LCC/SRBC3

Appendix 17

Junction Modelling Results

Junction Modelling Results

Order of junction modelling results provided in this Appendix:

1. B5254 Leyland Road / Bee Lane / The Cawsey Unsignalised Roundabout (Junctions 9)
2. A582 Penwortham Way / Chain House Lane Signalised Crossroads (LinSig)
3. A582 Flensburg Way / Croston Road / Fidler Lane Unsignalised Roundabout (Junction 9)
4. A582 Farington Road / Croston Road / Centurian Way Unsignalised Roundabout (Junction 9)
5. A582 Farington Road / Lostock Lane / Stanifield Lane / Watkin Lane Signalised Roundabout (LinSig)
6. A6 London Way / M65 / A582 / A6 Lostock Lane (Sainsburys) Signalised Roundabout (LinSig)
7. Tardy Gate Junctions, a linked LinSig junction consisting of the three following signalised T-Junctions:
    a. B5254 Leyland Road / Coote Lane
    b. B5254 Leyland Road / Watkin Lane / Brownedge Road
    c. B5254 Watkin Lane / Jubilee Road

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: B5254 Leyland Rd Bee Ln The Cawsey.j9
Path: V:\S&P\Planning\Common\CLM\CLM02 A582 South Ribble Western Distributor\1700_MODELLING\PICKERINGS FARM APPEAL\Junction Models\Updated\1. B5254 Leyland Rd Bee Ln The Cawsey
Report generation date: 17/06/2022 15:08:01

»2018 observed, AM
»2018 observed, PM
»2035 base (committed dev ONLY), AM
»2035 base (committed dev ONLY) , PM
»2035 base plus dev , AM
»2035 base plus dev , PM
»2035 base plus dev and dualling , AM
»2035 base plus dev and dualling , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018 observed							
Arm A - Leyland Road north	1.6	7.77	0.61	A	2.8	11.91	0.74	B
Arm B - The Cawsey	0.2	3.73	0.16	A	0.1	3.59	0.07	A
Arm C - Leyland Road south	8.0	26.26	0.90	D	2.7	10.26	0.73	B
Arm D - Bee Lane	0.1	16.40	0.10	C	0.0	10.28	0.03	B
	2035 base (committed dev ONLY)							
Arm A - Leyland Road north	7.4	27.62	0.89	D	20.2	66.24	0.99	F
Arm B - The Cawsey	0.7	5.44	0.40	A	0.7	5.76	0.42	A
Arm C - Leyland Road south	72.4	181.52	1.10	F	11.3	40.35	0.94	E
Arm D - Bee Lane	0.2	28.09	0.18	D	0.1	19.38	0.06	C
	2035 base plus dev							
Arm A - Leyland Road north	7.8	29.16	0.90	D	22.1	71.37	0.99	F
Arm B - The Cawsey	0.7	5.49	0.41	A	0.7	5.83	0.43	A
Arm C - Leyland Road south	73.8	184.89	1.11	F	12.4	44.01	0.95	E
Arm D - Bee Lane	0.4	32.39	0.30	D	0.1	20.27	0.10	C
	2035 base plus dev and dualling							
Arm A - Leyland Road north	7.8	29.16	0.90	D	22.1	71.37	0.99	F
Arm B - The Cawsey	0.7	5.49	0.41	A	0.7	5.83	0.43	A
Arm C - Leyland Road south	73.8	184.89	1.11	F	12.4	44.01	0.95	E
Arm D - Bee Lane	0.4	32.39	0.30	D	0.1	20.27	0.10	C

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

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

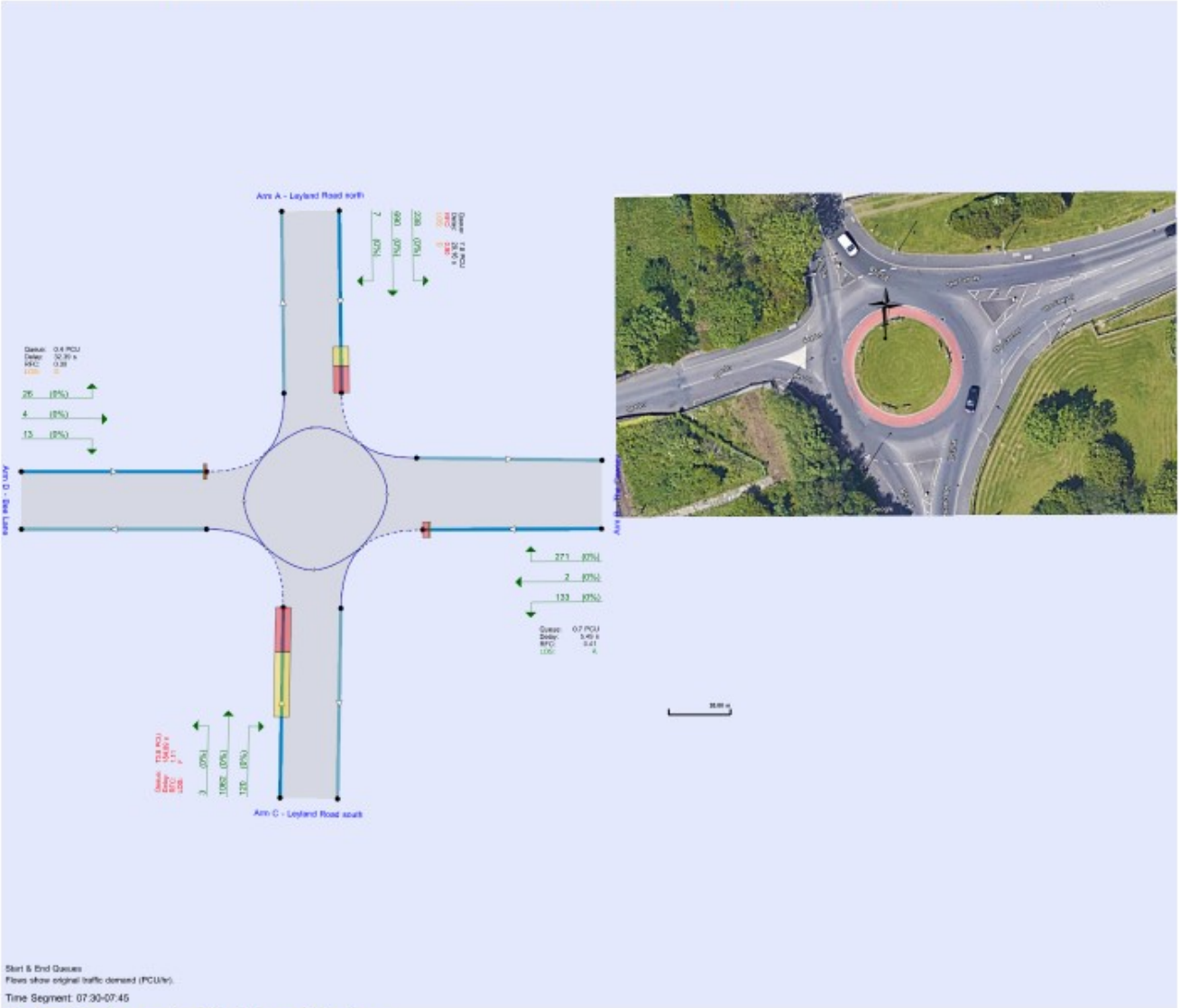
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\akoduah001
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓
D3	2035 base (committed dev ONLY)	AM	ONE HOUR	07:15	08:45	15	✓	✓
D4	2035 base (committed dev ONLY)	PM	ONE HOUR	16:15	17:45	15	✓	✓
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15	✓	✓
D7	2035 base plus dev and dualling	AM	ONE HOUR	07:15	08:45	15	✓	✓
D8	2035 base plus dev and dualling	PM	ONE HOUR	16:15	17:45	15	✓	✓

