0.00	0.75	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.83	0.00	0.09	1.80	3.00
			2	0.70	0.00	0.00	1.74	3.00
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	1135	645	0.234	151	146	0.0	0.4	5.971	A
				3	2	0.40	330	203	0.008	2	1	0.0	0.0	7.300	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	957	576	0.013	8	8	0.0	0.1	7.089	A
				2	120	30	1135	641	0.187	120	122	0.0	0.2	6.058	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	81	20	1135	644	0.125	81	80	0.0	0.2	7.076	A
		2	1	1	8	2	-	-	-	8	8	0.0	0.0	0.225	A
				2	271	68	-	-	-	271	271	0.0	0.0	0.030	A
				3	2	0.40	-	-	-	2	1	0.0	0.0	0.000	A
				4	81	20	-	-	-	81	80	0.0	0.0	0.123	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	230	58	1686	1450	0.159	231	229	0.0	0.1	2.871	A
			2	1	288	72	1686	1451	0.198	287	289	0.0	0.2	3.079	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	290	0.0	0.0	0.039	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	230	58	-	-	-	230	230	0.0	0.0	0.025	A
3	Entry	1	1	1	1	0.34	515	425	0.003	1	1	0.0	0.0	3.006	A
				2	333	83	1646	1320	0.252	333	333	0.0	0.3	3.021	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	334	84	1646	1319	0.253	333	330	0.0	0.3	3.005	A
				3	10	3	1472	1187	0.009	10	9	0.0	0.0	3.393	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.34	-	-	-	1	1	0.0	0.0	0.000	A
				2	667	167	-	-	-	667	666	0.0	0.0	0.002	A
				3	10	3	-	-	-	10	9	0.0	0.0	0.025	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	282	70	1752	1229	0.229	282	283	0.0	0.3	4.343	A
				2	245	61	1752	1229	0.200	245	244	0.0	0.2	3.472	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	1752	1231	0.198	242	246	0.0	0.3	3.420	A
				3	289	72	1752	1230	0.235	291	286	0.0	0.3	4.223	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	282	71	-	-	-	282	285	0.0	0.1	0.276	A
				2	489	122	-	-	-	488	492	0.0	0.0	0.183	A
				3	290	72	-	-	-	289	287	0.0	0.1	0.241	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	45	1135	548	0.325	179	178	0.4	0.4	8.006	A
				3	2	0.49	437	219	0.009	2	2	0.0	0.0	9.487	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	1027	501	0.018	9	10	0.1	0.0	9.561	A
				2	136	34	1135	550	0.248	136	140	0.2	0.3	8.298	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	93	23	1135	549	0.169	92	92	0.2	0.3	9.980	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.277	A
				2	315	79	-	-	-	315	318	0.0	0.0	0.186	A
				3	2	0.49	-	-	-	2	2	0.0	0.0	0.401	A
				4	93	23	-	-	-	93	92	0.0	0.0	0.443	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	281	70	1686	1415	0.199	280	276	0.1	0.3	3.226	A
			2	1	351	88	1686	1416	0.248	352	347	0.2	0.3	3.486	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	351	88	-	-	-	351	348	0.0	0.0	0.129	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	281	70	-	-	-	281	277	0.0	0.0	0.084	A
3	Entry	1	1	1	2	0.44	533	406	0.004	2	2	0.0	0.0	3.528	A
				2	408	102	1646	1250	0.327	406	400	0.3	0.5	3.424	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	393	98	1646	1251	0.314	393	394	0.3	0.4	3.421	A
				3	12	3	1536	1178	0.011	13	11	0.0	0.0	3.932	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.44	-	-	-	2	2	0.0	0.0	0.000	A
				2	802	200	-	-	-	801	795	0.0	0.0	0.006	A
				3	12	3	-	-	-	12	11	0.0	0.0	0.026	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	350	87	1752	1122	0.312	351	343	0.3	0.5	5.833	A
				2	291	73	1752	1122	0.260	291	294	0.2	0.3	4.618	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	1752	1122	0.266	300	294	0.3	0.4	4.600	A
				3	334	84	1752	1120	0.299	336	342	0.3	0.5	5.794	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	350	87	-	-	-	350	343	0.1	0.1	1.481	A
				2	590	148	-	-	-	590	588	0.0	0.2	1.350	A
				3	335	84	-	-	-	334	343	0.1	0.1	1.486	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	1135	426	0.534	230	229	0.4	0.9	13.422	B
				3	2	0.42	406	160	0.010	2	2	0.0	0.0	14.860	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1052	400	0.029	11	11	0.0	0.1	16.408	C
				2	158	40	1135	423	0.374	160	160	0.3	0.6	14.009	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	113	28	1135	427	0.264	112	114	0.3	0.6	16.818	C
		2	1	1	11	3	-	-	-	12	11	0.0	0.0	3.719	A
				2	385	96	-	-	-	386	391	0.0	0.4	2.273	A
				3	2	0.44	-	-	-	2	2	0.0	0.0	3.219	A
				4	113	28	-	-	-	113	115	0.0	0.2	3.792	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	340	85	1686	1358	0.250	340	337	0.3	0.3	3.503	A
			2	1	431	108	1686	1360	0.317	430	424	0.3	0.6	3.967	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	430	108	-	-	-	431	425	0.0	0.0	0.318	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	339	85	-	-	-	340	337	0.0	0.0	0.240	A
3	Entry	1	1	1	2	0.47	589	422	0.004	2	2	0.0	0.0	4.723	A
				2	492	123	1646	1166	0.422	491	492	0.5	0.6	4.100	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	490	123	1646	1167	0.420	489	484	0.4	0.7	4.058	A
				3	13	3	1591	1128	0.012	13	13	0.0	0.0	4.919	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.47	-	-	-	2	2	0.0	0.0	0.030	A
				2	982	245	-	-	-	982	977	0.0	0.0	0.054	A
				3	13	3	-	-	-	13	13	0.0	0.0	0.103	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	416	104	1752	981	0.424	414	405	0.5	1.1	7.969	A
				2	347	87	1752	978	0.355	346	349	0.3	0.7	6.284	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	351	88	1752	980	0.359	351	348	0.4	0.7	6.373	A
				3	409	102	1752	980	0.417	409	411	0.5	1.0	8.145	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	426	106	-	-	-	416	408	0.1	2.5	13.638	B
				2	715	179	-	-	-	698	700	0.2	4.2	12.970	B
				3	422	105	-	-	-	409	413	0.1	2.7	13.654	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	237	59	1135	414	0.572	237	233	0.9	1.0	15.339	C
				3	2	0.45	444	166	0.011	2	2	0.0	0.0	14.757	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1084	398	0.031	13	13	0.1	0.0	18.273	C
				2	165	41	1135	416	0.397	165	163	0.6	0.8	15.767	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	117	29	1135	415	0.283	118	117	0.6	0.6	18.875	C
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	5.999	A
				2	400	100	-	-	-	402	397	0.4	0.4	4.318	A
				3	2	0.44	-	-	-	2	2	0.0	0.0	4.735	A
				4	116	29	-	-	-	117	116	0.2	0.1	6.124	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	342	86	1686	1350	0.254	342	337	0.3	0.3	3.568	A
			2	1	429	107	1686	1350	0.318	429	428	0.6	0.5	3.872	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	429	107	-	-	-	429	427	0.0	0.0	0.219	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	343	86	-	-	-	342	337	0.0	0.0	0.174	A
3	Entry	1	1	1	3	0.67	662	472	0.006	3	2	0.0	0.0	4.298	A
				2	494	124	1646	1161	0.426	495	493	0.6	0.5	4.128	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	487	122	1646	1160	0.420	488	483	0.7	0.5	4.156	A
				3	14	3	1591	1126	0.012	14	14	0.0	0.0	4.584	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.67	-	-	-	3	2	0.0	0.0	0.093	A
				2	981	245	-	-	-	981	975	0.0	0.0	0.046	A
				3	14	3	-	-	-	14	14	0.0	0.0	0.147	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	418	104	1752	975	0.429	419	414	1.1	1.0	8.697	A
				2	359	90	1752	978	0.367	360	361	0.7	0.7	6.758	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	358	89	1752	976	0.366	360	358	0.7	0.5	6.789	A
				3	414	104	1752	977	0.424	415	422	1.0	0.9	8.655	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	419	105	-	-	-	418	414	2.5	3.0	24.872	C
				2	706	177	-	-	-	717	718	4.2	4.4	24.670	C
				3	414	103	-	-	-	414	421	2.7	2.8	24.908	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	45	1135	551	0.330	183	187	1.0	0.4	9.745	A
				3	2	0.42	393	181	0.009	2	2	0.0	0.0	10.062	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1027	483	0.017	8	10	0.0	0.0	12.275	B
				2	141	35	1135	550	0.257	141	141	0.8	0.4	10.008	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	96	24	1135	551	0.175	96	98	0.6	0.3	12.366	B
		2	1	1	8	2	-	-	-	8	10	0.0	0.0	1.351	A
				2	323	81	-	-	-	323	324	0.4	0.0	0.620	A
				3	2	0.42	-	-	-	2	2	0.0	0.0	0.362	A
				4	96	24	-	-	-	96	97	0.1	0.0	1.219	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	275	69	1686	1405	0.196	275	273	0.3	0.2	3.308	A
			2	1	342	85	1686	1406	0.243	343	347	0.5	0.3	3.536	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	342	85	-	-	-	342	346	0.0	0.0	0.129	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	275	69	-	-	-	275	272	0.0	0.0	0.129	A
3	Entry	1	1	1	2	0.40	570	429	0.004	2	2	0.0	0.0	3.990	A
				2	399	100	1646	1255	0.318	400	401	0.5	0.4	3.510	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	389	97	1646	1256	0.310	389	394	0.5	0.4	3.522	A
				3	11	3	1481	1128	0.010	11	10	0.0	0.0	4.187	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.40	-	-	-	2	2	0.0	0.0	0.000	A
				2	788	197	-	-	-	788	795	0.0	0.0	0.009	A
				3	11	3	-	-	-	11	10	0.0	0.0	0.063	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	341	85	1752	1132	0.301	341	354	1.0	0.7	6.405	A
				2	291	73	1752	1130	0.257	292	304	0.7	0.3	4.947	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	280	70	1752	1129	0.248	281	294	0.5	0.4	5.028	A
				3	350	88	1752	1132	0.309	350	360	0.9	0.6	6.444	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	340	85	-	-	-	341	353	3.0	0.1	4.755	A
				2	570	143	-	-	-	571	596	4.4	0.2	4.695	A
				3	349	87	-	-	-	350	359	2.8	0.1	4.886	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	1135	643	0.234	150	149	0.4	0.3	7.065	A
				3	2	0.42	374	208	0.008	2	2	0.0	0.0	8.343	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1008	565	0.014	8	9	0.0	0.0	8.139	A
				2	124	31	1135	642	0.193	123	123	0.4	0.3	6.968	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	79	20	1135	645	0.122	78	78	0.3	0.2	8.400	A
		2	1	1	8	2	-	-	-	8	8	0.0	0.0	0.191	A
				2	274	69	-	-	-	274	272	0.0	0.0	0.067	A
				3	2	0.42	-	-	-	2	2	0.0	0.0	0.000	A
				4	78	20	-	-	-	79	77	0.0	0.0	0.229	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	58	1686	1456	0.160	234	233	0.2	0.2	2.989	A
			2	1	288	72	1686	1455	0.198	289	289	0.3	0.2	3.208	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	289	0.0	0.0	0.058	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	234	58	-	-	-	234	233	0.0	0.0	0.030	A
3	Entry	1	1	1	1	0.30	506	403	0.003	1	1	0.0	0.0	3.037	A
				2	341	85	1646	1318	0.258	341	340	0.4	0.3	3.154	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	332	83	1646	1321	0.252	332	332	0.4	0.3	3.220	A
				3	9	2	1545	1232	0.007	9	9	0.0	0.0	3.559	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A
				2	673	168	-	-	-	673	671	0.0	0.0	0.002	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.004	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	291	73	1752	1227	0.237	290	287	0.7	0.5	4.737	A
				2	249	62	1752	1227	0.203	248	249	0.3	0.4	3.820	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	245	61	1752	1229	0.200	245	245	0.4	0.3	3.795	A
				3	287	72	1752	1226	0.234	286	292	0.6	0.4	4.799	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	291	286	0.1	0.0	0.391	A
				2	495	124	-	-	-	495	494	0.2	0.0	0.324	A
				3	287	72	-	-	-	287	292	0.1	0.0	0.415	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	9.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.43	A

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	952	✓	45.00
2	908	✓	110.00
3	1453	✓	35.00
4	817	✓	110.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	815	100.000
2		ONE HOUR	✓	722	100.000
3		ONE HOUR	✓	419	100.000
4		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	284	3	526
	2	230	0	0	492
	3	4	343	72	0
	4	81	185	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	17.63	5.0	13.6	C	790	1185
2	6.67	1.8	5.4	A	716	1074
3	5.16	0.8	2.5	A	422	633
4	3.44	0.5	1.9	A	448	673

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	657	164	645	658	643	281	0.0	1.1	6.024	A
2	583	146	626	586	588	676	0.0	0.6	3.919	A
3	347	87	1004	347	345	208	0.0	0.3	3.602	A
4	367	92	559	366	369	792	0.0	0.3	2.723	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	771	193	775	773	767	331	1.1	1.8	8.711	A
2	698	174	737	699	697	811	0.6	1.0	4.789	A
3	417	104	1184	419	414	252	0.3	0.5	4.212	A
4	435	109	672	435	437	930	0.3	0.4	2.999	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	945	236	938	945	932	413	1.8	4.3	15.304	C
2	869	217	905	869	862	979	1.0	1.8	6.472	A
3	494	123	1457	495	503	316	0.5	0.7	5.083	A
4	546	137	806	546	541	1147	0.4	0.5	3.341	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	945	236	967	940	934	407	4.3	5.0	17.626	C
2	862	215	911	859	861	995	1.8	1.7	6.667	A
3	515	129	1448	515	508	322	0.7	0.8	5.160	A
4	543	136	829	544	545	1134	0.5	0.5	3.442	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	777	194	767	778	786	337	5.0	1.9	9.563	A
2	705	176	748	706	703	798	1.7	0.8	5.041	A
3	415	104	1196	416	418	258	0.8	0.7	4.490	A
4	429	107	676	429	441	937	0.5	0.3	3.078	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	643	161	650	642	647	275	1.9	1.2	6.448	A
2	582	145	619	582	593	673	0.8	0.8	4.111	A
3	346	86	989	346	342	213	0.7	0.4	3.870	A
4	370	93	555	370	372	780	0.3	0.3	2.789	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.14	0.00	0.25	2.73	3.57
2	0.56	0.00	0.00	1.23	2.13
3	0.31	0.00	0.00	0.78	1.18
4	0.27	0.00	0.00	0.68	1.11

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.79	0.00	0.64	4.04	5.33
2	0.98	0.00	0.00	2.49	3.11
3	0.51	0.00	0.00	1.25	1.90
4	0.37	0.00	0.00	0.83	1.33

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.30	0.00	2.68	9.33	12.55
2	1.78	0.00	0.81	3.79	5.41
3	0.71	0.00	0.00	1.78	2.46
4	0.53	0.00	0.00	1.35	1.81

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.95	0.00	2.66	10.70	13.55
2	1.68	0.00	0.63	3.90	5.33
3	0.79	0.00	0.00	1.77	2.53
4	0.51	0.00	0.00	1.25	1.90

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.91	0.00	0.83	4.10	6.38
2	0.79	0.00	0.00	1.82	2.91
3	0.66	0.00	0.00	1.74	2.46
4	0.34	0.00	0.00	0.87	1.42

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.18	0.00	0.14	3.03	3.87
2	0.77	0.00	0.00	1.79	2.94
3	0.40	0.00	0.00	0.85	1.21
4	0.30	0.00	0.00	0.75	1.08

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	163	979	0.166	163	160	0.0	0.2	4.408	A
			2	1, 2, 4	495	979	0.505	495	483	0.0	0.9	5.759	A
		2	1	(1, 2, 3, 4)	657			658	647	0.0	0.1	0.580	A
	Exit	1	1		281			281	281	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	374	1295	0.288	375	377	0.0	0.3	3.719	A
			2	1, 2	209	1295	0.162	211	211	0.0	0.2	3.908	A
		2	1	(1, 2, 3, 4)	583			583	590	0.0	0.0	0.139	A
	Exit	1	1		676			676	671	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	155	1105	0.141	156	152	0.0	0.1	3.555	A
			2	2, 3	191	1105	0.173	192	192	0.0	0.2	3.628	A
		2	1	(1, 2, 3, 4)	347			347	346	0.0	0.0	0.007	A
	Exit	1	1		208			208	213	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	144	1479	0.097	143	143	0.0	0.1	2.624	A
			2	2, 3, 4	223	1479	0.151	223	225	0.0	0.1	2.767	A
		2	1	(1, 2, 3, 4)	367			367	370	0.0	0.0	0.011	A
	Exit	1	1		792			792	779	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	206	920	0.223	205	201	0.2	0.4	4.981	A
			2	1, 2, 4	566	920	0.616	568	565	0.9	1.1	7.373	A
		2	1	(1, 2, 3, 4)	771			772	768	0.1	0.4	1.937	A
	Exit	1	1		331			331	328	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	447	1233	0.363	448	450	0.3	0.6	4.443	A
			2	1, 2	251	1233	0.204	251	247	0.2	0.4	4.375	A
		2	1	(1, 2, 3, 4)	698			699	699	0.0	0.0	0.368	A
	Exit	1	1		811			811	803	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	189	1019	0.185	189	185	0.1	0.2	4.141	A
			2	2, 3	229	1019	0.224	229	229	0.2	0.3	4.247	A
		2	1	(1, 2, 3, 4)	417			418	415	0.0	0.0	0.011	A
	Exit	1	1		252			252	253	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	168	1409	0.119	169	170	0.1	0.1	2.868	A
			2	2, 3, 4	267	1409	0.189	266	267	0.1	0.3	3.037	A
		2	1	(1, 2, 3, 4)	435			435	438	0.0	0.0	0.027	A
	Exit	1	1		930			930	931	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	272	846	0.321	273	267	0.4	0.5	6.111	A
			2	1, 2, 4	672	846	0.794	672	666	1.1	1.9	9.640	A
		2	1	(1, 2, 3, 4)	945			944	936	0.4	2.0	6.610	A
	Exit	1	1		413			413	408	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	561	1139	0.492	561	556	0.6	0.9	5.390	A
			2	1, 2	309	1139	0.271	308	306	0.4	0.6	5.042	A
		2	1	(1, 2, 3, 4)	869			870	864	0.0	0.3	1.190	A
	Exit	1	1		979			979	977	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	223	889	0.251	224	225	0.2	0.3	5.001	A
			2	2, 3	271	889	0.305	271	278	0.3	0.4	5.035	A
		2	1	(1, 2, 3, 4)	494			494	504	0.0	0.0	0.063	A
	Exit	1	1		316			316	315	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	215	1326	0.162	214	213	0.1	0.3	3.099	A
			2	2, 3, 4	331	1326	0.250	332	328	0.3	0.3	3.439	A
		2	1	(1, 2, 3, 4)	546			546	542	0.0	0.0	0.036	A
	Exit	1	1		1147			1147	1140	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	275	833	0.330	273	267	0.5	0.6	6.111	A
			2	1, 2, 4	666	833	0.799	667	666	1.9	1.9	9.971	A
		2	1	(1, 2, 3, 4)	945			941	934	2.0	2.5	8.696	A
	Exit	1	1		407			407	411	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	551	1136	0.485	547	551	0.9	1.0	5.528	A
			2	1, 2	310	1136	0.273	312	310	0.6	0.4	5.261	A
		2	1	(1, 2, 3, 4)	862			861	860	0.3	0.3	1.224	A
	Exit	1	1		995			995	982	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	232	894	0.260	232	230	0.3	0.4	5.037	A
			2	2, 3	283	894	0.316	283	279	0.4	0.4	5.174	A
		2	1	(1, 2, 3, 4)	515			515	509	0.0	0.0	0.046	A
	Exit	1	1		322			322	318	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	209	1311	0.159	209	212	0.3	0.2	3.176	A
			2	2, 3, 4	334	1311	0.255	335	333	0.3	0.3	3.517	A
		2	1	(1, 2, 3, 4)	543			543	545	0.0	0.0	0.057	A
	Exit	1	1		1134			1134	1137	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	202	924	0.219	201	209	0.6	0.3	5.224	A
			2	1, 2, 4	575	924	0.623	577	577	1.9	1.2	7.711	A
		2	1	(1, 2, 3, 4)	777			777	782	2.5	0.4	2.528	A
	Exit	1	1		337			337	335	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	448	1227	0.365	448	450	1.0	0.4	4.655	A
			2	1, 2	256	1227	0.209	258	253	0.4	0.3	4.455	A
		2	1	(1, 2, 3, 4)	705			704	701	0.3	0.1	0.455	A
	Exit	1	1		798			798	812	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	185	1014	0.183	186	188	0.4	0.3	4.421	A
			2	2, 3	229	1014	0.226	230	230	0.4	0.4	4.503	A
		2	1	(1, 2, 3, 4)	415			415	417	0.0	0.0	0.023	A
	Exit	1	1		258			258	259	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	162	1407	0.115	162	168	0.2	0.1	2.930	A
			2	2, 3, 4	267	1407	0.190	267	273	0.3	0.2	3.136	A
		2	1	(1, 2, 3, 4)	429			429	440	0.0	0.0	0.020	A
	Exit	1	1		937			937	942	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	160	977	0.164	160	162	0.3	0.2	4.488	A
			2	1, 2, 4	485	977	0.496	482	485	1.2	0.9	6.121	A
		2	1	(1, 2, 3, 4)	643			644	645	0.4	0.1	0.723	A
	Exit	1	1		275			275	282	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	375	1299	0.289	375	380	0.4	0.4	3.891	A
			2	1, 2	207	1299	0.159	208	213	0.3	0.3	4.052	A
		2	1	(1, 2, 3, 4)	582			582	593	0.1	0.0	0.171	A
	Exit	1	1		673			673	669	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	154	1112	0.138	154	151	0.3	0.2	3.826	A
			2	2, 3	192	1112	0.172	193	192	0.4	0.2	3.890	A
		2	1	(1, 2, 3, 4)	346			346	341	0.0	0.0	0.007	A
	Exit	1	1		213			213	218	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	142	1481	0.096	142	142	0.1	0.1	2.627	A
			2	2, 3, 4	228	1481	0.154	228	229	0.2	0.2	2.877	A
		2	1	(1, 2, 3, 4)	370			370	371	0.0	0.0	0.009	A
	Exit	1	1		780			780	785	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.17	0.00	0.00	0.38	0.82
			2	0.86	0.00	0.00	2.13	2.59
		2	1	0.11	0.00	0.00	0.00	0.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.31	0.00	0.00	0.74	0.94
			2	0.23	0.00	0.00	0.52	1.13
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.13	0.00	0.00	0.22	0.63
			2	0.18	0.00	0.00	0.41	0.87
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.13	0.00	0.00	0.00	0.70
			2	0.14	0.00	0.00	0.23	0.67
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.35	0.00	0.00	1.09	1.69
			2	1.06	0.00	0.30	3.00	3.00
		2	1	0.38	0.00	0.00	0.38	2.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.59	0.00	0.00	1.57	3.00
			2	0.37	0.00	0.00	1.18	1.65
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.21	0.00	0.00	0.52	0.95
			2	0.30	0.00	0.00	0.80	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	0.02	0.54
			2	0.25	0.00	0.00	0.62	0.92
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.46	0.00	0.00	1.28	1.72
			2	1.87	0.00	1.74	2.79	2.90
		2	1	1.98	0.00	0.00	6.06	9.41
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.89	0.00	0.01	3.00	3.00
			2	0.60	0.00	0.00	1.72	2.29
		2	1	0.28	0.00	0.00	0.06	1.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.29	0.00	0.00	0.73	1.24
			2	0.41	0.00	0.00	0.95	1.60
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.25	0.00	0.00	0.65	0.95
			2	0.28	0.00	0.00	0.70	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.59	0.00	0.00	1.52	3.00
			2	1.87	0.00	1.76	2.81	2.92
		2	1	2.49	0.00	0.00	7.72	10.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.95	0.00	0.14	3.00	3.00
			2	0.40	0.00	0.00	1.25	1.74
		2	1	0.33	0.00	0.00	0.38	1.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.36	0.00	0.00	0.88	1.42
			2	0.43	0.00	0.00	0.91	1.47
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.23	0.00	0.00	0.59	0.86
			2	0.28	0.00	0.00	0.71	1.09
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.34	0.00	0.00	0.90	1.43
			2	1.19	0.00	0.46	3.00	3.00
		2	1	0.38	0.00	0.00	0.77	2.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.45	0.00	0.00	0.98	1.85
			2	0.27	0.00	0.00	0.66	1.44
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.26	0.00	0.00	0.68	0.96
			2	0.40	0.00	0.00	1.18	1.65
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.11	0.00	0.00	0.08	0.57
			2	0.22	0.00	0.00	0.59	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.17	0.00	0.00	0.25	0.90
			2	0.88	0.00	0.00	2.25	2.65
		2	1	0.13	0.00	0.00	0.00	0.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.40	0.00	0.00	0.95	1.67
			2	0.33	0.00	0.00	1.16	1.76
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.20	0.00	0.00	0.51	0.81
			2	0.20	0.00	0.00	0.49	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.14	0.00	0.00	0.15	0.71
			2	0.16	0.00	0.00	0.36	0.72
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	1272	978	0.165	161	158	0.0	0.2	4.406	A
				3	2	0.45	503	399	0.005	2	2	0.0	0.0	4.590	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.31	434	360	0.003	1	2	0.0	0.0	5.520	A
				2	76	19	1272	981	0.077	77	79	0.0	0.1	4.413	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	418	104	1272	978	0.427	417	402	0.0	0.8	6.000	A
		2	1	1	1	0.31	-	-	-	1	2	0.0	0.0	0.333	A
				2	236	59	-	-	-	237	238	0.0	0.0	0.412	A
				3	2	0.45	-	-	-	2	2	0.0	0.0	0.321	A
				4	418	105	-	-	-	418	406	0.0	0.1	0.673	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	374	93	1645	1294	0.289	375	377	0.0	0.3	3.719	A
			2	1	209	52	1645	1294	0.162	211	211	0.0	0.2	3.908	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	210	52	-	-	-	209	212	0.0	0.0	0.145	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	373	93	-	-	-	374	378	0.0	0.0	0.136	A
3	Entry	1	1	1	3	0.79	730	545	0.006	3	3	0.0	0.0	4.269	A
				2	152	38	1582	1106	0.138	152	149	0.0	0.1	3.541	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	139	35	1582	1106	0.126	140	139	0.0	0.1	3.612	A
				3	52	13	1582	1108	0.047	52	54	0.0	0.1	3.663	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.79	-	-	-	3	3	0.0	0.0	0.000	A
				2	292	73	-	-	-	292	289	0.0	0.0	0.002	A
				3	52	13	-	-	-	52	54	0.0	0.0	0.029	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	66	16	1825	1480	0.044	66	65	0.0	0.0	2.713	A
				2	78	19	1825	1476	0.053	77	78	0.0	0.1	2.550	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	68	17	1825	1476	0.046	69	69	0.0	0.0	2.595	A
				3	155	39	1825	1476	0.105	154	157	0.0	0.1	2.840	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	66	16	-	-	-	66	65	0.0	0.0	0.006	A
				2	146	37	-	-	-	146	147	0.0	0.0	0.003	A
				3	155	39	-	-	-	155	157	0.0	0.0	0.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	203	51	1272	921	0.221	203	199	0.2	0.3	4.980	A
				3	2	0.54	640	468	0.005	2	3	0.0	0.0	5.022	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.54	503	367	0.006	2	2	0.0	0.0	7.749	A
				2	83	21	1272	918	0.090	83	83	0.1	0.1	5.168	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	481	120	1272	921	0.523	483	481	0.8	0.9	7.718	A
		2	1	1	2	0.54	-	-	-	2	2	0.0	0.0	2.850	A
				2	286	71	-	-	-	286	282	0.0	0.1	1.555	A
				3	2	0.54	-	-	-	2	3	0.0	0.0	2.052	A
				4	481	120	-	-	-	481	481	0.1	0.3	2.137	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	447	112	1645	1234	0.363	448	450	0.3	0.6	4.443	A
			2	1	251	63	1645	1232	0.204	251	247	0.2	0.4	4.375	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	250	63	-	-	-	251	247	0.0	0.0	0.347	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	447	112	-	-	-	447	452	0.0	0.0	0.377	A
3	Entry	1	1	1	5	1	919	599	0.008	5	4	0.0	0.0	5.226	A
				2	184	46	1582	1021	0.180	185	180	0.1	0.2	4.116	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	167	42	1582	1021	0.164	167	166	0.1	0.2	4.120	A
				3	62	15	1582	1023	0.060	62	64	0.1	0.1	4.547	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	4	0.0	0.0	0.000	A
				2	351	88	-	-	-	351	347	0.0	0.0	0.004	A
				3	62	15	-	-	-	62	64	0.0	0.0	0.044	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	73	18	1825	1409	0.052	73	75	0.0	0.0	2.953	A
				2	95	24	1825	1409	0.068	95	95	0.1	0.1	2.799	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	19	1825	1410	0.055	78	80	0.0	0.1	2.822	A
				3	189	47	1825	1407	0.134	188	187	0.1	0.2	3.129	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	73	18	-	-	-	73	75	0.0	0.0	0.015	A
				2	173	43	-	-	-	173	175	0.0	0.0	0.021	A
				3	189	47	-	-	-	189	187	0.0	0.0	0.039	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	269	67	1272	846	0.318	270	264	0.3	0.5	6.113	A
				3	3	0.72	609	411	0.007	3	3	0.0	0.0	5.921	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.61	518	345	0.007	2	2	0.0	0.0	10.216	B
				2	83	21	1272	847	0.098	84	80	0.1	0.2	6.760	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	587	147	1272	846	0.693	586	583	0.9	1.7	10.001	B
		2	1	1	2	0.57	-	-	-	2	2	0.0	0.0	5.458	A
				2	353	88	-	-	-	352	345	0.1	0.7	6.080	A
				3	3	0.74	-	-	-	3	3	0.0	0.0	4.375	A
				4	587	147	-	-	-	587	586	0.3	1.3	6.913	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	561	140	1645	1138	0.493	561	556	0.6	0.9	5.390	A
			2	1	309	77	1645	1138	0.272	308	306	0.4	0.6	5.042	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	309	77	-	-	-	309	307	0.0	0.1	1.203	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	560	140	-	-	-	561	558	0.0	0.2	1.184	A
3	Entry	1	1	1	5	1	1128	649	0.008	5	5	0.0	0.0	6.362	A
				2	218	55	1582	888	0.246	219	220	0.2	0.3	4.971	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	1582	887	0.216	192	197	0.2	0.3	4.892	A
				3	79	20	1582	885	0.089	80	80	0.1	0.1	5.355	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.178	A
				2	410	103	-	-	-	410	418	0.0	0.0	0.042	A
				3	79	20	-	-	-	79	80	0.0	0.0	0.153	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	98	25	1825	1318	0.075	98	95	0.0	0.1	3.239	A
				2	117	29	1825	1323	0.088	116	118	0.1	0.1	2.986	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	98	25	1825	1325	0.074	98	97	0.1	0.1	2.943	A
				3	233	58	1825	1323	0.176	234	231	0.2	0.2	3.646	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	98	25	-	-	-	98	95	0.0	0.0	0.026	A
				2	214	54	-	-	-	215	215	0.0	0.0	0.024	A
				3	233	58	-	-	-	233	231	0.0	0.0	0.050	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	271	68	1272	835	0.325	269	264	0.5	0.6	6.096	A
				3	4	0.92	708	468	0.008	4	3	0.0	0.0	7.191	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.49	472	317	0.006	2	2	0.0	0.0	9.548	A
				2	77	19	1272	836	0.092	78	79	0.2	0.1	7.312	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	587	147	1272	833	0.704	587	586	1.7	1.7	10.295	B
		2	1	1	2	0.49	-	-	-	2	2	0.0	0.0	8.980	A
				2	351	88	-	-	-	349	343	0.7	0.9	8.048	A
				3	4	0.92	-	-	-	4	3	0.0	0.0	8.550	A
				4	588	147	-	-	-	587	586	1.3	1.6	9.045	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	551	138	1645	1137	0.484	547	551	0.9	1.0	5.528	A
			2	1	310	77	1645	1138	0.272	312	310	0.6	0.4	5.261	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	311	78	-	-	-	310	309	0.1	0.1	1.217	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	551	138	-	-	-	551	551	0.2	0.2	1.227	A
3	Entry	1	1	1	5	1	1090	620	0.008	5	6	0.0	0.0	6.617	A
				2	227	57	1582	895	0.253	227	224	0.3	0.4	5.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	203	51	1582	897	0.226	203	199	0.3	0.3	4.979	A
				3	80	20	1582	897	0.089	80	80	0.1	0.1	5.612	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	6	0.0	0.0	0.014	A
				2	430	107	-	-	-	430	423	0.0	0.0	0.035	A
				3	80	20	-	-	-	80	80	0.0	0.0	0.103	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	88	22	1825	1312	0.067	88	93	0.1	0.1	3.368	A
				2	121	30	1825	1313	0.092	121	119	0.1	0.1	3.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	97	24	1825	1308	0.074	97	98	0.1	0.1	2.997	A
				3	237	59	1825	1313	0.181	238	235	0.2	0.2	3.731	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	88	22	-	-	-	88	93	0.0	0.0	0.061	A
				2	218	55	-	-	-	218	217	0.0	0.0	0.030	A
				3	237	59	-	-	-	237	235	0.0	0.0	0.081	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	1272	923	0.216	199	207	0.6	0.3	5.207	A
				3	2	0.61	594	423	0.006	3	3	0.0	0.0	6.457	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.45	457	324	0.006	2	2	0.0	0.0	8.417	A
				2	87	22	1272	923	0.094	86	83	0.1	0.1	5.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	487	122	1272	922	0.528	489	492	1.7	1.0	8.053	A
		2	1	1	2	0.47	-	-	-	2	2	0.0	0.0	4.220	A
				2	287	72	-	-	-	286	288	0.9	0.1	2.294	A
				3	2	0.61	-	-	-	2	3	0.0	0.0	3.078	A
				4	487	122	-	-	-	487	489	1.6	0.3	2.645	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	448	112	1645	1226	0.365	448	450	1.0	0.4	4.655	A
			2	1	256	64	1645	1226	0.209	258	253	0.4	0.3	4.455	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	257	64	-	-	-	256	253	0.1	0.0	0.421	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	448	112	-	-	-	448	448	0.2	0.0	0.471	A
3	Entry	1	1	1	5	1	872	554	0.009	5	4	0.0	0.0	6.529	A
				2	181	45	1582	1013	0.178	181	183	0.4	0.3	4.378	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	1582	1011	0.160	162	164	0.3	0.3	4.362	A
				3	68	17	1582	1012	0.067	68	66	0.1	0.1	4.822	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	4	0.0	0.0	0.078	A
				2	342	86	-	-	-	342	347	0.0	0.0	0.014	A
				3	68	17	-	-	-	68	66	0.0	0.0	0.063	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	73	18	1825	1407	0.052	73	76	0.1	0.1	3.099	A
				2	89	22	1825	1405	0.063	89	92	0.1	0.1	2.791	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	1825	1403	0.057	80	83	0.1	0.1	2.856	A
				3	187	47	1825	1404	0.133	187	190	0.2	0.2	3.256	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	73	18	-	-	-	73	76	0.0	0.0	0.025	A
				2	169	42	-	-	-	169	174	0.0	0.0	0.014	A
				3	187	47	-	-	-	187	190	0.0	0.0	0.024	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	157	39	1272	976	0.161	157	159	0.3	0.2	4.484	A
				3	3	0.63	632	485	0.005	3	2	0.0	0.0	4.733	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.40	480	367	0.004	2	2	0.0	0.0	5.731	A
				2	77	19	1272	978	0.078	76	78	0.1	0.1	4.539	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	406	102	1272	976	0.416	405	405	1.0	0.8	6.407	A
		2	1	1	2	0.41	-	-	-	2	2	0.0	0.0	0.528	A
				2	234	58	-	-	-	234	237	0.1	0.0	0.532	A
				3	3	0.63	-	-	-	3	2	0.0	0.0	0.677	A
				4	405	101	-	-	-	406	404	0.3	0.1	0.827	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	375	94	1645	1301	0.288	375	380	0.4	0.4	3.891	A
			2	1	207	52	1645	1301	0.159	208	213	0.3	0.3	4.052	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	207	52	-	-	-	207	213	0.0	0.0	0.171	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	375	94	-	-	-	375	379	0.0	0.0	0.171	A
3	Entry	1	1	1	4	0.99	815	562	0.007	4	4	0.0	0.0	4.744	A
				2	150	37	1582	1114	0.135	150	147	0.3	0.2	3.803	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	140	35	1582	1111	0.126	140	137	0.3	0.1	3.818	A
				3	52	13	1582	1111	0.047	52	55	0.1	0.1	4.053	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.99	-	-	-	4	4	0.0	0.0	0.000	A
				2	290	72	-	-	-	290	283	0.0	0.0	0.002	A
				3	52	13	-	-	-	52	55	0.0	0.0	0.027	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	62	16	1825	1480	0.042	62	63	0.1	0.1	2.719	A
				2	80	20	1825	1476	0.054	80	79	0.1	0.1	2.553	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	1825	1480	0.047	70	69	0.1	0.0	2.589	A
				3	158	39	1825	1481	0.107	158	160	0.2	0.1	2.999	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	62	16	-	-	-	62	63	0.0	0.0	0.005	A
				2	150	38	-	-	-	150	148	0.0	0.0	0.002	A
				3	158	39	-	-	-	158	160	0.0	0.0	0.016	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D12 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	7.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1904	✓	45.00
2	564	✓	110.00
3	736	✓	35.00
4	1212	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	Base + Com Dev + CaPCAM (2550) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	339	100.000
2		ONE HOUR	✓	533	100.000
3		ONE HOUR	✓	761	100.000
4		ONE HOUR	✓	1316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	221	2	105
	2	289	0	0	244
	3	2	747	12	0
	4	376	559	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	12.09	1.5	5.1	B	323	484
2	3.65	0.5	2.1	A	506	759
3	3.55	0.9	2.7	A	725	1087
4	11.24	4.8	14.3	B	1207	1811