Analysis Set Details

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

2018 observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D1 - 2018 observed, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	17.76	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
Arm A	Leyland Road north	
Arm B	The Cawsey	
Arm C	Leyland Road south	
Arm D	Bee Lane	

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)	Exit only
Arm A - Leyland Road north	3.55	5.34	4.8	13.2	35.6	46.0	
Arm B - The Cawsey	3.67	7.20	11.4	21.5	35.6	43.0	
Arm C - Leyland Road south	3.36	5.63	10.0	21.8	35.6	44.0	
Arm D - Bee Lane	3.00	3.00	0.0	5.9	35.6	41.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Arm A - Leyland Road north	0.528	1216
Arm B - The Cawsey	0.614	1580
Arm C - Leyland Road south	0.567	1353
Arm D - Bee Lane	0.415	768

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	660	100.000
Arm B - The Cawsey		ONE HOUR	✓	168	100.000
Arm C - Leyland Road south		ONE HOUR	✓	1058	100.000
Arm D - Bee Lane		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	28	628	4
	Arm B - The Cawsey	92	0	75	1
	Arm C - Leyland Road south	1018	39	0	1
	Arm D - Bee Lane	17	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.61	7.77	1.6	A	660	660
Arm B - The Cawsey	0.16	3.73	0.2	A	168	168
Arm C - Leyland Road south	0.90	26.26	8.0	D	1058	1058
Arm D - Bee Lane	0.10	16.40	0.1	C	23	23

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	593	148	40	1195	0.497	592	1009	0.7	1.0	5.962	A
Arm B - The Cawsey	151	38	572	1229	0.123	151	60	0.1	0.1	3.338	A
Arm C - Leyland Road south	951	238	87	1304	0.729	947	636	1.5	2.6	9.956	A
Arm D - Bee Lane	21	5	1029	342	0.061	21	5	0.0	0.1	11.208	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	727	182	49	1190	0.610	724	1223	1.0	1.5	7.688	A
Arm B - The Cawsey	185	46	700	1151	0.161	185	73	0.1	0.2	3.726	A
Arm C - Leyland Road south	1165	291	107	1293	0.901	1146	778	2.6	7.3	22.109	C
Arm D - Bee Lane	25	6	1246	251	0.101	25	7	0.1	0.1	15.892	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	727	182	49	1190	0.611	727	1238	1.5	1.6	7.765	A
Arm B - The Cawsey	185	46	702	1149	0.161	185	74	0.2	0.2	3.731	A
Arm C - Leyland Road south	1165	291	107	1293	0.901	1162	781	7.3	8.0	26.259	D
Arm D - Bee Lane	25	6	1262	245	0.103	25	7	0.1	0.1	16.398	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	593	148	41	1194	0.497	596	1033	1.6	1.0	6.033	A
Arm B - The Cawsey	151	38	576	1227	0.123	151	61	0.2	0.1	3.348	A
Arm C - Leyland Road south	951	238	87	1304	0.729	972	640	8.0	2.8	11.464	B
Arm D - Bee Lane	21	5	1054	331	0.062	21	5	0.1	0.1	11.606	B

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

2018 observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D2 - 2018 observed, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	10.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	795	100.000
Arm B - The Cawsey		ONE HOUR	✓	68	100.000
Arm C - Leyland Road south		ONE HOUR	✓	875	100.000
Arm D - Bee Lane		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	52	706	37
	Arm B - The Cawsey	26	0	41	1
	Arm C - Leyland Road south	803	65	0	7
	Arm D - Bee Lane	6	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.74	11.91	2.8	B	795	795
Arm B - The Cawsey	0.07	3.59	0.1	A	68	68
Arm C - Leyland Road south	0.73	10.26	2.7	B	875	875
Arm D - Bee Lane	0.03	10.28	0.0	B	9	9

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	715	179	61	1184	0.604	713	749	1.0	1.5	7.607	A
Arm B - The Cawsey	61	15	669	1170	0.052	61	105	0.0	0.1	3.245	A
Arm C - Leyland Road south	787	197	57	1321	0.596	785	672	1.0	1.4	6.690	A
Arm D - Bee Lane	8	2	802	436	0.019	8	40	0.0	0.0	8.418	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	875	219	75	1177	0.744	870	915	1.5	2.8	11.547	B
Arm B - The Cawsey	75	19	817	1079	0.069	75	128	0.1	0.1	3.583	A
Arm C - Leyland Road south	963	241	70	1314	0.733	959	821	1.4	2.6	10.004	B
Arm D - Bee Lane	10	2	980	362	0.027	10	49	0.0	0.0	10.221	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	875	219	75	1177	0.744	875	919	2.8	2.8	11.909	B
Arm B - The Cawsey	75	19	821	1077	0.070	75	129	0.1	0.1	3.593	A
Arm C - Leyland Road south	963	241	70	1313	0.733	963	826	2.6	2.7	10.261	B
Arm D - Bee Lane	10	2	984	360	0.028	10	50	0.0	0.0	10.278	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	715	179	61	1184	0.604	720	755	2.8	1.6	7.845	A
Arm B - The Cawsey	61	15	675	1166	0.052	61	106	0.1	0.1	3.258	A
Arm C - Leyland Road south	787	197	58	1321	0.596	791	679	2.7	1.5	6.864	A
Arm D - Bee Lane	8	2	808	433	0.019	8	41	0.0	0.0	8.476	A