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	265	66	1299	266	265	527	0.0	0.4	5.600	A
2	420	105	381	420	409	1185	0.0	0.3	2.872	A
3	592	148	506	592	595	295	0.0	0.5	2.781	A
4	999	250	828	999	997	270	0.0	1.2	3.721	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	76	1582	305	309	609	0.4	0.6	6.910	A
2	484	121	460	487	494	1428	0.3	0.3	3.138	A
3	717	179	587	715	715	359	0.5	0.6	3.156	A
4	1206	302	987	1204	1190	316	1.2	1.6	5.314	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	99	1911	393	383	770	0.6	1.5	11.532	B
2	596	149	570	599	607	1734	0.3	0.5	3.619	A
3	876	219	734	878	878	435	0.6	0.8	3.541	A
4	1449	362	1222	1459	1445	389	1.6	4.8	10.451	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	96	1896	389	386	753	1.5	0.9	12.089	B
2	614	153	558	614	605	1728	0.5	0.4	3.653	A
3	863	216	737	862	866	434	0.8	0.9	3.548	A
4	1443	361	1201	1448	1457	398	4.8	4.5	11.242	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	328	82	1565	329	325	624	0.9	0.8	8.170	A
2	497	124	482	497	501	1412	0.4	0.5	3.408	A
3	716	179	612	714	710	366	0.9	0.8	3.139	A
4	1188	297	994	1195	1209	332	4.5	1.4	5.713	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	259	65	1277	258	261	516	0.8	0.5	6.202	A
2	425	106	380	424	427	1154	0.5	0.4	3.016	A
3	583	146	508	580	586	296	0.8	0.7	2.935	A
4	960	240	828	964	984	259	1.4	0.6	4.107	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.39	0.00	0.00	0.92	1.54
2	0.29	0.00	0.00	0.72	0.95
3	0.53	0.00	0.00	0.93	1.56
4	1.21	0.00	0.46	2.50	3.63

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.59	0.00	0.00	1.45	1.83
2	0.29	0.00	0.00	0.73	1.08
3	0.57	0.00	0.00	1.21	1.75
4	1.61	0.00	0.50	4.17	5.42

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.45	0.00	0.39	3.17	5.08
2	0.52	0.00	0.00	1.13	2.08
3	0.81	0.00	0.06	1.68	2.13
4	4.77	0.00	2.55	9.50	14.25

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.92	0.00	-0.03	2.36	2.89
2	0.44	0.00	0.00	0.92	1.54
3	0.90	0.00	0.11	1.90	2.65
4	4.45	0.00	2.38	11.25	13.50

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.77	0.00	0.06	1.59	1.93
2	0.49	0.00	0.00	1.28	1.69
3	0.80	0.00	-0.02	1.85	2.45
4	1.44	0.00	0.65	2.88	3.81

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.55	0.00	0.00	1.30	2.25
2	0.41	0.00	0.00	0.92	1.54
3	0.67	0.00	0.00	1.72	2.42
4	0.61	0.00	0.00	0.83	2.08

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	97	693	0.140	98	97	0.0	0.1	5.453	A
			2	1, 2, 4	168	693	0.242	168	167	0.0	0.2	5.664	A
		2	1	(1, 2, 3, 4)	265			265	266	0.0	0.0	0.013	A
	Exit	1	1		527			527	528	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	194	1457	0.133	193	185	0.0	0.2	2.749	A
			2	1, 2	227	1457	0.156	227	225	0.0	0.1	2.939	A
		2	1	(1, 2, 3, 4)	420			420	411	0.0	0.0	0.020	A
	Exit	1	1		1185			1185	1182	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	286	1384	0.207	287	291	0.0	0.1	2.782	A
			2	2, 3	305	1384	0.221	304	304	0.0	0.4	2.777	A
		2	1	(1, 2, 3, 4)	592			592	597	0.0	0.0	0.001	A
	Exit	1	1		295			295	294	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	506	1309	0.386	506	502	0.0	0.6	3.520	A
			2	2, 3, 4	493	1309	0.377	493	495	0.0	0.6	3.593	A
		2	1	(1, 2, 3, 4)	999			999	1002	0.0	0.0	0.165	A
	Exit	1	1		270			270	263	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	115	592	0.195	116	115	0.1	0.2	6.446	A
			2	1, 2, 4	190	592	0.320	190	195	0.2	0.4	7.084	A
		2	1	(1, 2, 3, 4)	305			305	310	0.0	0.0	0.060	A
	Exit	1	1		609			609	615	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	221	1409	0.157	223	227	0.2	0.1	2.971	A
			2	1, 2	263	1409	0.186	264	267	0.1	0.2	3.223	A
		2	1	(1, 2, 3, 4)	484			484	494	0.0	0.0	0.031	A
	Exit	1	1		1428			1428	1412	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	357	1338	0.267	356	354	0.1	0.3	3.159	A
			2	2, 3	360	1338	0.269	359	361	0.4	0.3	3.133	A
		2	1	(1, 2, 3, 4)	717			717	715	0.0	0.0	0.010	A
	Exit	1	1		359			359	358	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	592	1219	0.486	593	589	0.6	0.6	4.577	A
			2	2, 3, 4	612	1219	0.502	612	600	0.6	0.8	4.530	A
		2	1	(1, 2, 3, 4)	1206			1204	1190	0.0	0.3	0.761	A
	Exit	1	1		316			316	323	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	156	473	0.329	155	151	0.2	0.4	9.932	A
			2	1, 2, 4	240	473	0.508	237	233	0.4	0.9	11.380	B
		2	1	(1, 2, 3, 4)	397			396	386	0.0	0.2	0.685	A
	Exit	1	1		770			770	761	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	265	1343	0.197	265	274	0.1	0.2	3.455	A
			2	1, 2	331	1343	0.246	333	333	0.2	0.3	3.523	A
		2	1	(1, 2, 3, 4)	596			596	607	0.0	0.0	0.127	A
	Exit	1	1		1734			1734	1729	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	434	1256	0.345	434	436	0.3	0.4	3.547	A
			2	2, 3	443	1256	0.352	443	441	0.3	0.5	3.517	A
		2	1	(1, 2, 3, 4)	876			876	879	0.0	0.0	0.009	A
	Exit	1	1		435			435	431	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	736	1085	0.678	736	723	0.6	1.2	6.058	A
			2	2, 3, 4	723	1085	0.666	723	722	0.8	1.4	6.023	A
		2	1	(1, 2, 3, 4)	1449			1458	1450	0.3	2.2	4.395	A
	Exit	1	1		389			389	391	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	159	479	0.331	162	157	0.4	0.3	10.436	B
			2	1, 2, 4	226	479	0.473	228	229	0.9	0.7	12.001	B
		2	1	(1, 2, 3, 4)	384			385	385	0.2	0.0	0.747	A
	Exit	1	1		753			753	756	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	289	1350	0.214	287	278	0.2	0.3	3.441	A
			2	1, 2	325	1350	0.240	327	328	0.3	0.1	3.659	A
		2	1	(1, 2, 3, 4)	614			614	605	0.0	0.0	0.095	A
	Exit	1	1		1728			1728	1734	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	431	1254	0.344	430	433	0.4	0.5	3.548	A
			2	2, 3	432	1254	0.345	433	433	0.5	0.4	3.526	A
		2	1	(1, 2, 3, 4)	863			863	866	0.0	0.0	0.011	A
	Exit	1	1		434			434	434	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	725	1097	0.661	722	728	1.2	1.3	6.196	A
			2	2, 3, 4	726	1097	0.662	726	729	1.4	1.3	6.158	A
		2	1	(1, 2, 3, 4)	1443			1452	1457	2.2	1.8	5.076	A
	Exit	1	1		398			398	391	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	122	598	0.204	122	122	0.3	0.3	7.188	A
			2	1, 2, 4	206	598	0.345	207	203	0.7	0.5	8.354	A
		2	1	(1, 2, 3, 4)	328			328	325	0.0	0.0	0.245	A
	Exit	1	1		624			624	637	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	224	1396	0.161	225	223	0.3	0.2	3.265	A
			2	1, 2	272	1396	0.195	271	279	0.1	0.3	3.390	A
		2	1	(1, 2, 3, 4)	497			497	502	0.0	0.0	0.074	A
	Exit	1	1		1412			1412	1418	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	355	1324	0.268	353	351	0.5	0.4	3.178	A
			2	2, 3	361	1324	0.273	360	359	0.4	0.4	3.099	A
		2	1	(1, 2, 3, 4)	716			716	709	0.0	0.0	0.001	A
	Exit	1	1		366			366	364	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	594	1215	0.489	596	605	1.3	0.6	4.803	A
			2	2, 3, 4	596	1215	0.490	599	603	1.3	0.7	4.830	A
		2	1	(1, 2, 3, 4)	1188			1190	1204	1.8	0.1	0.906	A
	Exit	1	1		332			332	326	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	96	701	0.136	95	97	0.3	0.2	5.918	A
			2	1, 2, 4	163	701	0.232	162	164	0.5	0.3	6.359	A
		2	1	(1, 2, 3, 4)	259			259	260	0.0	0.0	0.012	A
	Exit	1	1		516			516	529	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	184	1457	0.126	183	190	0.2	0.2	2.913	A
			2	1, 2	241	1457	0.165	241	237	0.3	0.2	3.056	A
		2	1	(1, 2, 3, 4)	425			425	426	0.0	0.0	0.024	A
	Exit	1	1		1154			1154	1166	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	283	1382	0.204	281	290	0.4	0.3	2.953	A
			2	2, 3	300	1382	0.217	298	296	0.4	0.3	2.917	A
		2	1	(1, 2, 3, 4)	583			583	586	0.0	0.0	0.000	A
	Exit	1	1		296			296	294	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	478	1308	0.365	480	493	0.6	0.3	3.854	A
			2	2, 3, 4	482	1308	0.368	484	491	0.7	0.3	3.984	A
		2	1	(1, 2, 3, 4)	960			960	981	0.1	0.0	0.189	A
	Exit	1	1		259			259	268	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.15	0.00	0.00	0.21	0.75
			2	0.24	0.00	0.00	0.57	0.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.20	0.00	0.00	1.00	1.00
			2	0.09	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.13	0.00	0.00	-0.10	0.65
			2	0.40	0.00	0.00	0.77	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.61	0.00	0.00	1.50	3.00
			2	0.60	0.00	0.00	1.25	1.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.23	0.00	0.00	0.57	0.82
			2	0.36	0.00	0.00	0.78	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.23	0.00	0.00	0.56	1.08
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.25	0.00	0.00	0.68	2.00
			2	0.32	0.00	0.00	0.75	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.59	0.00	0.00	1.64	3.00
			2	0.76	0.00	0.00	1.83	3.00
		2	1	0.27	0.00	0.00	0.00	2.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.40	0.00	0.00	0.90	1.65
			2	0.89	0.00	0.12	3.00	3.00
		2	1	0.16	0.00	0.00	0.00	0.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.23	0.00	0.00	0.30	3.00
			2	0.25	0.00	0.00	0.68	2.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.37	0.00	0.00	0.82	1.08
			2	0.45	0.00	0.00	0.93	1.45
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.20	0.00	0.58	3.00	3.00
			2	1.41	0.00	0.74	3.00	3.00
		2	1	2.16	0.00	0.00	6.25	9.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.25	0.00	0.00	0.65	0.94
			2	0.65	0.00	0.00	1.65	3.00
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.29	0.00	0.00	0.83	1.45
			2	0.15	0.00	0.00	0.28	0.69
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.45	0.00	0.00	0.93	2.00
			2	0.44	0.00	0.00	0.92	1.54
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.27	0.00	0.72	3.00	3.00
			2	1.35	0.00	0.76	3.00	3.00
		2	1	1.84	0.00	0.00	6.50	10.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.25	0.00	0.00	0.62	0.84
			2	0.49	0.00	0.00	1.19	1.66
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.21	0.00	0.00	0.54	0.85
			2	0.28	0.00	0.00	0.71	1.08
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.41	0.00	0.00	0.91	1.45
			2	0.39	0.00	0.00	0.80	0.97
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.64	0.00	0.00	1.54	1.85
			2	0.71	0.00	-0.02	1.58	3.00
		2	1	0.08	0.00	0.00	0.00	0.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.17	0.00	0.00	0.31	0.78
			2	0.35	0.00	0.00	0.88	1.56
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.24	0.00	0.00	0.63	0.94
			2	0.17	0.00	0.00	0.41	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.35	0.00	0.00	0.81	2.00
			2	0.32	0.00	0.00	0.72	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.35	0.00	0.00	0.82	1.42
			2	0.27	0.00	0.00	0.64	0.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	94	24	1160	691	0.136	96	96	0.0	0.1	5.443	A
				3	3	0.64	371	236	0.011	3	2	0.0	0.0	6.068	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	9	2	897	559	0.016	9	8	0.0	0.0	5.594	A
				2	83	21	1160	690	0.120	82	81	0.0	0.1	5.236	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	76	19	1160	693	0.110	77	78	0.0	0.1	6.095	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	0.000	A
				2	177	44	-	-	-	177	177	0.0	0.0	0.006	A
				3	3	0.64	-	-	-	3	2	0.0	0.0	0.000	A
				4	76	19	-	-	-	76	79	0.0	0.0	0.028	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	194	49	1685	1453	0.134	193	185	0.0	0.2	2.749	A
			2	1	227	57	1685	1455	0.156	227	225	0.0	0.1	2.939	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	227	57	-	-	-	227	225	0.0	0.0	0.025	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	194	49	-	-	-	194	185	0.0	0.0	0.014	A
3	Entry	1	1	1	0.96	0.24	333	284	0.003	0.96	0.91	0.0	0.0	2.020	A
				2	285	71	1666	1386	0.206	286	290	0.0	0.1	2.784	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	296	74	1666	1384	0.214	295	295	0.0	0.4	2.769	A
				3	9	2	1489	1249	0.007	9	9	0.0	0.0	3.022	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0.96	0.24	-	-	-	0.96	0.91	0.0	0.0	0.000	A
				2	582	145	-	-	-	582	588	0.0	0.0	0.001	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	291	73	1778	1307	0.223	290	294	0.0	0.4	3.818	A
				2	215	54	1778	1308	0.164	215	208	0.0	0.2	3.098	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1778	1307	0.160	210	211	0.0	0.2	3.161	A
				3	284	71	1778	1310	0.217	283	284	0.0	0.4	3.916	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	291	73	-	-	-	291	295	0.0	0.0	0.179	A
				2	424	106	-	-	-	424	421	0.0	0.0	0.137	A
				3	284	71	-	-	-	284	285	0.0	0.0	0.191	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	113	28	1160	593	0.191	114	113	0.1	0.2	6.446	A
				3	2	0.52	387	204	0.010	2	2	0.0	0.0	6.472	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	7	2	1037	546	0.013	7	8	0.0	0.0	7.535	A
				2	90	23	1160	591	0.153	90	90	0.1	0.2	6.416	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	92	23	1160	590	0.156	93	96	0.1	0.2	7.640	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	204	51	-	-	-	204	203	0.0	0.0	0.035	A
				3	2	0.52	-	-	-	2	2	0.0	0.0	0.011	A
				4	92	23	-	-	-	92	97	0.0	0.0	0.119	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	1685	1409	0.157	223	227	0.2	0.1	2.971	A
			2	1	263	66	1685	1409	0.186	264	267	0.1	0.2	3.223	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	263	66	-	-	-	263	268	0.0	0.0	0.039	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	221	55	-	-	-	221	226	0.0	0.0	0.022	A
3	Entry	1	1	1	1	0.32	578	469	0.003	1	2	0.0	0.0	3.974	A
				2	356	89	1666	1340	0.265	355	352	0.1	0.3	3.155	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	1666	1339	0.261	348	350	0.4	0.3	3.121	A
				3	11	3	1555	1253	0.009	11	12	0.0	0.0	3.474	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	1	0.32	-	-	-	1	2	0.0	0.0	0.000	A
				2	704	176	-	-	-	704	702	0.0	0.0	0.009	A
				3	11	3	-	-	-	11	12	0.0	0.0	0.046	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	336	84	1778	1217	0.276	336	338	0.4	0.4	5.000	A
				2	256	64	1778	1220	0.209	256	252	0.2	0.2	4.010	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	265	66	1778	1219	0.217	266	256	0.2	0.2	3.860	A
				3	347	87	1778	1220	0.285	346	344	0.4	0.6	5.026	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	337	84	-	-	-	336	338	0.0	0.1	0.734	A
				2	522	131	-	-	-	520	508	0.0	0.1	0.715	A
				3	347	87	-	-	-	347	345	0.0	0.0	0.854	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	153	38	1160	471	0.325	153	148	0.2	0.4	9.932	A
				3	2	0.60	449	200	0.012	2	2	0.0	0.0	9.908	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1052	433	0.025	11	12	0.0	0.0	12.317	B
				2	104	26	1160	468	0.222	102	103	0.2	0.4	9.346	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	126	31	1160	470	0.268	124	117	0.2	0.5	13.009	B
		2	1	1	10	3	-	-	-	11	12	0.0	0.0	1.706	A
				2	257	64	-	-	-	257	253	0.0	0.1	0.451	A
				3	2	0.60	-	-	-	2	2	0.0	0.0	0.795	A
				4	126	32	-	-	-	126	119	0.0	0.1	1.062	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	1685	1341	0.198	265	274	0.1	0.2	3.455	A
			2	1	331	83	1685	1341	0.247	333	333	0.2	0.3	3.523	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	331	83	-	-	-	331	333	0.0	0.0	0.133	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	265	66	-	-	-	265	274	0.0	0.0	0.120	A
3	Entry	1	1	1	3	0.64	711	530	0.005	3	2	0.0	0.0	3.786	A
				2	431	108	1666	1257	0.343	432	434	0.3	0.4	3.545	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	430	108	1666	1258	0.342	431	429	0.3	0.4	3.505	A
				3	12	3	1622	1228	0.010	13	12	0.0	0.0	3.946	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.64	-	-	-	3	2	0.0	0.0	0.069	A
				2	862	215	-	-	-	862	865	0.0	0.0	0.009	A
				3	12	3	-	-	-	12	12	0.0	0.0	0.013	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	424	106	1778	1086	0.390	423	414	0.4	0.7	6.687	A
				2	312	78	1778	1088	0.286	313	309	0.2	0.5	5.216	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	303	76	1778	1087	0.279	303	304	0.2	0.6	5.238	A
				3	420	105	1778	1086	0.386	420	418	0.6	0.8	6.596	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	421	105	-	-	-	424	415	0.1	0.6	4.557	A
				2	610	153	-	-	-	615	617	0.1	0.8	4.212	A
				3	418	104	-	-	-	420	419	0.0	0.8	4.505	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	156	39	1160	480	0.326	159	155	0.4	0.2	10.423	B
				3	2	0.56	510	209	0.011	2	2	0.0	0.0	11.171	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	12	3	1145	468	0.026	12	13	0.0	0.0	12.735	B
				2	102	26	1160	483	0.212	104	103	0.4	0.3	10.030	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	112	28	1160	477	0.234	111	113	0.5	0.4	13.625	B
		2	1	1	12	3	-	-	-	12	13	0.0	0.0	1.356	A
				2	259	65	-	-	-	259	257	0.1	0.0	0.570	A
				3	2	0.56	-	-	-	2	3	0.0	0.0	0.000	A
				4	112	28	-	-	-	112	113	0.1	0.0	1.080	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	289	72	1685	1353	0.214	287	278	0.2	0.3	3.441	A
			2	1	325	81	1685	1352	0.240	327	328	0.3	0.1	3.659	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	325	81	-	-	-	325	327	0.0	0.0	0.101	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	289	72	-	-	-	289	278	0.0	0.0	0.088	A
3	Entry	1	1	1	3	0.76	711	536	0.006	3	3	0.0	0.0	4.891	A
				2	428	107	1666	1252	0.342	426	430	0.4	0.5	3.540	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	420	105	1666	1254	0.335	421	420	0.4	0.4	3.511	A
				3	12	3	1577	1191	0.010	12	13	0.0	0.0	3.983	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.76	-	-	-	3	3	0.0	0.0	0.000	A
				2	848	212	-	-	-	848	850	0.0	0.0	0.011	A
				3	12	3	-	-	-	12	13	0.0	0.0	0.038	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	411	103	1778	1099	0.373	411	413	0.7	0.7	6.751	A
				2	315	79	1778	1099	0.286	312	315	0.5	0.5	5.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	306	77	1778	1097	0.279	305	311	0.6	0.5	5.293	A
				3	420	105	1778	1097	0.383	420	418	0.8	0.9	6.800	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	409	102	-	-	-	411	413	0.6	0.6	5.254	A
				2	617	154	-	-	-	621	625	0.8	0.7	4.966	A
				3	416	104	-	-	-	420	419	0.8	0.5	5.065	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	120	30	1160	598	0.200	120	121	0.2	0.3	7.190	A
				3	2	0.48	402	197	0.010	2	2	0.0	0.0	7.073	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1021	526	0.016	8	9	0.0	0.0	8.456	A
				2	90	23	1160	596	0.151	91	91	0.3	0.2	7.320	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	108	27	1160	600	0.180	108	103	0.4	0.3	9.220	A
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.576	A
				2	210	52	-	-	-	210	212	0.0	0.0	0.125	A
				3	2	0.48	-	-	-	2	2	0.0	0.0	0.000	A
				4	108	27	-	-	-	108	102	0.0	0.0	0.457	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	224	56	1685	1396	0.161	225	223	0.3	0.2	3.265	A
			2	1	272	68	1685	1394	0.195	271	279	0.1	0.3	3.390	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	272	68	-	-	-	272	279	0.0	0.0	0.081	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	224	56	-	-	-	224	222	0.0	0.0	0.065	A
3	Entry	1	1	1	2	0.48	578	463	0.004	2	2	0.0	0.0	3.563	A
				2	353	88	1666	1323	0.267	351	349	0.5	0.4	3.176	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	350	88	1666	1325	0.265	350	348	0.4	0.4	3.085	A
				3	11	3	1533	1224	0.009	10	11	0.0	0.0	3.503	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.48	-	-	-	2	2	0.0	0.0	0.000	A
				2	704	176	-	-	-	704	697	0.0	0.0	0.001	A
				3	11	3	-	-	-	11	11	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	341	85	1778	1214	0.281	342	348	0.7	0.4	5.292	A
				2	253	63	1778	1213	0.208	255	258	0.5	0.2	4.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	244	61	1778	1215	0.201	245	252	0.5	0.2	4.216	A
				3	351	88	1778	1214	0.289	353	351	0.9	0.5	5.272	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	341	85	-	-	-	341	347	0.6	0.1	0.927	A
				2	496	124	-	-	-	497	507	0.7	0.0	0.871	A
				3	351	88	-	-	-	351	350	0.5	0.0	0.936	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	94	24	1160	698	0.135	94	96	0.3	0.2	5.925	A
				3	1	0.32	279	168	0.008	1	1	0.0	0.0	5.330	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	7	2	990	590	0.012	8	9	0.0	0.0	7.525	A
				2	80	20	1160	700	0.114	79	76	0.2	0.2	5.892	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	76	19	1160	701	0.109	76	78	0.3	0.1	6.666	A
		2	1	1	7	2	-	-	-	7	9	0.0	0.0	0.044	A
				2	174	44	-	-	-	174	172	0.0	0.0	0.006	A
				3	1	0.32	-	-	-	1	1	0.0	0.0	0.000	A
				4	77	19	-	-	-	76	78	0.0	0.0	0.023	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	1685	1458	0.126	183	190	0.2	0.2	2.913	A
			2	1	241	60	1685	1457	0.165	241	237	0.3	0.2	3.056	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	241	60	-	-	-	241	236	0.0	0.0	0.034	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	184	46	-	-	-	184	190	0.0	0.0	0.013	A
3	Entry	1	1	1	2	0.40	555	462	0.003	2	2	0.0	0.0	3.534	A
				2	281	70	1666	1380	0.204	280	289	0.4	0.3	2.950	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	292	73	1666	1381	0.212	291	289	0.4	0.3	2.905	A
				3	8	2	1266	1043	0.008	8	8	0.0	0.0	3.367	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.40	-	-	-	2	2	0.0	0.0	0.000	A
				2	573	143	-	-	-	573	577	0.0	0.0	0.000	A
				3	8	2	-	-	-	8	7	0.0	0.0	0.004	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	265	66	1778	1309	0.202	265	282	0.4	0.3	4.133	A
				2	213	53	1778	1306	0.163	215	211	0.2	0.1	3.482	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	196	49	1778	1307	0.150	197	205	0.2	0.1	3.546	A
				3	286	71	1778	1308	0.219	287	285	0.5	0.2	4.300	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	265	66	-	-	-	265	281	0.1	0.0	0.201	A
				2	409	102	-	-	-	409	415	0.0	0.0	0.149	A
				3	286	71	-	-	-	286	284	0.0	0.0	0.236	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	15.62	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.62	C

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	1029	✓	45.00
2	949	✓	110.00
3	1679	✓	35.00
4	985	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	882	100.000
2		ONE HOUR	✓	868	100.000
3		ONE HOUR	✓	465	100.000
4		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2	308	3	569
	2	316	0	0	552
	3	4	389	72	0
	4	81	208	202	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	11	0	2
	2	21	0	13	2
	3	25	12	1	4
	4	4	5	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	34.29	10.7	35.5	D	851	1277
2	8.66	2.5	7.8	A	864	1297
3	6.35	0.9	2.7	A	468	702
4	3.80	0.6	1.9	A	469	703

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	680	170	706	683	683	355	0.0	1.4	6.864	A
2	707	177	643	706	702	747	0.0	1.0	4.165	A
3	391	98	1137	391	387	212	0.0	0.5	3.868	A
4	382	96	680	382	383	848	0.0	0.4	2.856	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	838	210	842	836	841	424	1.4	2.7	10.459	B
2	843	211	777	846	845	902	1.0	1.3	5.578	A
3	458	114	1368	458	458	255	0.5	0.6	4.722	A
4	463	116	803	464	464	1024	0.4	0.4	3.266	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1018	255	1025	1013	997	517	2.7	8.9	25.783	D
2	1044	261	948	1042	1036	1090	1.3	2.3	7.738	A
3	556	139	1676	559	561	314	0.6	0.8	5.889	A
4	560	140	983	560	562	1252	0.4	0.6	3.709	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1033	258	1032	1018	1023	525	8.9	10.7	34.294	D
2	1043	261	950	1048	1039	1100	2.3	2.5	8.655	A
3	558	140	1683	560	563	315	0.8	0.9	6.347	A
4	568	142	987	570	566	1255	0.6	0.5	3.795	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	846	211	834	849	875	423	10.7	2.5	16.114	C
2	841	210	791	844	856	892	2.5	1.4	6.120	A
3	461	115	1378	463	462	256	0.9	0.7	5.063	A
4	454	113	804	454	462	1037	0.5	0.4	3.350	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	173	701	692	705	357	2.5	1.4	7.636	A
2	708	177	646	708	710	747	1.4	1.0	4.611	A
3	382	95	1143	382	387	211	0.7	0.5	4.248	A
4	386	96	672	386	386	853	0.4	0.4	3.041	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.35	0.00	0.29	3.13	4.58
2	0.95	0.00	0.00	2.43	3.49
3	0.51	0.00	0.00	1.18	1.78
4	0.36	0.00	0.00	0.80	1.24

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.70	0.00	1.50	5.98	8.09
2	1.32	0.00	0.45	2.81	3.68
3	0.58	0.00	0.00	1.35	2.09
4	0.41	0.00	0.00	0.92	1.81

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	8.85	0.00	4.88	21.30	29.15
2	2.30	0.00	0.92	5.78	7.82
3	0.83	0.00	0.00	1.92	2.57
4	0.57	0.00	0.00	1.31	1.90

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	10.69	0.00	5.63	27.45	35.45
2	2.52	0.00	1.31	5.74	6.93
3	0.90	0.00	0.14	1.92	2.68
4	0.54	0.00	0.00	1.16	1.69

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.54	0.00	1.34	5.59	8.15
2	1.36	0.00	0.34	2.86	3.83
3	0.66	0.00	0.00	1.57	2.16
4	0.44	0.00	0.00	0.95	1.68

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.42	0.00	0.47	3.11	4.41
2	1.01	0.00	0.08	2.45	2.92
3	0.50	0.00	0.00	0.96	1.75
4	0.40	0.00	0.00	0.92	1.50