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

2035 base (committed dev ONLY), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D3 - 2035 base (committed dev ONLY), AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	95.61	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035 base (committed dev ONLY)	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	933	100.000
Arm B - The Cawsey		ONE HOUR	✓	405	100.000
Arm C - Leyland Road south		ONE HOUR	✓	1184	100.000
Arm D - Bee Lane		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	238	690	5
	Arm B - The Cawsey	271	0	133	1
	Arm C - Leyland Road south	1063	120	0	1
	Arm D - Bee Lane	19	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.89	27.62	7.4	D	933	933
Arm B - The Cawsey	0.40	5.44	0.7	A	405	405
Arm C - Leyland Road south	1.10	181.52	72.4	F	1184	1184
Arm D - Bee Lane	0.18	28.09	0.2	D	26	26

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	839	210	113	1157	0.725	835	1203	1.5	2.5	11.028	B
Arm B - The Cawsey	364	91	628	1195	0.305	364	319	0.3	0.4	4.328	A
Arm C - Leyland Road south	1064	266	249	1212	0.878	1050	743	2.5	6.1	20.523	C
Arm D - Bee Lane	23	6	1292	232	0.101	23	6	0.1	0.1	17.200	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1027	257	126	1150	0.893	1010	1364	2.5	6.8	23.370	C
Arm B - The Cawsey	446	111	760	1114	0.400	445	376	0.4	0.7	5.375	A
Arm C - Leyland Road south	1304	326	304	1181	1.104	1164	901	6.1	40.9	84.573	F
Arm D - Bee Lane	29	7	1461	162	0.176	28	7	0.1	0.2	26.758	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1027	257	127	1149	0.894	1025	1376	6.8	7.4	27.621	D
Arm B - The Cawsey	446	111	771	1107	0.403	446	381	0.7	0.7	5.442	A
Arm C - Leyland Road south	1304	326	305	1181	1.104	1178	912	40.9	72.4	181.517	F
Arm D - Bee Lane	29	7	1475	157	0.183	29	8	0.2	0.2	28.086	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	839	210	128	1149	0.730	857	1335	7.4	2.8	13.043	B
Arm B - The Cawsey	364	91	645	1185	0.307	365	340	0.7	0.4	4.397	A
Arm C - Leyland Road south	1064	266	250	1212	0.878	1195	760	72.4	39.7	170.979	F
Arm D - Bee Lane	23	6	1439	172	0.136	24	7	0.2	0.2	24.337	C

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

2035 base (committed dev ONLY) , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D4 - 2035 base (committed dev ONLY) , PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	45.20	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035 base (committed dev ONLY)	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	1021	100.000
Arm B - The Cawsey		ONE HOUR	✓	418	100.000
Arm C - Leyland Road south		ONE HOUR	✓	977	100.000
Arm D - Bee Lane		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	277	702	42
	Arm B - The Cawsey	289	0	128	1
	Arm C - Leyland Road south	837	132	0	8
	Arm D - Bee Lane	7	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.99	66.24	20.2	F	1021	1021
Arm B - The Cawsey	0.42	5.76	0.7	A	418	418
Arm C - Leyland Road south	0.94	40.35	11.3	E	977	977
Arm D - Bee Lane	0.06	19.38	0.1	C	10	10

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	918	229	121	1152	0.796	911	1014	1.9	3.6	14.485	B
Arm B - The Cawsey	376	94	666	1171	0.321	375	365	0.3	0.5	4.518	A
Arm C - Leyland Road south	878	220	298	1185	0.741	873	744	1.5	2.7	11.386	B
Arm D - Bee Lane	9	2	1126	301	0.030	9	46	0.0	0.0	12.306	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1124	281	145	1140	0.986	1079	1223	3.6	14.9	42.211	E
Arm B - The Cawsey	460	115	790	1096	0.420	459	434	0.5	0.7	5.637	A
Arm C - Leyland Road south	1076	269	363	1148	0.937	1048	886	2.7	9.6	30.227	D
Arm D - Bee Lane	11	3	1357	205	0.054	11	54	0.0	0.1	18.496	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1124	281	148	1138	0.988	1103	1242	14.9	20.2	66.243	F
Arm B - The Cawsey	460	115	807	1085	0.424	460	444	0.7	0.7	5.759	A
Arm C - Leyland Road south	1076	269	365	1147	0.938	1069	903	9.6	11.3	40.351	E
Arm D - Bee Lane	11	3	1378	197	0.056	11	55	0.1	0.1	19.379	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	918	229	126	1150	0.798	981	1048	20.2	4.3	27.284	D
Arm B - The Cawsey	376	94	718	1140	0.330	377	389	0.7	0.5	4.722	A
Arm C - Leyland Road south	878	220	302	1182	0.743	911	793	11.3	3.0	14.726	B
Arm D - Bee Lane	9	2	1164	285	0.031	9	49	0.1	0.0	13.033	B

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

2035 base plus dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D5 - 2035 base plus dev , AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	97.31	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	935	100.000
Arm B - The Cawsey		ONE HOUR	✓	406	100.000
Arm C - Leyland Road south		ONE HOUR	✓	1185	100.000
Arm D - Bee Lane		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	238	690	7
	Arm B - The Cawsey	271	0	133	2
	Arm C - Leyland Road south	1062	120	0	3
	Arm D - Bee Lane	26	4	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.90	29.16	7.8	D	935	935
Arm B - The Cawsey	0.41	5.49	0.7	A	406	406
Arm C - Leyland Road south	1.11	184.89	73.8	F	1185	1185
Arm D - Bee Lane	0.30	32.39	0.4	D	43	43

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	841	210	122	1152	0.730	836	1208	1.5	2.6	11.242	B
Arm B - The Cawsey	365	91	635	1191	0.307	365	323	0.3	0.4	4.355	A
Arm C - Leyland Road south	1065	266	251	1211	0.880	1051	748	2.5	6.2	20.758	C
Arm D - Bee Lane	39	10	1291	233	0.166	38	11	0.1	0.2	18.480	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1029	257	136	1144	0.900	1011	1368	2.6	7.1	24.328	C
Arm B - The Cawsey	447	112	768	1109	0.403	446	380	0.4	0.7	5.422	A
Arm C - Leyland Road south	1305	326	308	1179	1.107	1163	907	6.2	41.6	85.834	F
Arm D - Bee Lane	47	12	1458	164	0.289	47	13	0.2	0.4	30.515	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1029	257	138	1143	0.900	1026	1381	7.1	7.8	29.157	D
Arm B - The Cawsey	447	112	779	1102	0.406	447	385	0.7	0.7	5.494	A
Arm C - Leyland Road south	1305	326	308	1179	1.107	1176	918	41.6	73.8	184.887	F
Arm D - Bee Lane	47	12	1471	158	0.299	47	13	0.4	0.4	32.385	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	841	210	136	1144	0.735	860	1338	7.8	2.9	13.475	B
Arm B - The Cawsey	365	91	653	1180	0.309	366	344	0.7	0.5	4.430	A
Arm C - Leyland Road south	1065	266	252	1210	0.880	1194	767	73.8	41.6	176.038	F
Arm D - Bee Lane	39	10	1435	173	0.223	39	11	0.4	0.3	26.965	D