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	177	948	0.187	177	172	0.0	0.2	4.512	A
			2	1, 2, 4	504	948	0.532	507	511	0.0	0.9	6.340	A
		2	1	(1, 2, 3, 4)	680			681	687	0.0	0.2	0.959	A
	Exit	1	1		355			355	354	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	418	1284	0.326	419	416	0.0	0.5	3.861	A
			2	1, 2	288	1284	0.224	287	286	0.0	0.4	4.081	A
		2	1	(1, 2, 3, 4)	707			706	706	0.0	0.1	0.223	A
	Exit	1	1		747			747	741	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	174	1045	0.167	174	173	0.0	0.3	3.830	A
			2	2, 3	217	1045	0.208	218	215	0.0	0.3	3.877	A
		2	1	(1, 2, 3, 4)	391			391	389	0.0	0.0	0.012	A
	Exit	1	1		212			212	213	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	151	1399	0.108	152	150	0.0	0.1	2.753	A
			2	2, 3, 4	231	1399	0.165	230	233	0.0	0.2	2.903	A
		2	1	(1, 2, 3, 4)	382			382	385	0.0	0.0	0.012	A
	Exit	1	1		848			848	847	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	231	887	0.260	230	232	0.2	0.3	5.516	A
			2	1, 2, 4	607	887	0.685	606	609	0.9	1.6	8.265	A
		2	1	(1, 2, 3, 4)	838			838	844	0.2	0.8	2.901	A
	Exit	1	1		424			424	422	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	504	1210	0.417	504	504	0.5	0.7	4.828	A
			2	1, 2	341	1210	0.282	342	341	0.4	0.5	4.736	A
		2	1	(1, 2, 3, 4)	843			845	847	0.1	0.1	0.782	A
	Exit	1	1		902			902	901	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	210	942	0.223	209	209	0.3	0.3	4.641	A
			2	2, 3	248	942	0.263	249	249	0.3	0.3	4.732	A
		2	1	(1, 2, 3, 4)	458			458	458	0.0	0.0	0.031	A
	Exit	1	1		255			255	258	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	185	1326	0.140	184	182	0.1	0.2	3.039	A
			2	2, 3, 4	278	1326	0.210	279	282	0.2	0.2	3.361	A
		2	1	(1, 2, 3, 4)	463			463	465	0.0	0.0	0.030	A
	Exit	1	1		1024			1024	1027	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	303	806	0.376	302	294	0.3	0.7	6.900	A
			2	1, 2, 4	711	806	0.883	712	703	1.6	2.2	11.002	B
		2	1	(1, 2, 3, 4)	1018			1014	1001	0.8	6.0	15.902	C
	Exit	1	1		517			517	518	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	622	1115	0.558	621	618	0.7	1.0	5.896	A
			2	1, 2	421	1115	0.378	421	418	0.5	0.7	5.444	A
		2	1	(1, 2, 3, 4)	1044			1043	1038	0.1	0.6	2.004	A
	Exit	1	1		1090			1090	1090	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	260	804	0.324	261	260	0.3	0.4	5.639	A
			2	2, 3	296	804	0.368	298	301	0.3	0.4	5.910	A
		2	1	(1, 2, 3, 4)	556			556	562	0.0	0.0	0.103	A
	Exit	1	1		314			314	309	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	220	1218	0.181	220	226	0.2	0.2	3.448	A
			2	2, 3, 4	339	1218	0.278	339	336	0.2	0.3	3.773	A
		2	1	(1, 2, 3, 4)	560			560	563	0.0	0.0	0.067	A
	Exit	1	1		1252			1252	1240	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	304	802	0.379	305	305	0.7	0.6	7.032	A
			2	1, 2, 4	712	802	0.887	713	718	2.2	2.2	11.457	B
		2	1	(1, 2, 3, 4)	1033			1016	1022	6.0	7.9	24.086	C
	Exit	1	1		525			525	524	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	623	1114	0.560	623	615	1.0	1.1	6.106	A
			2	1, 2	425	1114	0.382	425	423	0.7	0.7	5.801	A
		2	1	(1, 2, 3, 4)	1043			1049	1039	0.6	0.7	2.661	A
	Exit	1	1		1100			1100	1098	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	256	801	0.319	256	258	0.4	0.4	5.984	A
			2	2, 3	303	801	0.378	304	304	0.4	0.5	6.377	A
		2	1	(1, 2, 3, 4)	558			558	563	0.0	0.0	0.148	A
	Exit	1	1		315			315	315	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	229	1216	0.189	229	225	0.2	0.2	3.539	A
			2	2, 3, 4	338	1216	0.278	340	341	0.3	0.3	3.863	A
		2	1	(1, 2, 3, 4)	568			568	566	0.0	0.0	0.060	A
	Exit	1	1		1255			1255	1252	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	235	891	0.264	234	242	0.6	0.4	5.724	A
			2	1, 2, 4	615	891	0.691	615	633	2.2	1.4	9.027	A
		2	1	(1, 2, 3, 4)	846			850	872	7.9	0.7	8.065	A
	Exit	1	1		423			423	429	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	503	1202	0.418	504	509	1.1	0.6	5.143	A
			2	1, 2	340	1202	0.283	340	348	0.7	0.5	5.135	A
		2	1	(1, 2, 3, 4)	841			843	853	0.7	0.2	0.986	A
	Exit	1	1		892			892	906	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	209	937	0.223	210	209	0.4	0.3	5.000	A
			2	2, 3	251	937	0.268	252	254	0.5	0.4	5.075	A
		2	1	(1, 2, 3, 4)	461			461	461	0.0	0.0	0.022	A
	Exit	1	1		256			256	259	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	176	1325	0.133	176	180	0.2	0.2	3.111	A
			2	2, 3, 4	277	1325	0.209	278	282	0.3	0.2	3.434	A
		2	1	(1, 2, 3, 4)	454			453	462	0.0	0.0	0.043	A
	Exit	1	1		1037			1037	1063	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	181	950	0.190	180	184	0.4	0.2	4.811	A
			2	1, 2, 4	512	950	0.539	513	521	1.4	1.0	6.856	A
		2	1	(1, 2, 3, 4)	692			693	702	0.7	0.2	1.302	A
	Exit	1	1		357			357	356	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	420	1282	0.328	419	422	0.6	0.6	4.172	A
			2	1, 2	288	1282	0.225	289	288	0.5	0.4	4.453	A
		2	1	(1, 2, 3, 4)	708			709	710	0.2	0.1	0.340	A
	Exit	1	1		747			747	753	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	173	1043	0.166	173	175	0.3	0.2	4.198	A
			2	2, 3	209	1043	0.201	209	212	0.4	0.3	4.268	A
		2	1	(1, 2, 3, 4)	382			382	386	0.0	0.0	0.012	A
	Exit	1	1		211			211	217	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	153	1404	0.109	153	148	0.2	0.2	2.927	A
			2	2, 3, 4	233	1404	0.166	233	238	0.2	0.2	3.091	A
		2	1	(1, 2, 3, 4)	386			386	386	0.0	0.0	0.013	A
	Exit	1	1		853			853	862	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.23	0.00	0.00	0.57	0.91
			2	0.91	0.00	0.05	2.33	2.68
		2	1	0.22	0.00	0.00	0.00	1.11
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.50	0.00	0.00	1.36	1.87
			2	0.37	0.00	0.00	1.16	1.95
		2	1	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.25	0.00	0.00	0.72	1.37
			2	0.26	0.00	0.00	0.66	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.13	0.00	0.00	0.15	0.62
			2	0.24	0.00	0.00	0.58	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.34	0.00	0.00	0.90	1.46
			2	1.58	0.00	1.04	2.72	2.89
		2	1	0.77	0.00	0.00	2.70	4.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.72	0.00	0.00	1.85	3.00
			2	0.48	0.00	0.00	1.49	2.22
		2	1	0.11	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.31	0.00	0.00	0.84	1.45
			2	0.27	0.00	0.00	0.68	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.21	0.00	0.00	0.53	0.90
			2	0.19	0.00	0.00	0.45	0.92
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.66	0.00	0.00	1.77	3.00
			2	2.23	0.00	2.17	2.85	2.93
		2	1	5.96	0.00	0.88	17.27	25.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.04	0.00	0.27	2.42	2.72
			2	0.70	0.00	0.00	1.88	2.46
		2	1	0.57	0.00	0.00	1.77	3.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.41	0.00	0.00	0.99	1.56
			2	0.42	0.00	0.00	0.93	1.59
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.23	0.00	0.00	0.60	0.94
			2	0.34	0.00	0.00	0.80	1.16
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.56	0.00	0.00	1.44	1.79
			2	2.24	0.00	2.18	2.86	2.94
		2	1	7.89	0.00	1.50	24.48	31.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	1.13	0.00	0.22	2.59	2.81
			2	0.73	0.00	0.00	1.96	3.00
		2	1	0.65	0.00	0.00	1.66	3.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.38	0.00	0.00	0.92	1.43
			2	0.52	0.00	0.00	1.11	1.67
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.21	0.00	0.00	0.54	0.81
			2	0.31	0.00	0.00	0.77	1.18
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.43	0.00	0.00	1.35	1.82
			2	1.44	0.00	0.86	2.67	2.84
		2	1	0.66	0.00	0.00	2.19	3.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.60	0.00	0.00	1.56	3.00
			2	0.53	0.00	0.00	1.52	1.93
		2	1	0.22	0.00	0.00	0.00	0.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.28	0.00	0.00	0.72	1.16
			2	0.39	0.00	0.00	0.89	1.34
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.19	0.00	0.00	0.43	0.85
			2	0.24	0.00	0.00	0.61	0.98
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.24	0.00	0.00	0.63	0.95
			2	0.98	0.00	0.21	2.28	2.66
		2	1	0.20	0.00	0.00	0.00	0.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.57	0.00	0.00	1.36	1.87
			2	0.38	0.00	0.00	0.99	2.16
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.22	0.00	0.00	0.56	0.94
			2	0.28	0.00	0.00	0.69	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.15	0.00	0.00	0.23	0.79
			2	0.25	0.00	0.00	0.61	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	175	44	1262	949	0.184	175	170	0.0	0.2	4.510	A
				3	2	0.55	469	368	0.006	2	2	0.0	0.0	4.648	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.38	416	327	0.005	2	2	0.0	0.0	6.496	A
				2	76	19	1262	947	0.080	76	78	0.0	0.1	4.611	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	427	107	1262	948	0.451	429	431	0.0	0.8	6.627	A
		2	1	1	2	0.39	-	-	-	2	2	0.0	0.0	1.510	A
				2	250	62	-	-	-	251	249	0.0	0.0	0.710	A
				3	2	0.55	-	-	-	2	2	0.0	0.0	0.274	A
				4	426	107	-	-	-	427	434	0.0	0.2	1.092	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	418	105	1640	1285	0.326	419	416	0.0	0.5	3.861	A
			2	1	288	72	1640	1285	0.224	287	286	0.0	0.4	4.081	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	288	0.0	0.0	0.245	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	419	105	-	-	-	418	418	0.0	0.1	0.211	A
3	Entry	1	1	1	4	0.99	863	616	0.006	4	4	0.0	0.0	4.844	A
				2	170	43	1555	1046	0.163	170	169	0.0	0.3	3.808	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	158	40	1555	1047	0.151	159	159	0.0	0.2	3.807	A
				3	59	15	1555	1047	0.056	59	55	0.0	0.1	4.058	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	0.99	-	-	-	4	4	0.0	0.0	0.038	A
				2	329	82	-	-	-	329	330	0.0	0.0	0.006	A
				3	59	15	-	-	-	59	56	0.0	0.0	0.041	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	63	16	1805	1399	0.045	63	63	0.0	0.0	2.975	A
				2	89	22	1805	1397	0.063	89	87	0.0	0.1	2.593	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	79	20	1805	1400	0.057	79	78	0.0	0.1	2.683	A
				3	152	38	1805	1400	0.108	151	156	0.0	0.2	3.012	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	63	16	-	-	-	63	63	0.0	0.0	0.017	A
				2	168	42	-	-	-	168	166	0.0	0.0	0.006	A
				3	152	38	-	-	-	152	156	0.0	0.0	0.016	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	227	57	1262	887	0.256	227	229	0.2	0.3	5.512	A
				3	3	0.80	674	475	0.007	3	3	0.0	0.0	5.836	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.58	509	359	0.006	2	2	0.0	0.0	8.843	A
				2	85	21	1262	885	0.096	85	83	0.1	0.1	6.002	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	520	130	1262	886	0.587	519	523	0.8	1.4	8.592	A
		2	1	1	2	0.57	-	-	-	2	2	0.0	0.0	1.914	A
				2	312	78	-	-	-	313	313	0.0	0.2	2.493	A
				3	3	0.80	-	-	-	3	3	0.0	0.0	1.852	A
				4	521	130	-	-	-	520	526	0.2	0.6	3.133	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	504	126	1640	1209	0.417	504	504	0.5	0.7	4.828	A
			2	1	341	85	1640	1210	0.282	342	341	0.4	0.5	4.736	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	340	85	-	-	-	341	342	0.0	0.1	0.816	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	503	126	-	-	-	504	505	0.1	0.1	0.762	A
3	Entry	1	1	1	4	1	806	491	0.008	4	4	0.0	0.0	6.647	A
				2	206	51	1555	941	0.219	205	205	0.3	0.3	4.608	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	185	46	1555	939	0.196	185	185	0.2	0.2	4.583	A
				3	63	16	1555	938	0.068	64	64	0.1	0.1	5.124	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				2	390	98	-	-	-	390	391	0.0	0.0	0.017	A
				3	63	16	-	-	-	63	64	0.0	0.0	0.111	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	76	19	1805	1322	0.058	76	75	0.0	0.1	3.206	A
				2	109	27	1805	1321	0.083	109	106	0.1	0.1	2.919	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	91	23	1805	1325	0.069	91	91	0.1	0.1	2.932	A
				3	187	47	1805	1324	0.141	188	191	0.2	0.1	3.565	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	76	19	-	-	-	76	76	0.0	0.0	0.025	A
				2	200	50	-	-	-	200	198	0.0	0.0	0.010	A
				3	187	47	-	-	-	187	191	0.0	0.0	0.052	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	299	75	1262	805	0.372	298	290	0.3	0.7	6.887	A
				3	3	0.80	747	486	0.007	3	3	0.0	0.0	7.877	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.58	476	309	0.008	2	2	0.0	0.0	11.163	B
				2	77	19	1262	808	0.096	78	79	0.1	0.2	8.219	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	632	158	1262	806	0.784	631	621	1.4	2.0	11.328	B
		2	1	1	2	0.61	-	-	-	2	2	0.0	0.0	21.546	C
				2	379	95	-	-	-	377	371	0.2	2.2	15.335	C
				3	3	0.83	-	-	-	3	3	0.0	0.0	16.476	C
				4	633	158	-	-	-	632	624	0.6	3.7	16.192	C
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	622	156	1640	1115	0.558	621	618	0.7	1.0	5.896	A
			2	1	421	105	1640	1116	0.378	421	418	0.5	0.7	5.444	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	421	105	-	-	-	421	419	0.1	0.2	1.994	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	623	156	-	-	-	622	620	0.1	0.4	2.010	A
3	Entry	1	1	1	6	2	1009	535	0.012	6	6	0.0	0.0	8.259	A
				2	254	63	1555	803	0.316	255	254	0.3	0.4	5.588	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	216	54	1555	806	0.268	218	223	0.2	0.3	5.678	A
				3	81	20	1555	807	0.100	81	78	0.1	0.2	6.508	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	6	0.0	0.0	0.241	A
				2	470	117	-	-	-	470	478	0.0	0.0	0.083	A
				3	81	20	-	-	-	81	79	0.0	0.0	0.203	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	88	22	1805	1219	0.072	88	92	0.1	0.1	3.701	A
				2	132	33	1805	1219	0.108	132	134	0.1	0.1	3.272	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	109	27	1805	1219	0.090	109	109	0.1	0.1	3.335	A
				3	230	57	1805	1218	0.189	230	227	0.1	0.2	3.982	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	88	22	-	-	-	88	92	0.0	0.0	0.071	A
				2	242	60	-	-	-	242	243	0.0	0.0	0.049	A
				3	230	57	-	-	-	230	228	0.0	0.0	0.085	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	301	75	1262	800	0.376	302	301	0.7	0.6	7.029	A
				3	3	0.75	674	428	0.007	3	3	0.0	0.0	7.277	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.57	601	383	0.006	2	2	0.0	0.0	11.876	B
				2	78	20	1262	805	0.097	78	79	0.2	0.2	8.840	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	631	158	1262	802	0.787	632	637	2.0	2.1	11.753	B
		2	1	1	2	0.57	-	-	-	2	2	0.0	0.0	19.596	C
				2	385	96	-	-	-	380	380	2.2	2.8	23.089	C
				3	3	0.77	-	-	-	3	3	0.0	0.0	21.527	C
				4	643	161	-	-	-	631	637	3.7	5.1	24.661	C
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	623	156	1640	1115	0.559	623	615	1.0	1.1	6.106	A
			2	1	425	106	1640	1114	0.382	425	423	0.7	0.7	5.801	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	421	105	-	-	-	425	424	0.2	0.2	2.710	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	622	155	-	-	-	623	616	0.4	0.5	2.632	A
3	Entry	1	1	1	5	1	1042	549	0.009	5	6	0.0	0.0	7.869	A
				2	251	63	1555	802	0.313	251	253	0.4	0.4	5.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	225	56	1555	803	0.280	226	225	0.3	0.4	6.179	A
				3	78	19	1555	804	0.097	78	79	0.2	0.1	6.884	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	6	0.0	0.0	0.321	A
				2	476	119	-	-	-	476	478	0.0	0.0	0.117	A
				3	78	19	-	-	-	78	79	0.0	0.0	0.311	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	92	23	1805	1214	0.076	92	93	0.1	0.1	3.814	A
				2	138	34	1805	1214	0.113	137	132	0.1	0.1	3.343	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	106	27	1805	1216	0.087	106	108	0.1	0.1	3.346	A
				3	232	58	1805	1215	0.191	235	233	0.2	0.2	4.103	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	92	23	-	-	-	92	93	0.0	0.0	0.044	A
				2	244	61	-	-	-	244	240	0.0	0.0	0.035	A
				3	233	58	-	-	-	232	233	0.0	0.0	0.091	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1262	890	0.261	231	239	0.6	0.4	5.728	A
				3	3	0.66	694	485	0.005	3	3	0.0	0.0	5.416	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	2	0.50	423	292	0.007	2	2	0.0	0.0	8.908	A
				2	80	20	1262	890	0.090	80	77	0.2	0.1	6.441	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	533	133	1262	891	0.598	533	554	2.1	1.3	9.357	A
		2	1	1	2	0.50	-	-	-	2	2	0.0	0.0	5.324	A
				2	311	78	-	-	-	312	316	2.8	0.2	7.480	A
				3	3	0.66	-	-	-	3	3	0.0	0.0	6.090	A
				4	530	133	-	-	-	533	551	5.1	0.5	8.393	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	503	126	1640	1203	0.418	504	509	1.1	0.6	5.143	A
			2	1	340	85	1640	1202	0.283	340	348	0.7	0.5	5.135	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	340	85	-	-	-	340	347	0.2	0.1	1.070	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	502	125	-	-	-	503	507	0.5	0.1	0.938	A
3	Entry	1	1	1	5	1	969	568	0.009	5	5	0.0	0.0	5.786	A
				2	205	51	1555	937	0.219	206	204	0.4	0.3	4.984	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	188	47	1555	936	0.201	190	188	0.4	0.2	4.940	A
				3	63	16	1555	936	0.068	63	66	0.1	0.1	5.422	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	5	0.0	0.0	0.034	A
				2	393	98	-	-	-	393	391	0.0	0.0	0.014	A
				3	63	16	-	-	-	63	66	0.0	0.0	0.059	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	77	19	1805	1326	0.058	77	75	0.1	0.1	3.255	A
				2	99	25	1805	1324	0.075	99	105	0.1	0.1	3.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	87	22	1805	1325	0.065	87	92	0.1	0.0	2.931	A
				3	191	48	1805	1322	0.144	191	190	0.2	0.2	3.674	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	77	19	-	-	-	77	75	0.0	0.0	0.043	A
				2	185	46	-	-	-	185	196	0.0	0.0	0.021	A
				3	191	48	-	-	-	191	190	0.0	0.0	0.065	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	1262	949	0.188	177	181	0.4	0.2	4.804	A
				3	2	0.55	601	446	0.005	2	2	0.0	0.0	5.247	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	1	0.28	396	295	0.004	1	2	0.0	0.0	6.786	A
				2	78	20	1262	949	0.082	77	80	0.1	0.2	5.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	433	108	1262	949	0.456	434	439	1.3	0.8	7.159	A
		2	1	1	1	0.28	-	-	-	1	2	0.0	0.0	1.021	A
				2	256	64	-	-	-	257	261	0.2	0.1	1.061	A
				3	2	0.55	-	-	-	2	2	0.0	0.0	1.214	A
				4	433	108	-	-	-	433	437	0.5	0.1	1.436	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	420	105	1640	1281	0.328	419	422	0.6	0.6	4.172	A
			2	1	288	72	1640	1282	0.225	289	288	0.5	0.4	4.453	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	288	72	-	-	-	288	287	0.1	0.0	0.376	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	421	105	-	-	-	420	422	0.1	0.0	0.320	A
3	Entry	1	1	1	3	0.83	732	481	0.007	3	3	0.0	0.0	4.407	A
				2	169	42	1555	1043	0.162	170	172	0.3	0.2	4.194	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	156	39	1555	1042	0.150	156	157	0.2	0.2	4.195	A
				3	53	13	1555	1042	0.051	53	54	0.1	0.1	4.460	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.83	-	-	-	3	3	0.0	0.0	0.047	A
				2	326	81	-	-	-	326	329	0.0	0.0	0.005	A
				3	53	13	-	-	-	53	54	0.0	0.0	0.045	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	64	16	1805	1399	0.046	64	63	0.1	0.1	3.039	A
				2	89	22	1805	1403	0.064	89	85	0.1	0.1	2.843	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	77	19	1805	1401	0.055	77	77	0.0	0.1	2.749	A
				3	155	39	1805	1401	0.111	156	160	0.2	0.2	3.254	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	64	16	-	-	-	64	63	0.0	0.0	0.009	A
				2	167	42	-	-	-	167	162	0.0	0.0	0.007	A
				3	155	39	-	-	-	155	160	0.0	0.0	0.021	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D14 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - | Base + Com Dev + CaPCAM (2550) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D9 - | Base + Com Dev + CaPCAM (5000) | AM	Demand Set 7: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D11 - | Base + Com Dev + CaPCAM (2550) 30/70 SPLIT | AM	Demand Set 9: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D13 - | Base + Com Dev + CaPCAM (5000) 30/70 SPLIT | AM	Demand Set 11: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Estimate circulating flows	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout	✓		1, 2, 3, 4	23.92	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.92	C

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1	2216	✓	45.00
2	558	✓	110.00
3	844	✓	35.00
4	1462	✓	110.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	Base + Com Dev + CaPCAM (5000) 30/70 SPLIT	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	425	100.000
2		ONE HOUR	✓	627	100.000
3		ONE HOUR	✓	921	100.000
4		ONE HOUR	✓	1446	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	11	307	2	105
	2	344	0	0	283
	3	2	907	12	0
	4	376	689	381	0

Vehicle Mix

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

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	5	0	1
	2	4	0	11	2
	3	0	4	0	3
	4	1	1	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	21.27	3.0	9.2	C	409	613
2	3.83	0.7	2.4	A	596	894
3	4.25	1.4	4.1	A	877	1316
4	46.56	24.1	65.1	E	1339	2009

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	326	82	1534	325	330	564	0.0	0.7	6.412	A
2	496	124	384	497	490	1475	0.0	0.4	3.023	A
3	725	181	584	726	721	298	0.0	0.5	3.040	A
4	1088	272	1007	1091	1087	303	0.0	1.3	4.222	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	411	103	1819	412	396	662	0.7	1.1	9.166	A
2	578	145	471	580	576	1760	0.4	0.5	3.344	A
3	848	212	689	848	853	362	0.5	0.8	3.422	A
4	1308	327	1167	1315	1302	370	1.3	2.6	7.327	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	497	124	2206	493	483	818	1.1	3.0	17.504	C
2	716	179	549	717	710	2149	0.5	0.7	3.811	A
3	1050	262	845	1048	1042	422	0.8	1.4	4.141	A
4	1622	406	1453	1571	1552	440	2.6	16.4	23.962	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	483	121	2226	489	486	824	3.0	2.6	21.266	C
2	710	178	567	712	714	2148	0.7	0.7	3.830	A
3	1060	265	843	1059	1060	437	1.4	1.3	4.251	A
4	1615	404	1471	1580	1577	431	16.4	24.1	46.561	E

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393	98	1835	394	404	677	2.6	1.1	12.383	B
2	582	146	465	584	582	1763	0.7	0.5	3.494	A
3	862	216	686	864	857	363	1.3	0.7	3.510	A
4	1308	327	1203	1309	1387	347	24.1	2.9	15.906	C

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342	85	1533	341	337	562	1.1	0.7	7.520	A
2	495	124	391	495	492	1483	0.5	0.4	3.174	A
3	718	180	586	719	715	302	0.7	0.6	3.177	A
4	1095	274	1000	1095	1103	305	2.9	1.5	4.909	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.74	0.00	-0.01	1.59	2.08
2	0.41	0.00	0.00	0.92	1.54
3	0.49	0.00	0.00	1.06	1.65
4	1.26	0.00	0.48	2.45	3.35

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.05	0.00	0.25	2.08	2.95
2	0.49	0.00	0.00	1.18	1.78
3	0.83	0.00	0.04	1.73	2.68
4	2.60	0.00	1.39	5.54	6.89

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	3.04	0.00	1.60	6.48	9.23
2	0.65	0.00	0.00	1.61	2.41
3	1.38	0.00	0.47	3.07	3.80
4	16.43	0.51	12.85	34.90	45.23

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.62	0.00	1.44	5.89	7.61
2	0.68	0.00	0.00	1.56	2.27
3	1.32	0.00	0.46	2.94	4.05
4	24.08	1.07	19.17	48.93	65.11

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	1.11	0.00	0.32	2.46	3.18
2	0.50	0.00	0.00	1.06	1.70
3	0.73	0.00	0.00	1.49	2.09
4	2.87	0.00	1.49	6.32	8.73

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	0.74	0.00	0.00	1.76	2.38
2	0.38	0.00	0.00	0.89	1.45
3	0.57	0.00	0.00	1.16	1.69
4	1.45	0.00	0.60	2.95	3.77

Lane Results

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

Lanes: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	133	620	0.214	133	133	0.0	0.3	6.088	A
			2	1, 2, 4	194	620	0.313	193	196	0.0	0.5	6.557	A
		2	1	(1, 2, 3, 4)	326			326	333	0.0	0.0	0.042	A
	Exit	1	1		564			564	563	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	225	1455	0.154	224	219	0.0	0.2	2.823	A
			2	1, 2	272	1455	0.187	272	270	0.0	0.2	3.100	A
		2	1	(1, 2, 3, 4)	496			496	491	0.0	0.0	0.049	A
	Exit	1	1		1475			1475	1472	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	359	1334	0.269	359	356	0.0	0.3	3.053	A
			2	2, 3	366	1334	0.274	367	364	0.0	0.2	3.019	A
		2	1	(1, 2, 3, 4)	725			725	723	0.0	0.0	0.004	A
	Exit	1	1		298			298	295	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	541	1211	0.447	542	544	0.0	0.6	3.951	A
			2	2, 3, 4	547	1211	0.452	548	543	0.0	0.6	3.943	A
		2	1	(1, 2, 3, 4)	1088			1088	1092	0.0	0.1	0.275	A
	Exit	1	1		303			303	298	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	174	526	0.331	174	165	0.3	0.4	8.365	A
			2	1, 2, 4	237	526	0.452	238	231	0.5	0.6	9.325	A
		2	1	(1, 2, 3, 4)	411			411	397	0.0	0.0	0.235	A
	Exit	1	1		662			662	664	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	271	1402	0.193	271	262	0.2	0.3	3.212	A
			2	1, 2	307	1402	0.219	309	314	0.2	0.2	3.342	A
		2	1	(1, 2, 3, 4)	578			578	576	0.0	0.0	0.062	A
	Exit	1	1		1760			1760	1749	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	420	1277	0.329	421	421	0.3	0.4	3.397	A
			2	2, 3	428	1277	0.335	428	432	0.2	0.4	3.412	A
		2	1	(1, 2, 3, 4)	848			848	854	0.0	0.0	0.018	A
	Exit	1	1		362			362	358	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	657	1126	0.584	658	650	0.6	1.0	5.353	A
			2	2, 3, 4	655	1126	0.582	656	652	0.6	1.0	5.457	A
		2	1	(1, 2, 3, 4)	1308			1312	1306	0.1	0.6	1.919	A
	Exit	1	1		370			370	356	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	220	398	0.552	219	211	0.4	1.0	13.702	B
			2	1, 2, 4	277	398	0.694	274	271	0.6	1.5	15.488	C
		2	1	(1, 2, 3, 4)	497			496	488	0.0	0.6	2.728	A
	Exit	1	1		818			818	811	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	322	1355	0.237	322	318	0.3	0.3	3.491	A
			2	1, 2	394	1355	0.291	394	392	0.2	0.3	3.782	A
		2	1	(1, 2, 3, 4)	716			716	710	0.0	0.0	0.161	A
	Exit	1	1		2149			2149	2122	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	523	1192	0.439	521	516	0.4	0.7	4.083	A
			2	2, 3	527	1192	0.442	527	526	0.4	0.6	4.077	A
		2	1	(1, 2, 3, 4)	1050			1050	1044	0.0	0.0	0.061	A
	Exit	1	1		422			422	420	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	786	973	0.809	786	776	1.0	1.8	7.516	A
			2	2, 3, 4	787	973	0.809	785	776	1.0	1.9	7.467	A
		2	1	(1, 2, 3, 4)	1622			1574	1559	0.6	12.7	16.434	C
	Exit	1	1		440			440	434	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	217	392	0.554	217	215	1.0	0.9	15.803	C
			2	1, 2, 4	270	392	0.690	272	271	1.5	1.3	17.999	C
		2	1	(1, 2, 3, 4)	483			487	485	0.6	0.4	4.250	A
	Exit	1	1		824			824	817	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	313	1345	0.233	313	319	0.3	0.3	3.448	A
			2	1, 2	398	1345	0.296	399	396	0.3	0.4	3.758	A
		2	1	(1, 2, 3, 4)	710			711	715	0.0	0.0	0.213	A
	Exit	1	1		2148			2148	2150	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	523	1193	0.439	523	525	0.7	0.7	4.182	A
			2	2, 3	536	1193	0.450	537	535	0.6	0.6	4.161	A
		2	1	(1, 2, 3, 4)	1060			1060	1060	0.0	0.0	0.080	A
	Exit	1	1		437			437	435	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	788	963	0.818	789	786	1.8	1.7	8.105	A
			2	2, 3, 4	789	963	0.820	790	791	1.9	1.8	8.231	A
		2	1	(1, 2, 3, 4)	1615			1578	1576	12.7	20.6	38.410	E
	Exit	1	1		431			431	435	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	169	520	0.324	168	172	0.9	0.4	10.526	B
			2	1, 2, 4	225	520	0.432	225	232	1.3	0.7	12.086	B
		2	1	(1, 2, 3, 4)	393			394	399	0.4	0.0	1.010	A
	Exit	1	1		677			677	696	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	256	1406	0.182	256	259	0.3	0.3	3.302	A
			2	1, 2	326	1406	0.232	328	323	0.4	0.2	3.483	A
		2	1	(1, 2, 3, 4)	582			583	581	0.0	0.0	0.092	A
	Exit	1	1		1763			1763	1797	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	425	1278	0.333	427	424	0.7	0.3	3.508	A
			2	2, 3	437	1278	0.342	437	433	0.6	0.4	3.492	A
		2	1	(1, 2, 3, 4)	862			862	855	0.0	0.0	0.010	A
	Exit	1	1		363			363	382	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	653	1106	0.590	653	694	1.7	1.0	5.950	A
			2	2, 3, 4	656	1106	0.593	656	693	1.8	1.0	6.133	A
		2	1	(1, 2, 3, 4)	1308			1309	1381	20.6	0.8	9.992	A
	Exit	1	1		347			347	355	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3	141	620	0.227	140	137	0.4	0.3	6.881	A
			2	1, 2, 4	201	620	0.325	201	200	0.7	0.5	7.755	A
		2	1	(1, 2, 3, 4)	342			342	336	0.0	0.0	0.120	A
	Exit	1	1		562			562	567	0.0	0.0	0.000	A
2	Entry	1	1	3, 4	222	1450	0.153	222	221	0.3	0.2	3.031	A
			2	1, 2	273	1450	0.189	274	271	0.2	0.2	3.206	A
		2	1	(1, 2, 3, 4)	495			495	492	0.0	0.0	0.047	A
	Exit	1	1		1483			1483	1478	0.0	0.0	0.000	A
3	Entry	1	1	1, 2, 4	355	1333	0.266	356	354	0.3	0.3	3.187	A
			2	2, 3	363	1333	0.273	364	361	0.4	0.3	3.159	A
		2	1	(1, 2, 3, 4)	718			718	714	0.0	0.0	0.004	A
	Exit	1	1		302			302	300	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	541	1215	0.445	541	549	1.0	0.6	4.414	A
			2	2, 3, 4	554	1215	0.457	554	554	1.0	0.7	4.474	A
		2	1	(1, 2, 3, 4)	1095			1095	1100	0.8	0.1	0.472	A
	Exit	1	1		305			305	303	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.26	0.00	0.00	0.66	0.93
			2	0.47	0.00	0.00	0.96	1.57
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.17	0.00	0.00	0.38	0.75
			2	0.23	0.00	0.00	0.57	1.06
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.27	0.00	0.00	0.69	0.98
			2	0.21	0.00	0.00	0.51	0.78
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.60	0.00	0.00	1.28	1.74
			2	0.59	0.00	0.00	1.15	1.88
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:15 - 00:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.40	0.00	0.00	0.89	1.37
			2	0.62	0.00	0.00	1.43	1.85
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.26	0.00	0.00	0.63	0.88
			2	0.23	0.00	0.00	0.58	0.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.40	0.00	0.00	0.88	1.45
			2	0.42	0.00	0.00	0.89	1.45
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.99	0.00	0.29	3.00	3.00
			2	0.98	0.00	0.29	3.00	3.00
		2	1	0.63	0.00	0.00	1.88	4.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:30 - 00:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.95	0.00	0.19	3.00	3.00
			2	1.47	0.00	0.90	3.00	3.00
		2	1	0.62	0.00	0.00	1.45	4.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.27	0.00	0.00	0.69	1.31
			2	0.35	0.00	0.00	0.85	1.49
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.71	0.00	0.00	1.62	1.92
			2	0.65	0.00	0.00	1.45	1.92
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.79	0.00	1.39	2.75	2.90
			2	1.90	0.00	1.55	3.00	3.00
		2	1	12.74	0.00	9.07	30.63	41.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

00:45 - 01:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.90	0.00	-0.01	2.29	2.69
			2	1.34	0.00	0.73	2.55	2.79
		2	1	0.38	0.00	0.00	0.23	2.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.27	0.00	0.00	0.66	0.91
			2	0.38	0.00	0.00	0.97	1.53
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.69	0.00	0.00	1.66	3.00
			2	0.63	0.00	0.00	1.43	1.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.74	0.00	1.34	2.72	2.88
			2	1.79	0.00	1.32	2.75	2.89
		2	1	20.55	0.00	15.38	45.30	60.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:00 - 01:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.43	0.00	0.00	0.93	1.50
			2	0.66	0.00	0.00	1.50	1.89
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.28	0.00	0.00	0.67	0.95
			2	0.21	0.00	0.00	0.53	0.90
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.31	0.00	0.00	0.73	0.96
			2	0.42	0.00	0.00	0.88	1.38
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	1.03	0.00	0.37	1.99	2.53
			2	1.02	0.00	0.38	3.00	3.00
		2	1	0.82	0.00	0.00	3.18	5.11
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