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

2035 base plus dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Safety	Arm A - Leyland Road north - Accident Parameters	Roundabout accident prediction: Angles between arms expected to sum to 360 degrees.
Warning	Demand Sets	D6 - 2035 base plus dev , PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	Arm A, Arm B, Arm C, Arm D	48.74	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Arm A - Leyland Road north		ONE HOUR	✓	1026	100.000
Arm B - The Cawsey		ONE HOUR	✓	421	100.000
Arm C - Leyland Road south		ONE HOUR	✓	982	100.000
Arm D - Bee Lane		ONE HOUR	✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	277	702	47
	Arm B - The Cawsey	289	0	128	4
	Arm C - Leyland Road south	837	132	0	13
	Arm D - Bee Lane	10	2	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		Arm A - Leyland Road north	Arm B - The Cawsey	Arm C - Leyland Road south	Arm D - Bee Lane
From	Arm A - Leyland Road north	0	0	0	0
	Arm B - The Cawsey	0	0	0	0
	Arm C - Leyland Road south	0	0	0	0
	Arm D - Bee Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Arm A - Leyland Road north	0.99	71.37	22.1	F	1026	1026
Arm B - The Cawsey	0.43	5.83	0.7	A	421	421
Arm C - Leyland Road south	0.95	44.01	12.4	E	982	982
Arm D - Bee Lane	0.10	20.27	0.1	C	18	18

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	922	231	125	1150	0.802	915	1016	1.9	3.8	14.859	B
Arm B - The Cawsey	378	95	673	1167	0.324	378	367	0.3	0.5	4.558	A
Arm C - Leyland Road south	883	221	305	1181	0.748	878	746	1.5	2.8	11.687	B
Arm D - Bee Lane	16	4	1125	302	0.054	16	57	0.0	0.1	12.610	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1130	282	150	1137	0.994	1081	1224	3.8	15.9	44.317	E
Arm B - The Cawsey	464	116	796	1092	0.424	463	435	0.5	0.7	5.707	A
Arm C - Leyland Road south	1081	270	371	1143	0.946	1051	887	2.8	10.3	32.032	D
Arm D - Bee Lane	20	5	1355	206	0.096	20	68	0.1	0.1	19.248	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	1130	282	153	1135	0.995	1105	1244	15.9	22.1	71.370	F
Arm B - The Cawsey	464	116	813	1081	0.429	463	445	0.7	0.7	5.825	A
Arm C - Leyland Road south	1081	270	373	1142	0.947	1073	903	10.3	12.4	44.006	E
Arm D - Bee Lane	20	5	1377	197	0.100	20	69	0.1	0.1	20.270	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
Arm A - Leyland Road north	922	231	131	1147	0.804	993	1054	22.1	4.6	30.589	D
Arm B - The Cawsey	378	95	730	1132	0.334	379	393	0.7	0.5	4.788	A
Arm C - Leyland Road south	883	221	310	1178	0.749	920	800	12.4	3.2	15.720	C
Arm D - Bee Lane	16	4	1168	284	0.057	16	61	0.1	0.1	13.466	B

Accident Prediction

Accident Prediction Options

Accident prediction type	Junction Environment	Central Island Diameter (m)
Simple (M0)	Urban	4.00

Accident Parameters

Arm	Use geometries from capacity?	Entry path radius (m)	Approach radius (m)	Angle to next arm (Deg)	Yellow bars
Arm A - Leyland Road north	✓	0.00	0.00	40.00	
Arm B - The Cawsey	✓	0.00	0.00	40.00	
Arm C - Leyland Road south	✓	0.00	0.00	40.00	
Arm D - Bee Lane	✓	0.00	0.00	40.00	

Accident Flows

Arm	Total entry flow (AADT x 1000)	Total exit flow (AADT x 1000)	Total circulating flow (AADT x 1000)	Motorcycles entry flow (AADT x 1000)	Motorcycles exit flow (AADT x 1000)	Motorcycles circulating flow (AADT x 1000)	Pedestrian flow (peds x 1000)
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Accident Arm Results

Arm	Entering circulating (Accidents/year)	Approaching (Accidents/year)	Single vehicle (Accidents/year)	Other vehicle (Accidents/year)	TOTAL VEHICLE (Accidents/year)	TOTAL PEDESTRIAN (Accidents/year)	TOTAL (Accidents/year)	Vehicle accidents index
Arm A - Leyland Road north	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm B - The Cawsey	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm C - Leyland Road south	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Arm D - Bee Lane	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Basic Results Summary

User and Project Details

Project:	**Pickering's Farm**
Title:	**Review of A582 Chain House Lane junction**
Location:	
Additional detail:	2018: Initial model created for A582 Environmental Statement (ES) – existing junction layout only. June 2022: Model flows and timings updated for use in Pickering's Farm development assessment.
File name:	A582_Chain House Lane (A582 ES version Pickerings Farm).lsg3x
Author:	M Hansen
Company:	Lancashire County Council
Address:	County Hall, Preston

Scenario 1: 'AM 2018 observed' (FG1: 'AM 2018 observed', Plan 1: 'As constructed')