01:15 - 01:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	0.27	0.00	0.00	0.68	0.96
			2	0.46	0.00	0.00	0.96	1.50
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2	Entry	1	1	0.17	0.00	0.00	0.29	0.85
			2	0.21	0.00	0.00	0.52	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Entry	1	1	0.27	0.00	0.00	0.66	0.93
			2	0.29	0.00	0.00	0.73	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.64	0.00	0.00	1.53	1.85
			2	0.69	0.00	0.00	1.57	3.00
		2	1	0.12	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

00:00 - 00:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	131	33	1124	618	0.212	131	131	0.0	0.3	6.090	A
				3	2	0.44	394	244	0.007	2	2	0.0	0.0	5.928	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	8	2	1012	591	0.014	8	9	0.0	0.0	6.914	A
				2	106	26	1124	619	0.171	106	109	0.0	0.2	6.065	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	80	20	1124	621	0.128	79	78	0.0	0.3	7.174	A
		2	1	1	8	2	-	-	-	8	9	0.0	0.0	0.012	A
				2	237	59	-	-	-	237	243	0.0	0.0	0.021	A
				3	2	0.44	-	-	-	2	2	0.0	0.0	0.070	A
				4	80	20	-	-	-	80	79	0.0	0.0	0.108	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	225	56	1685	1454	0.154	224	219	0.0	0.2	2.823	A
			2	1	272	68	1685	1455	0.187	272	270	0.0	0.2	3.100	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	271	68	-	-	-	272	271	0.0	0.0	0.058	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	225	56	-	-	-	225	220	0.0	0.0	0.038	A
3	Entry	1	1	1	2	0.47	519	429	0.004	2	2	0.0	0.0	3.558	A
				2	357	89	1652	1335	0.268	357	355	0.0	0.3	3.051	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	357	89	1652	1334	0.268	358	356	0.0	0.2	3.012	A
				3	9	2	1444	1190	0.008	9	8	0.0	0.0	3.331	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.47	-	-	-	2	2	0.0	0.0	0.091	A
				2	714	179	-	-	-	714	713	0.0	0.0	0.003	A
				3	9	2	-	-	-	9	8	0.0	0.0	0.032	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	280	70	1749	1210	0.232	281	282	0.0	0.3	4.369	A
				2	261	65	1749	1210	0.216	261	261	0.0	0.3	3.500	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	66	1749	1210	0.217	262	259	0.0	0.3	3.469	A
				3	284	71	1749	1210	0.235	287	285	0.0	0.3	4.376	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	284	0.0	0.0	0.300	A
				2	523	131	-	-	-	523	522	0.0	0.0	0.243	A
				3	284	71	-	-	-	284	286	0.0	0.0	0.307	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:15 - 00:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	172	43	1124	526	0.327	172	164	0.3	0.4	8.340	A
				3	2	0.55	453	217	0.010	2	2	0.0	0.0	10.467	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	2	1048	491	0.020	10	10	0.0	0.0	10.336	B
				2	128	32	1124	525	0.243	129	126	0.2	0.3	8.298	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	100	25	1124	527	0.190	99	95	0.3	0.3	10.535	B
		2	1	1	10	2	-	-	-	10	10	0.0	0.0	0.373	A
				2	299	75	-	-	-	299	290	0.0	0.0	0.183	A
				3	2	0.55	-	-	-	2	2	0.0	0.0	0.290	A
				4	100	25	-	-	-	100	95	0.0	0.0	0.375	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	1685	1403	0.193	271	262	0.2	0.3	3.212	A
			2	1	307	77	1685	1404	0.219	309	314	0.2	0.2	3.342	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	307	77	-	-	-	307	314	0.0	0.0	0.069	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	271	68	-	-	-	271	262	0.0	0.0	0.053	A
3	Entry	1	1	1	2	0.38	623	486	0.003	2	2	0.0	0.0	4.411	A
				2	418	105	1652	1278	0.327	419	419	0.3	0.4	3.392	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	417	104	1652	1277	0.327	417	421	0.2	0.4	3.395	A
				3	11	3	1530	1189	0.009	11	11	0.0	0.0	4.032	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.38	-	-	-	2	2	0.0	0.0	0.000	A
				2	836	209	-	-	-	835	841	0.0	0.0	0.017	A
				3	11	3	-	-	-	11	11	0.0	0.0	0.071	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	342	86	1749	1125	0.304	342	338	0.3	0.5	5.955	A
				2	315	79	1749	1126	0.280	316	313	0.3	0.4	4.702	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	307	77	1749	1127	0.273	307	307	0.3	0.5	4.764	A
				3	347	87	1749	1126	0.308	349	345	0.3	0.5	6.072	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	341	85	-	-	-	342	339	0.0	0.2	1.991	A
				2	621	155	-	-	-	623	621	0.0	0.3	1.822	A
				3	346	87	-	-	-	347	346	0.0	0.2	2.023	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:30 - 00:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	217	54	1124	397	0.547	216	209	0.4	0.9	13.691	B
				3	2	0.60	483	178	0.013	2	2	0.0	0.0	14.657	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	11	3	1077	388	0.029	11	12	0.0	0.1	17.320	C
				2	146	36	1124	399	0.366	146	144	0.3	0.6	13.899	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	119	30	1124	399	0.299	117	116	0.3	0.7	17.191	C
		2	1	1	12	3	-	-	-	11	12	0.0	0.0	3.526	A
				2	364	91	-	-	-	363	356	0.0	0.4	2.420	A
				3	2	0.61	-	-	-	2	2	0.0	0.0	4.377	A
				4	120	30	-	-	-	119	117	0.0	0.2	3.512	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	322	80	1685	1354	0.238	322	318	0.3	0.3	3.491	A
			2	1	394	98	1685	1355	0.291	394	392	0.2	0.3	3.782	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	394	98	-	-	-	394	392	0.0	0.0	0.170	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	322	80	-	-	-	322	318	0.0	0.0	0.149	A
3	Entry	1	1	1	3	0.83	796	578	0.006	3	3	0.0	0.0	4.954	A
				2	519	130	1652	1192	0.436	518	513	0.4	0.7	4.078	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	515	129	1652	1192	0.432	515	513	0.4	0.6	4.057	A
				3	12	3	1565	1135	0.011	12	13	0.0	0.0	4.836	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.83	-	-	-	3	3	0.0	0.0	0.030	A
				2	1034	259	-	-	-	1034	1028	0.0	0.0	0.060	A
				3	12	3	-	-	-	12	13	0.0	0.0	0.145	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	410	102	1749	973	0.421	410	405	0.5	0.9	8.343	A
				2	377	94	1749	973	0.387	376	372	0.4	0.8	6.616	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	379	95	1749	974	0.389	378	371	0.5	0.8	6.557	A
				3	408	102	1749	973	0.419	407	405	0.5	1.1	8.300	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	423	106	-	-	-	410	406	0.2	3.3	16.540	C
				2	778	195	-	-	-	756	746	0.3	6.0	16.267	C
				3	421	105	-	-	-	408	407	0.2	3.4	16.635	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

00:45 - 01:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	1124	392	0.547	215	213	0.9	0.9	15.801	C
				3	3	0.63	477	164	0.015	3	2	0.0	0.0	15.954	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	13	3	1089	383	0.034	13	12	0.1	0.1	19.123	C
				2	141	35	1124	389	0.363	141	142	0.6	0.7	16.450	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	116	29	1124	391	0.297	118	116	0.7	0.6	19.720	C
		2	1	1	13	3	-	-	-	13	12	0.0	0.0	3.863	A
				2	353	88	-	-	-	356	355	0.4	0.3	3.811	A
				3	3	0.63	-	-	-	3	2	0.0	0.0	7.321	A
				4	115	29	-	-	-	116	116	0.2	0.1	5.529	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	313	78	1685	1345	0.233	313	319	0.3	0.3	3.448	A
			2	1	398	100	1685	1343	0.297	399	396	0.3	0.4	3.758	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	398	99	-	-	-	398	396	0.0	0.0	0.217	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	312	78	-	-	-	313	319	0.0	0.0	0.209	A
3	Entry	1	1	1	2	0.52	709	512	0.004	2	2	0.0	0.0	4.826	A
				2	521	130	1652	1193	0.437	520	523	0.7	0.7	4.179	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	525	131	1652	1193	0.440	525	522	0.6	0.6	4.136	A
				3	12	3	1608	1160	0.010	12	13	0.0	0.0	5.099	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.52	-	-	-	2	2	0.0	0.0	0.516	A
				2	1046	261	-	-	-	1046	1044	0.0	0.0	0.078	A
				3	12	3	-	-	-	12	13	0.0	0.0	0.192	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	410	102	1749	964	0.425	411	407	0.9	1.1	9.068	A
				2	378	95	1749	964	0.392	379	379	0.8	0.7	7.071	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	367	92	1749	964	0.381	368	371	0.8	0.7	7.294	A
				3	422	106	1749	964	0.438	422	420	1.1	1.1	9.057	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	421	105	-	-	-	410	407	3.3	5.4	38.581	E
				2	761	190	-	-	-	745	749	6.0	9.7	38.133	E
				3	432	108	-	-	-	422	420	3.4	5.5	38.739	E
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:00 - 01:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	167	42	1124	523	0.319	166	170	0.9	0.4	10.513	B
				3	2	0.50	424	187	0.011	2	2	0.0	0.0	11.624	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	10	3	1077	482	0.021	11	11	0.1	0.0	13.338	B
				2	123	31	1124	522	0.237	123	125	0.7	0.3	10.711	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	91	23	1124	523	0.175	91	97	0.6	0.3	13.653	B
		2	1	1	10	3	-	-	-	10	11	0.0	0.0	1.642	A
				2	290	72	-	-	-	290	291	0.3	0.0	0.842	A
				3	2	0.49	-	-	-	2	2	0.0	0.0	0.644	A
				4	91	23	-	-	-	91	95	0.1	0.0	1.438	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	256	64	1685	1404	0.183	256	259	0.3	0.3	3.302	A
			2	1	326	82	1685	1405	0.232	328	323	0.4	0.2	3.483	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	326	81	-	-	-	326	323	0.0	0.0	0.108	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	256	64	-	-	-	256	259	0.0	0.0	0.073	A
3	Entry	1	1	1	2	0.58	545	419	0.006	2	2	0.0	0.0	4.168	A
				2	423	106	1652	1278	0.331	425	423	0.7	0.3	3.506	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	425	106	1652	1278	0.333	426	422	0.6	0.4	3.478	A
				3	12	3	1556	1197	0.010	11	11	0.0	0.0	4.012	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.58	-	-	-	2	2	0.0	0.0	0.004	A
				2	848	212	-	-	-	848	842	0.0	0.0	0.009	A
				3	12	3	-	-	-	12	11	0.0	0.0	0.035	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	337	84	1749	1107	0.304	336	360	1.1	0.7	6.596	A
				2	316	79	1749	1108	0.285	317	334	0.7	0.4	5.252	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	306	77	1749	1107	0.277	306	324	0.7	0.5	5.336	A
				3	350	88	1749	1107	0.316	350	369	1.1	0.6	6.833	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	337	84	-	-	-	337	359	5.4	0.2	10.311	B
				2	622	155	-	-	-	622	655	9.7	0.4	9.738	A
				3	350	87	-	-	-	350	367	5.5	0.2	10.135	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

01:15 - 01:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	139	35	1124	620	0.225	139	136	0.4	0.3	6.869	A
				3	1	0.31	324	177	0.007	1	1	0.0	0.0	8.037	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	7	2	959	524	0.014	7	8	0.0	0.0	8.125	A
				2	111	28	1124	617	0.180	111	111	0.3	0.3	7.049	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	83	21	1124	620	0.133	83	82	0.3	0.2	8.640	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.270	A
				2	250	63	-	-	-	250	246	0.0	0.0	0.067	A
				3	1	0.31	-	-	-	1	1	0.0	0.0	0.000	A
				4	83	21	-	-	-	83	81	0.0	0.0	0.261	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	222	55	1685	1449	0.153	222	221	0.3	0.2	3.031	A
			2	1	273	68	1685	1450	0.189	274	271	0.2	0.2	3.206	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	273	68	-	-	-	273	271	0.0	0.0	0.054	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	222	55	-	-	-	222	221	0.0	0.0	0.039	A
3	Entry	1	1	1	2	0.39	519	419	0.004	2	2	0.0	0.0	3.480	A
				2	354	88	1652	1333	0.265	354	352	0.3	0.3	3.186	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	355	89	1652	1334	0.266	355	352	0.4	0.3	3.145	A
				3	8	2	1496	1210	0.007	8	9	0.0	0.0	3.663	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	2	0.39	-	-	-	2	2	0.0	0.0	0.000	A
				2	709	177	-	-	-	709	704	0.0	0.0	0.004	A
				3	8	2	-	-	-	8	9	0.0	0.0	0.008	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	280	70	1749	1212	0.231	280	286	0.7	0.5	4.906	A
				2	260	65	1749	1215	0.214	261	263	0.4	0.2	3.881	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	66	1749	1214	0.216	262	264	0.5	0.3	3.985	A
				3	292	73	1749	1214	0.241	292	290	0.6	0.4	4.920	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	280	70	-	-	-	280	285	0.2	0.0	0.508	A
				2	523	131	-	-	-	523	526	0.4	0.1	0.429	A
				3	292	73	-	-	-	292	289	0.2	0.0	0.517	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: 25103-Grange Farm-Proposed access roundabout (drawing with widened northwestern and southeastern A1307 arms).j11
Path: C:\Users\SamuelSizer\KMC\KMC-Data - Documents\1_PROJECTS\25000\25103 - Grange Farm, Cambridge\Modelling\A1307 proposed roundabout (using drawing)
Report generation date: 27/03/2026 09:46:52

»D3 - | Granta Base + CaPCAM (2550) | AM
»D4 - | Granta Base + CaPCAM (2550) | PM
»D5 - | Granta Base + CaPCAM (5000) | AM
»D6 - | Granta Base + CaPCAM (5000) | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	- Granta Base + CaPCAM (2550)																	
Arm 1	D3	0.6	2.9	5.46	0.38	A	4.32	A	43 % [Arm 2]	D4	0.3	1.4	5.16	0.25	A	3.88	A	57 % [Arm 4]
Arm 2		1.5	2.0	5.31	0.60	A					0.6	2.6	3.02	0.35	A			
Arm 3		0.1	0.5	4.48	0.12	A					0.3	1.1	3.87	0.21	A			
Arm 4		0.6	2.6	2.45	0.35	A					1.5	2.4	4.07	0.60	A			
	- Granta Base + CaPCAM (5000)																	
Arm 1	D5	3.0	12.7	13.39	0.75	B	7.83	A	15 % [Arm 1]	D6	1.0	3.0	7.66	0.50	A	6.63	A	21 % [Arm 4]
Arm 2		2.4	4.7	8.20	0.71	A					0.7	2.8	3.54	0.41	A			
Arm 3		0.2	0.5	5.95	0.15	A					0.4	1.5	4.71	0.27	A			
Arm 4		0.7	2.7	2.63	0.40	A					3.8	12.0	7.91	0.79	A			

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

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

File summary

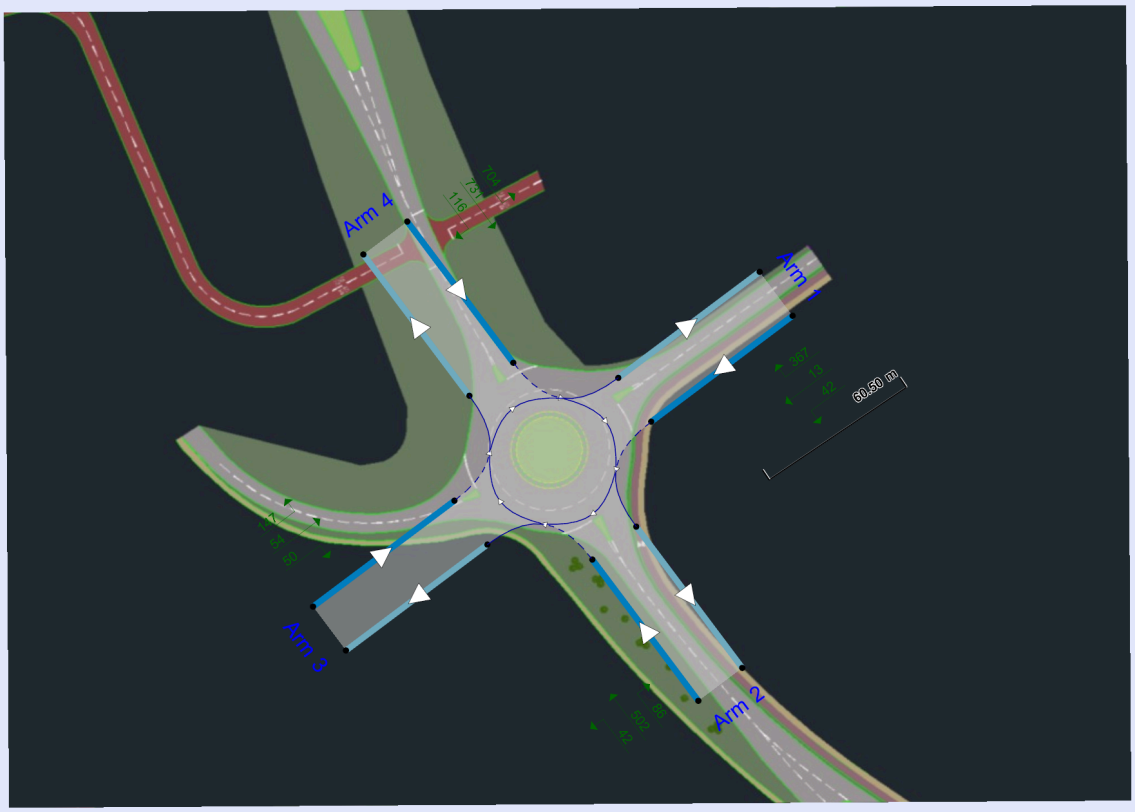
File Description

Title	
Location	
Site number	
Date	18/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamuelSizer
Description	