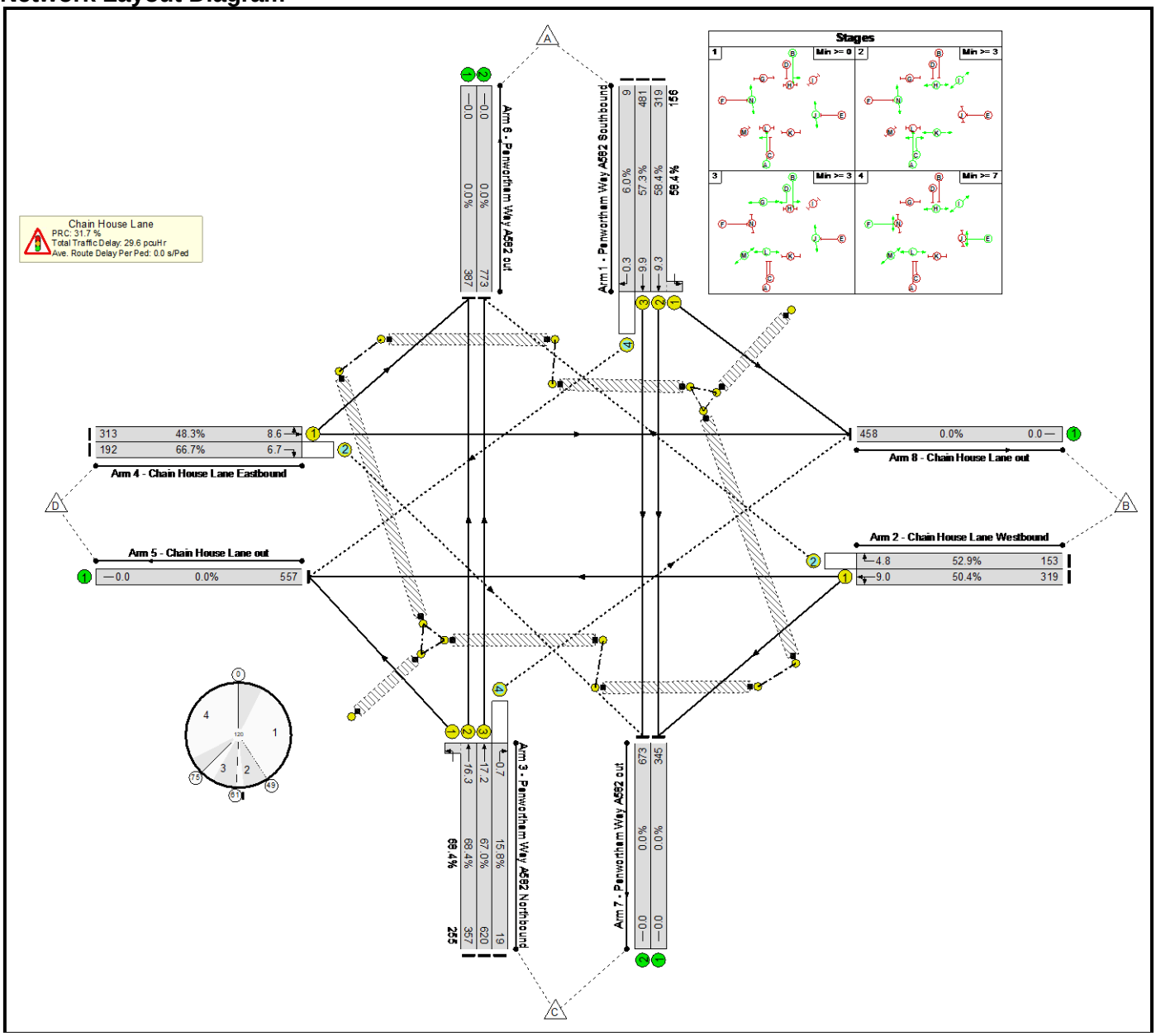
Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	156	800	9	965
	B	153	0	26	293	472
	C	977	19	0	255	1251
	D	30	283	192	0	505
	Tot.	1160	458	1018	557	3193

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.4%**	**342**	**27**	**4**	**29.6**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.4%**	**342**	**27**	**4**	**29.6**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	47	-	475	1915:1967	547+267	58.4 : 58.4%	-	-	-	2.9	22.0	9.3
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	47	-	481	2055	839	57.3%	-	-	-	2.9	22.1	9.9
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	9	1807	151	6.0%	0	9	0	0.2	63.6	0.3
2/1	Chain House Lane Westbound Ahead Left	U	E		1	39	-	319	1898	633	50.4%	-	-	-	3.3	37.8	9.0
2/2	Chain House Lane Westbound Right	O	E		1	39	-	153	1696	289	52.9%	152	0	1	2.4	55.8	4.8
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	53	-	612	1915:1995	522+373	68.4 : 68.4%	-	-	-	5.4	31.9	16.3
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	53	-	620	2055	925	67.0%	-	-	-	5.5	31.9	17.2
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	19	1809	121	15.8%	0	18	1	0.4	70.6	0.7

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	40	-	313	1898	648	48.3%	-	-	-	3.2	36.5	8.6
4/2	Chain House Lane Eastbound Right	O	F		1	40	-	192	1741	288	66.7%	190	0	2	3.4	64.3	6.7
Ped Link: P1	Unnamed Ped Link	-	M		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	54	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	45	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 31.7 Total Delay for Signalled Lanes (pcuHr): 29.62 Cycle Time (s): 120
PRC Over All Lanes (%): 31.7 Total Delay Over All Lanes(pcuHr): 29.62

Basic Results Summary

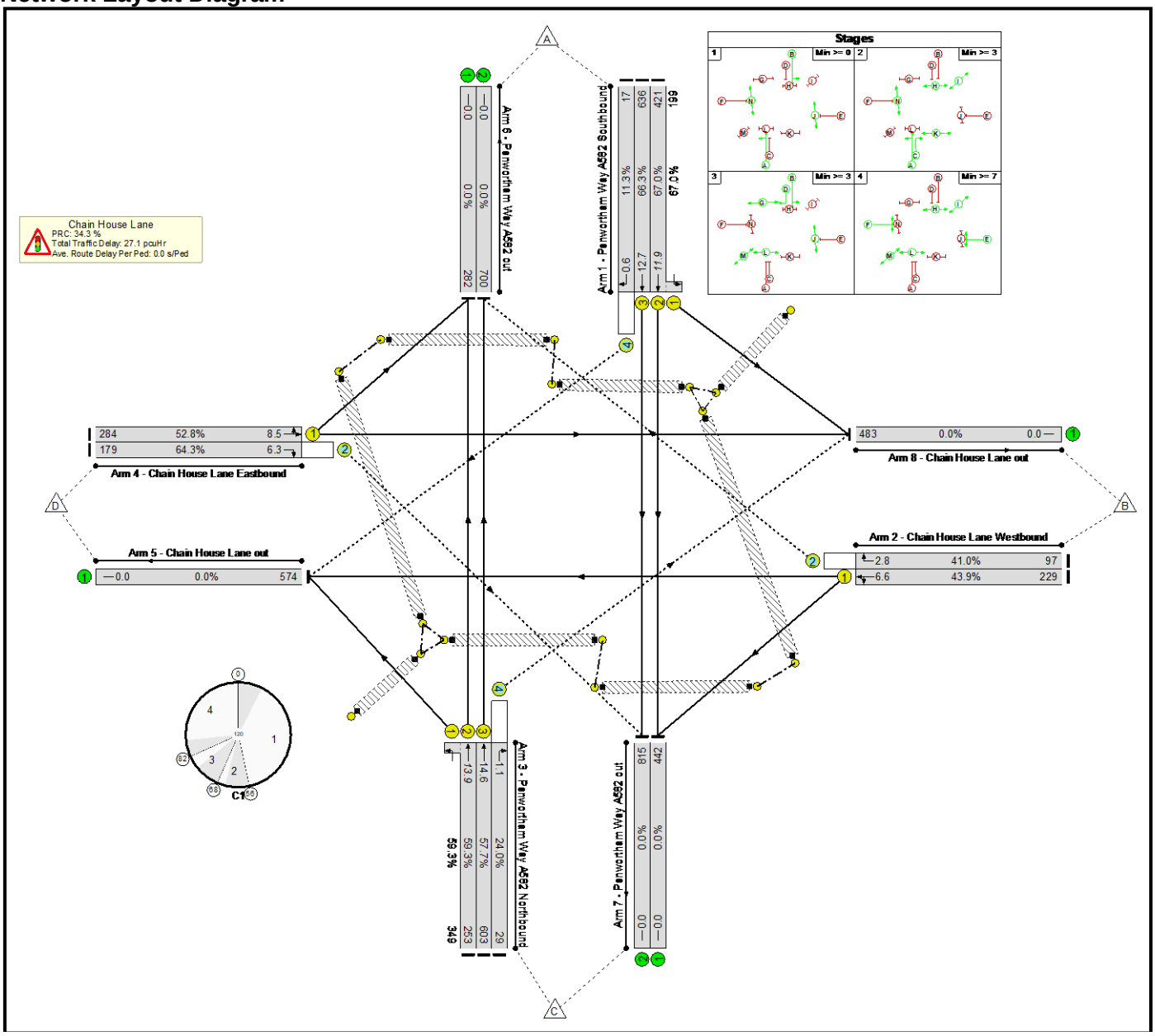
Scenario 2: 'PM 2018 observed' (FG2: 'PM 2018 observed', Plan 1: 'As constructed')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	199	1057	17	1273
	B	97	0	21	208	326
	C	856	29	0	349	1234
	D	29	255	179	0	463
	Tot.	982	483	1257	574	3296

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**	**274**	**44**	**4**	**27.1**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**	**274**	**44**	**4**	**27.1**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	54	-	620	1915:1967	628+297	67.0 : 67.0%	-	-	-	3.5	20.3	11.9
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	54	-	636	2055	959	66.3%	-	-	-	3.6	20.3	12.7
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	17	1807	151	11.3%	0	16	1	0.3	64.4	0.6
2/1	Chain House Lane Westbound Ahead Left	U	E		1	32	-	229	1896	521	43.9%	-	-	-	2.7	42.0	6.6
2/2	Chain House Lane Westbound Right	O	E		1	32	-	97	1696	237	41.0%	96	0	1	1.6	58.6	2.8
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	60	-	602	1915:1995	427+589	59.3 : 59.3%	-	-	-	4.1	24.5	13.9
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	60	-	603	2055	1045	57.7%	-	-	-	4.1	24.6	14.6
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	29	1809	121	24.0%	0	28	1	0.6	72.7	1.1

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	33	-	284	1897	537	52.8%	-	-	-	3.4	43.3	8.5
4/2	Chain House Lane Eastbound Right	O	F		1	33	-	179	1741	278	64.3%	178	0	1	3.2	64.9	6.3
Ped Link: P1	Unnamed Ped Link	-	M		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	40	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	52	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 34.3 Total Delay for Signalled Lanes (pcuHr): 27.09 Cycle Time (s): 120
PRC Over All Lanes (%): 34.3 Total Delay Over All Lanes(pcuHr): 27.09

Basic Results Summary

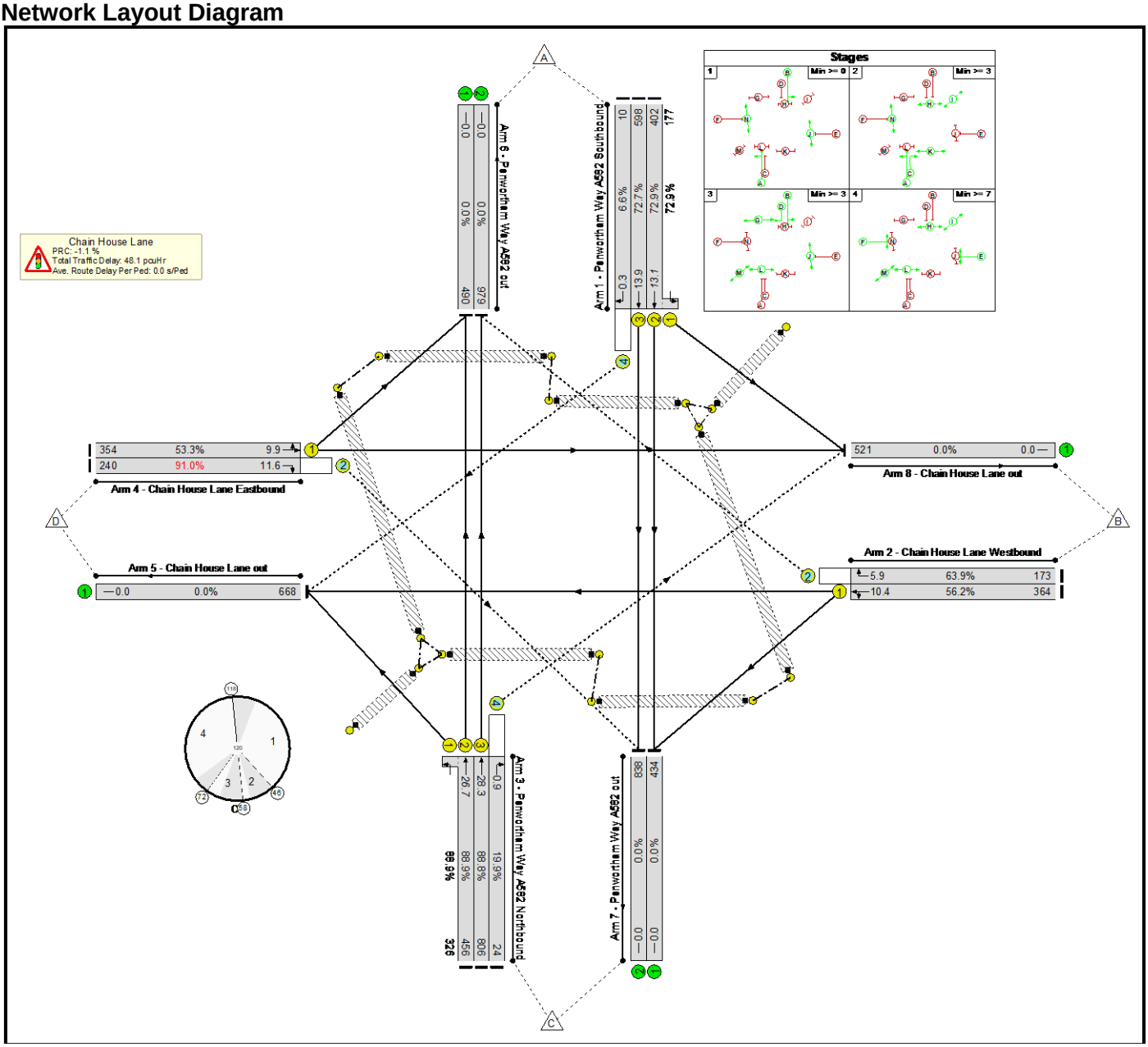
Scenario 3: 'AM 2035 base (committed dev only)' (FG3: 'AM 2035 base (committed dev only)', Plan 1: 'As constructed')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	177	1000	10	1187
	B	173	0	32	332	537
	C	1262	24	0	326	1612
	D	34	320	240	0	594
	Tot.	1469	521	1272	668	3930