Units

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

Appendix C - Future Year A1307 Access Junction Modelling



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Granta Base + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓
D4	Granta Base + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓
D5	Granta Base + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓
D6	Granta Base + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D3 - | Granta Base + CaPCAM (2550) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - | Granta Base + CaPCAM (2550) | AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D5 - | Granta Base + CaPCAM (5000) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Arm 2	4.32	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	A1307 (South)		
3	Newmarket Road		
4	A1307 (North)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.50	8.11	6.2	33.0	60.5	36.1		
2	3.57	8.35	30.0	32.9	60.5	28.1		
3	3.48	9.32	8.5	31.0	60.5	26.2		
4	7.50	7.50	0.0	32.3	60.5	25.7		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.514	1472
2	0.629	2094
3	0.555	1656
4	0.675	2349

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

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Granta Base + CaPCAM (2550)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	371	100.000
2		ONE HOUR	✓	934	100.000
3		ONE HOUR	✓	97	100.000
4		ONE HOUR	✓	727	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	**2**	**3**	**4**
From	**1**	0	37	16	318
	2	17	0	85	832
	3	3	22	0	72
	4	86	475	166	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1	**2**	**3**	**4**
From	**1**	2	2	2	2
	2	2	2	2	2
	3	2	2	2	2
	4	2	2	2	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	5.46	0.6	2.9	A	347	521
2	0.60	5.31	1.5	2.0	A	874	1311
3	0.12	4.48	0.1	0.5	A	91	136
4	0.35	2.45	0.6	2.6	A	680	1021

Main Results for each time segment

00:00 - 00:15

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	285	71	508	1210	0.235	284	81	0.0	0.3	3.958	A
2	717	179	383	1853	0.387	715	409	0.0	0.6	3.218	A
3	74	19	893	1161	0.064	74	204	0.0	0.1	3.379	A
4	558	140	32	2327	0.240	557	935	0.0	0.3	2.073	A

00:15 - 00:30

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	340	85	608	1159	0.294	340	97	0.3	0.4	4.481	A
2	856	214	458	1806	0.474	855	489	0.6	0.9	3.860	A
3	89	22	1069	1063	0.084	89	245	0.1	0.1	3.768	A
4	667	167	38	2323	0.287	666	1119	0.3	0.4	2.216	A

00:30 - 00:45

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	417	104	744	1089	0.383	416	119	0.4	0.6	5.450	A
2	1049	262	561	1741	0.602	1046	599	0.9	1.5	5.266	A
3	109	27	1308	931	0.117	109	299	0.1	0.1	4.466	A
4	816	204	47	2317	0.352	816	1369	0.4	0.6	2.446	A

00:45 - 01:00

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	417	104	745	1088	0.383	417	119	0.6	0.6	5.465	A
2	1049	262	562	1741	0.603	1049	600	1.5	1.5	5.307	A
3	109	27	1311	929	0.117	109	300	0.1	0.1	4.476	A
4	816	204	47	2317	0.352	816	1372	0.6	0.6	2.446	A

01:00 - 01:15

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	340	85	608	1158	0.294	341	97	0.6	0.4	4.495	A
2	856	214	459	1805	0.475	859	490	1.5	0.9	3.892	A
3	89	22	1073	1061	0.084	89	245	0.1	0.1	3.778	A
4	667	167	39	2323	0.287	667	1124	0.6	0.4	2.219	A

01:15 - 01:30

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	285	71	509	1209	0.236	285	81	0.4	0.3	3.976	A
2	717	179	384	1852	0.387	718	410	0.9	0.6	3.243	A
3	74	19	898	1158	0.064	75	205	0.1	0.1	3.391	A
4	558	140	32	2327	0.240	559	940	0.4	0.3	2.076	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2	0.64	0.56	1.02	1.43	1.48			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.32	0.00	0.00	0.32	0.32			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	0.91	0.07	0.81	1.57	1.96			N/A	N/A
3	0.09	0.03	0.26	0.46	0.48			N/A	N/A
4	0.41	0.00	0.00	0.41	0.41			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.63	0.03	0.26	0.63	0.63			N/A	N/A
2	1.52	0.03	0.27	1.52	1.52			N/A	N/A
3	0.13	0.03	0.26	0.47	0.50			N/A	N/A
4	0.55	0.03	0.26	0.55	0.55			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.63	0.03	0.30	1.28	2.87			N/A	N/A
2	1.54	0.03	0.27	1.54	1.54			N/A	N/A
3	0.14	0.00	0.00	0.14	0.14			N/A	N/A
4	0.55	0.03	0.31	1.41	2.59			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	0.93	0.24	1.00	1.26	1.26			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.41	0.00	0.00	0.41	0.41			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2	0.65	0.06	0.70	1.39	1.47			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.32	0.00	0.00	0.32	0.32			N/A	N/A

D4 - | Granta Base + CaPCAM (2550) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - | Granta Base + CaPCAM (2550) | AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D5 - | Granta Base + CaPCAM (5000) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	57	Arm 4	3.88	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Granta Base + CaPCAM (2550)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	215	100.000
2		ONE HOUR	✓	588	100.000
3		ONE HOUR	✓	224	100.000
4		ONE HOUR	✓	1206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	21	7	187
	2	44	0	42	502
	3	27	50	0	147
	4	359	731	116	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	5.16	0.3	1.4	A	201	302
2	0.35	3.02	0.6	2.6	A	550	826
3	0.21	3.87	0.3	1.1	A	210	314
4	0.60	4.07	1.5	2.4	A	1129	1693

Main Results for each time segment

00:00 - 00:15

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	165	41	687	1118	0.148	164	329	0.0	0.2	3.847	A
2	452	113	237	1945	0.232	450	614	0.0	0.3	2.454	A
3	172	43	561	1345	0.128	171	126	0.0	0.1	3.128	A
4	926	232	93	2287	0.405	923	640	0.0	0.7	2.687	A

00:15 - 00:30

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	197	49	822	1049	0.188	197	394	0.2	0.2	4.309	A
2	539	135	284	1915	0.282	539	735	0.3	0.4	2.667	A
3	205	51	672	1283	0.160	205	151	0.1	0.2	3.405	A
4	1106	276	111	2274	0.486	1105	766	0.7	1.0	3.137	A

00:30 - 00:45

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	241	60	1006	954	0.253	241	482	0.2	0.3	5.145	A
2	660	165	348	1875	0.352	660	899	0.4	0.6	3.019	A
3	252	63	822	1200	0.210	251	185	0.2	0.3	3.870	A
4	1354	339	136	2257	0.600	1352	938	1.0	1.5	4.046	A

00:45 - 01:00

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	241	60	1007	953	0.253	241	483	0.3	0.3	5.157	A
2	660	165	348	1875	0.352	660	901	0.6	0.6	3.022	A
3	252	63	823	1199	0.210	252	185	0.3	0.3	3.873	A
4	1354	339	136	2257	0.600	1354	939	1.5	1.5	4.066	A

01:00 - 01:15

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	197	49	824	1048	0.188	198	395	0.3	0.2	4.323	A
2	539	135	285	1915	0.282	540	737	0.6	0.4	2.673	A
3	205	51	673	1283	0.160	206	152	0.3	0.2	3.412	A
4	1106	276	111	2274	0.486	1108	768	1.5	1.0	3.154	A

01:15 - 01:30

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	165	41	690	1117	0.148	165	331	0.2	0.2	3.861	A
2	452	113	238	1944	0.232	452	617	0.4	0.3	2.463	A
3	172	43	563	1343	0.128	172	127	0.2	0.2	3.134	A
4	926	232	93	2286	0.405	927	643	1.0	0.7	2.705	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2	0.31	0.00	0.00	0.31	0.31			N/A	N/A
3	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4	0.69	0.56	1.02	1.43	1.48			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	0.96	0.06	0.78	1.77	2.37			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.03	0.26	0.47	0.49			N/A	N/A
2	0.55	0.03	0.26	0.55	0.55			N/A	N/A
3	0.27	0.03	0.26	0.47	0.49			N/A	N/A
4	1.51	0.03	0.26	1.51	1.51			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.03	0.33	1.17	1.44			N/A	N/A
2	0.55	0.03	0.31	1.41	2.59			N/A	N/A
3	0.27	0.03	0.29	0.69	1.11			N/A	N/A
4	1.52	0.03	0.27	1.52	1.52			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.40	0.00	0.00	0.40	0.40			N/A	N/A
3	0.20	0.00	0.00	0.20	0.20			N/A	N/A
4	0.97	0.52	1.02	1.47	1.53			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2	0.31	0.00	0.00	0.31	0.31			N/A	N/A
3	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4	0.70	0.09	0.83	1.40	1.47			N/A	N/A

D5 - | Granta Base + CaPCAM (5000) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - | Granta Base + CaPCAM (2550) | AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D5 - | Granta Base + CaPCAM (5000) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	7.83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Arm 1	7.83	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Granta Base + CaPCAM (5000)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	726	100.000
2		ONE HOUR	✓	951	100.000
3		ONE HOUR	✓	99	100.000
4		ONE HOUR	✓	810	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	72	30	624
	2	34	0	85	832
	3	5	22	0	72
	4	169	475	166	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.75	13.39	3.0	12.7	B	680	1019
2	0.71	8.20	2.4	4.7	A	890	1335
3	0.15	5.95	0.2	0.5	A	93	139
4	0.40	2.63	0.7	2.7	A	758	1137

Main Results for each time segment

00:00 - 00:15

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	558	139	508	1210	0.461	554	159	0.0	0.9	5.567	A
2	730	183	626	1700	0.430	727	436	0.0	0.8	3.765	A
3	76	19	1138	1025	0.074	76	215	0.0	0.1	3.869	A
4	622	156	47	2318	0.268	621	1167	0.0	0.4	2.161	A

00:15 - 00:30

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	666	166	608	1159	0.574	664	191	0.9	1.4	7.385	A
2	872	218	750	1622	0.538	870	521	0.8	1.2	4.873	A
3	91	23	1363	900	0.101	91	257	0.1	0.1	4.537	A
4	743	186	56	2311	0.321	742	1398	0.4	0.5	2.340	A

00:30 - 00:45

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	815	204	744	1089	0.749	809	233	1.4	2.9	12.857	B
2	1068	267	915	1518	0.703	1063	638	1.2	2.4	7.988	A
3	111	28	1664	733	0.152	111	315	0.1	0.2	5.898	A
4	910	227	68	2303	0.395	909	1706	0.5	0.7	2.632	A

00:45 - 01:00

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	815	204	745	1088	0.749	815	234	2.9	3.0	13.387	B
2	1068	267	921	1515	0.705	1068	639	2.4	2.4	8.205	A
3	111	28	1673	728	0.153	111	316	0.2	0.2	5.951	A
4	910	227	68	2303	0.395	910	1716	0.7	0.7	2.635	A

01:00 - 01:15

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	666	166	609	1158	0.575	672	191	3.0	1.4	7.639	A
2	872	218	758	1617	0.539	877	523	2.4	1.2	4.991	A
3	91	23	1376	893	0.102	91	258	0.2	0.1	4.582	A
4	743	186	56	2311	0.321	743	1411	0.7	0.5	2.344	A

01:15 - 01:30

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	558	139	510	1209	0.461	560	160	1.4	0.9	5.668	A
2	730	183	632	1697	0.430	732	437	1.2	0.8	3.815	A
3	76	19	1148	1019	0.075	76	216	0.1	0.1	3.894	A
4	622	156	47	2317	0.268	622	1177	0.5	0.4	2.168	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.56	1.02	1.43	1.48			N/A	N/A
2	0.76	0.56	1.02	1.43	1.48			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.37	0.00	0.00	0.37	0.37			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.35	0.06	0.81	3.00	4.34			N/A	N/A
2	1.17	0.06	0.67	2.61	3.76			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	0.48	0.00	0.00	0.48	0.48			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.88	0.03	0.30	2.88	12.69			N/A	N/A
2	2.35	0.03	0.28	2.35	4.68			N/A	N/A
3	0.18	0.03	0.26	0.47	0.50			N/A	N/A
4	0.66	0.03	0.26	0.66	0.66			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.96	0.03	0.28	2.96	7.08			N/A	N/A
2	2.40	0.03	0.27	2.40	2.40			N/A	N/A
3	0.18	0.03	0.26	0.46	0.48			N/A	N/A
4	0.66	0.03	0.29	0.96	2.72			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.40	0.06	0.73	3.28	4.83			N/A	N/A
2	1.21	0.09	1.00	2.16	2.91			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4	0.48	0.00	0.00	0.48	0.48			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.88	0.04	0.39	2.08	3.62			N/A	N/A
2	0.78	0.05	0.46	1.61	2.31			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.38	0.00	0.00	0.38	0.38			N/A	N/A

D6 - | Granta Base + CaPCAM (5000) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - | Granta Base + CaPCAM (2550) | AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D5 - | Granta Base + CaPCAM (5000) | AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Arm 4	6.63	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Granta Base + CaPCAM (5000)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	422	100.000
2		ONE HOUR	✓	630	100.000
3		ONE HOUR	✓	251	100.000
4		ONE HOUR	✓	1551	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	42	13	367
	2	86	0	42	502
	3	54	50	0	147
	4	704	731	116	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.50	7.66	1.0	3.0	A	395	592
2	0.41	3.54	0.7	2.8	A	590	884
3	0.27	4.71	0.4	1.5	A	235	352
4	0.79	7.91	3.8	12.0	A	1452	2178

Main Results for each time segment

00:00 - 00:15

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	324	81	686	1119	0.290	322	646	0.0	0.4	4.603	A
2	484	121	379	1855	0.261	482	630	0.0	0.4	2.672	A
3	193	48	731	1251	0.154	192	131	0.0	0.2	3.467	A
4	1191	298	145	2251	0.529	1186	777	0.0	1.1	3.436	A

00:15 - 00:30

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	387	97	821	1049	0.369	386	773	0.4	0.6	5.534	A
2	578	144	454	1808	0.319	577	753	0.4	0.5	2.983	A
3	230	58	875	1171	0.197	230	157	0.2	0.2	3.901	A
4	1422	356	174	2232	0.637	1420	930	1.1	1.8	4.507	A

00:30 - 00:45

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	474	118	1003	955	0.496	472	944	0.6	1.0	7.576	A
2	708	177	555	1745	0.406	707	920	0.5	0.7	3.533	A
3	282	70	1070	1062	0.265	281	191	0.2	0.4	4.699	A
4	1742	435	213	2205	0.790	1734	1139	1.8	3.7	7.670	A

00:45 - 01:00

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	474	118	1007	953	0.497	474	948	1.0	1.0	7.658	A
2	708	177	557	1744	0.406	708	924	0.7	0.7	3.543	A
3	282	70	1072	1061	0.266	282	192	0.4	0.4	4.711	A
4	1742	435	213	2205	0.790	1742	1141	3.7	3.8	7.908	A

01:00 - 01:15

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	387	97	827	1046	0.370	389	778	1.0	0.6	5.596	A
2	578	144	457	1807	0.320	579	759	0.7	0.5	2.991	A
3	230	58	878	1169	0.197	231	157	0.4	0.3	3.916	A
4	1422	356	175	2231	0.637	1430	934	3.8	1.8	4.627	A

01:15 - 01:30

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	324	81	690	1116	0.290	325	649	0.6	0.4	4.642	A
2	484	121	382	1854	0.261	484	633	0.5	0.4	2.683	A
3	193	48	734	1249	0.154	193	132	0.3	0.2	3.481	A
4	1191	298	146	2250	0.529	1194	781	1.8	1.2	3.482	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4	1.14	0.56	1.02	1.43	1.48			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.59	0.09	0.81	1.39	1.46			N/A	N/A
2	0.48	0.00	0.00	0.48	0.48			N/A	N/A
3	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4	1.77	0.04	0.45	4.73	7.86			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.99	0.03	0.26	0.99	0.99			N/A	N/A
2	0.69	0.03	0.26	0.69	0.69			N/A	N/A
3	0.37	0.03	0.26	0.47	0.49			N/A	N/A
4	3.69	0.03	0.29	3.69	11.98			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.03	0.28	1.00	2.98			N/A	N/A
2	0.69	0.03	0.29	0.95	2.80			N/A	N/A
3	0.37	0.03	0.33	1.23	1.50			N/A	N/A
4	3.76	0.03	0.27	3.76	3.76			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.60	0.09	0.83	1.39	1.46			N/A	N/A
2	0.48	0.00	0.00	0.48	0.48			N/A	N/A
3	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4	1.82	0.07	1.01	4.30	6.16			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.03	0.33	1.09	1.31			N/A	N/A
2	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4	1.16	0.04	0.42	2.89	4.77			N/A	N/A

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