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**	**363**	**33**	**52**	**48.1**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**	**363**	**33**	**52**	**48.1**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	46	-	579	1915:1967	551+243	72.9 : 72.9%	-	-	-	4.3	27.0	13.1
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	46	-	598	2055	822	72.7%	-	-	-	4.5	27.0	13.9
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	10	1807	151	6.6%	0	10	0	0.2	63.7	0.3
2/1	Chain House Lane Westbound Ahead Left	U	E		1	40	-	364	1897	648	56.2%	-	-	-	3.9	38.5	10.4
2/2	Chain House Lane Westbound Right	O	E		1	40	-	173	1696	271	63.9%	172	0	1	3.0	63.1	5.9
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	52	-	782	1915:1995	513+367	88.9 : 88.9%	-	-	-	10.3	47.4	26.7
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	52	-	806	2055	908	88.8%	-	-	-	10.6	47.3	28.3
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	24	1809	121	19.9%	0	23	1	0.5	71.6	0.9

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	41	-	354	1898	664	53.3%	-	-	-	3.6	36.9	9.9
4/2	Chain House Lane Eastbound Right	O	F		1	41	-	240	1741	264	91.0%	191	0	49	7.2	108.0	11.6
Ped Link: P1	Unnamed Ped Link	-	M		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	44	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 48.12 Cycle Time (s): 120
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 48.12

Basic Results Summary

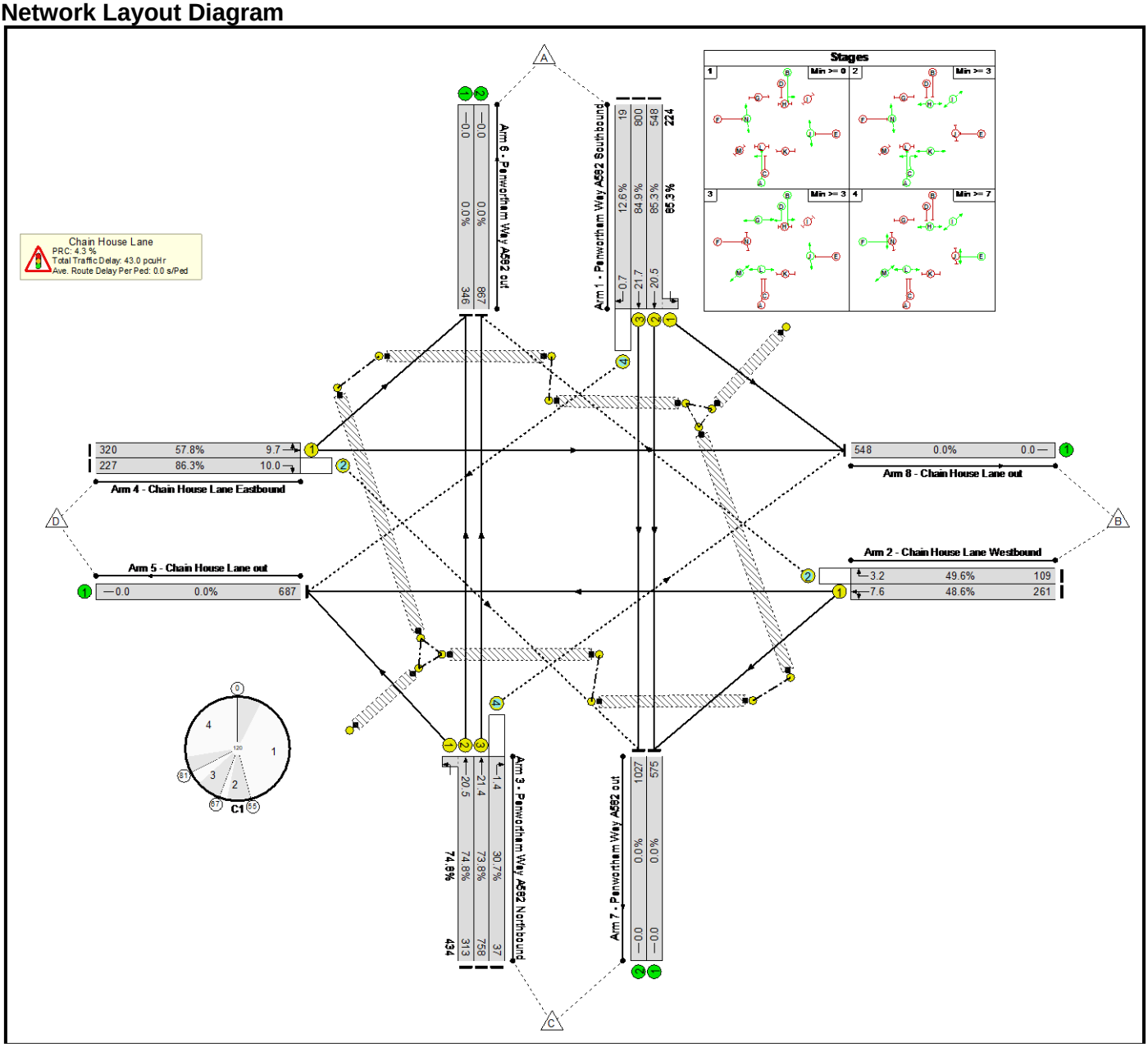
Scenario 4: 'PM 2035 base (committed dev only)' (FG4: 'PM 2035 base (committed dev only)', Plan 1: 'As constructed')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	1348	19	1591
	B	109	0	27	234	370
	C	1071	37	0	434	1542
	D	33	287	227	0	547
	Tot.	1213	548	1602	687	4050

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**300**	**54**	**37**	**43.0**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**	**300**	**54**	**37**	**43.0**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	53	-	772	1915:1967	642+263	85.3 : 85.3%	-	-	-	7.1	32.9	20.5
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	53	-	800	2055	942	84.9%	-	-	-	7.3	33.0	21.7
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	19	1807	151	12.6%	0	18	1	0.3	64.7	0.7
2/1	Chain House Lane Westbound Ahead Left	U	E		1	33	-	261	1894	537	48.6%	-	-	-	3.1	42.3	7.6
2/2	Chain House Lane Westbound Right	O	E		1	33	-	109	1696	220	49.6%	108	0	1	1.9	63.7	3.2
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	59	-	747	1915:1995	419+581	74.8 : 74.8%	-	-	-	6.3	30.4	20.5
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	59	-	758	2055	1027	73.8%	-	-	-	6.4	30.4	21.4
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	37	1809	121	30.7%	0	36	1	0.8	74.8	1.4

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	34	-	320	1897	553	57.8%	-	-	-	3.9	43.9	9.7
4/2	Chain House Lane Eastbound Right	O	F		1	34	-	227	1741	263	86.3%	192	0	35	5.9	94.0	10.0
Ped Link: P1	Unnamed Ped Link	-	M		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	58	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	41	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	51	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 43.02 Cycle Time (s): 120
PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 43.02

Basic Results Summary

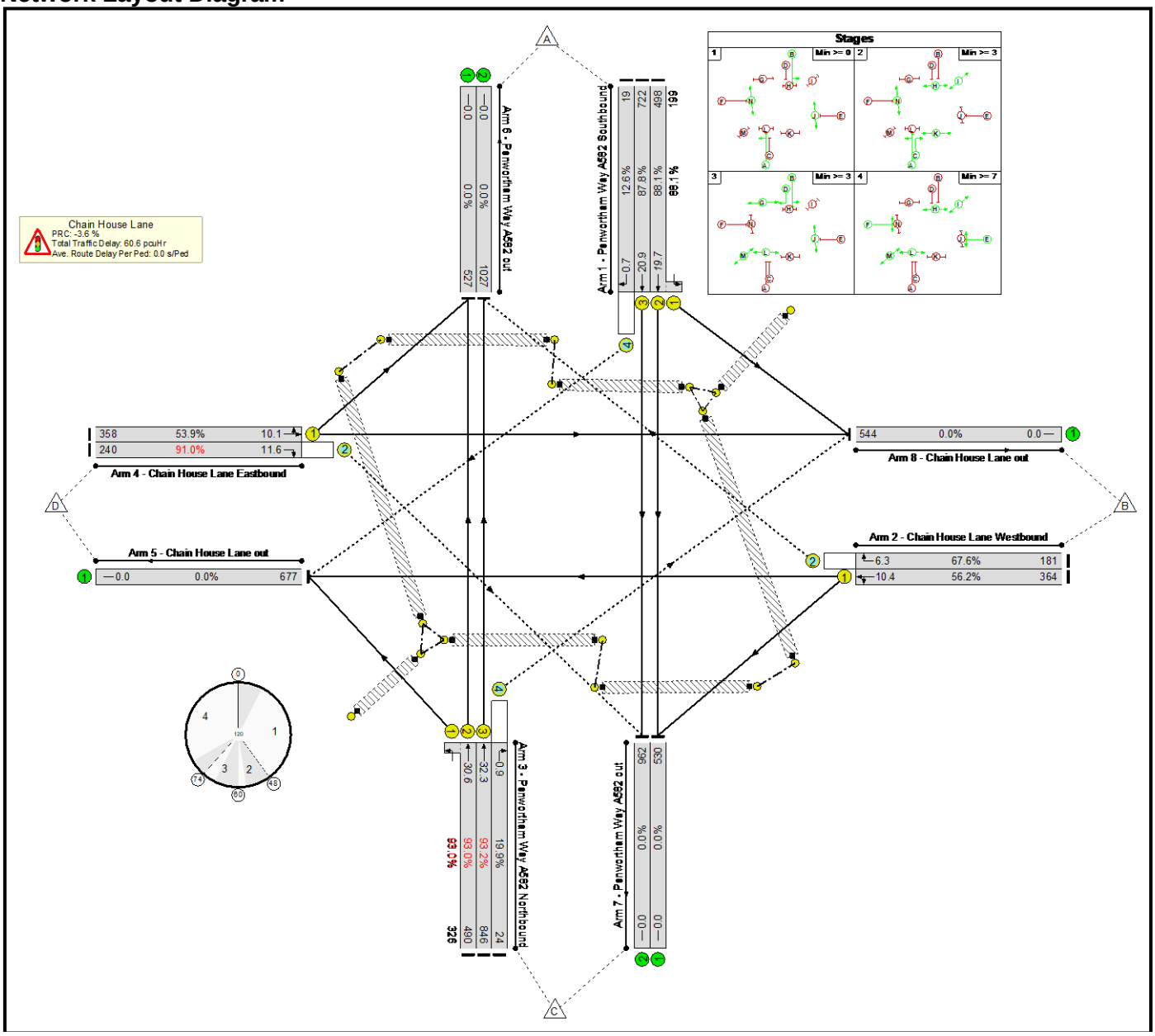
Scenario 5: 'AM 2035 base plus dev' (FG5: 'AM 2035 base plus dev ', Plan 1: 'As constructed')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	199	1220	19	1438
	B	181	0	32	332	545
	C	1336	24	0	326	1686
	D	37	321	240	0	598
	Tot.	1554	544	1492	677	4267

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**371**	**42**	**52**	**60.6**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**371**	**42**	**52**	**60.6**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	46	-	697	1915:1967	566+226	88.1 : 88.1%	-	-	-	7.7	39.8	19.7
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	46	-	722	2055	822	87.8%	-	-	-	8.0	39.9	20.9
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	19	1807	151	12.6%	0	18	1	0.3	64.7	0.7
2/1	Chain House Lane Westbound Ahead Left	U	E		1	40	-	364	1897	648	56.2%	-	-	-	3.9	38.5	10.4
2/2	Chain House Lane Westbound Right	O	E		1	40	-	181	1696	268	67.6%	179	0	2	3.3	65.9	6.3
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	52	-	816	1915:1995	527+350	93.0 : 93.0%	-	-	-	12.7	56.1	30.6
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	52	-	846	2055	908	93.2%	-	-	-	13.3	56.4	32.3
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	24	1809	121	19.9%	0	23	1	0.5	71.6	0.9

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	41	-	358	1897	664	53.9%	-	-	-	3.7	37.1	10.1
4/2	Chain House Lane Eastbound Right	O	F		1	41	-	240	1741	264	91.0%	191	0	49	7.2	108.0	11.6
Ped Link: P1	Unnamed Ped Link	-	M		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	44	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 60.60 Cycle Time (s): 120
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 60.60

Basic Results Summary

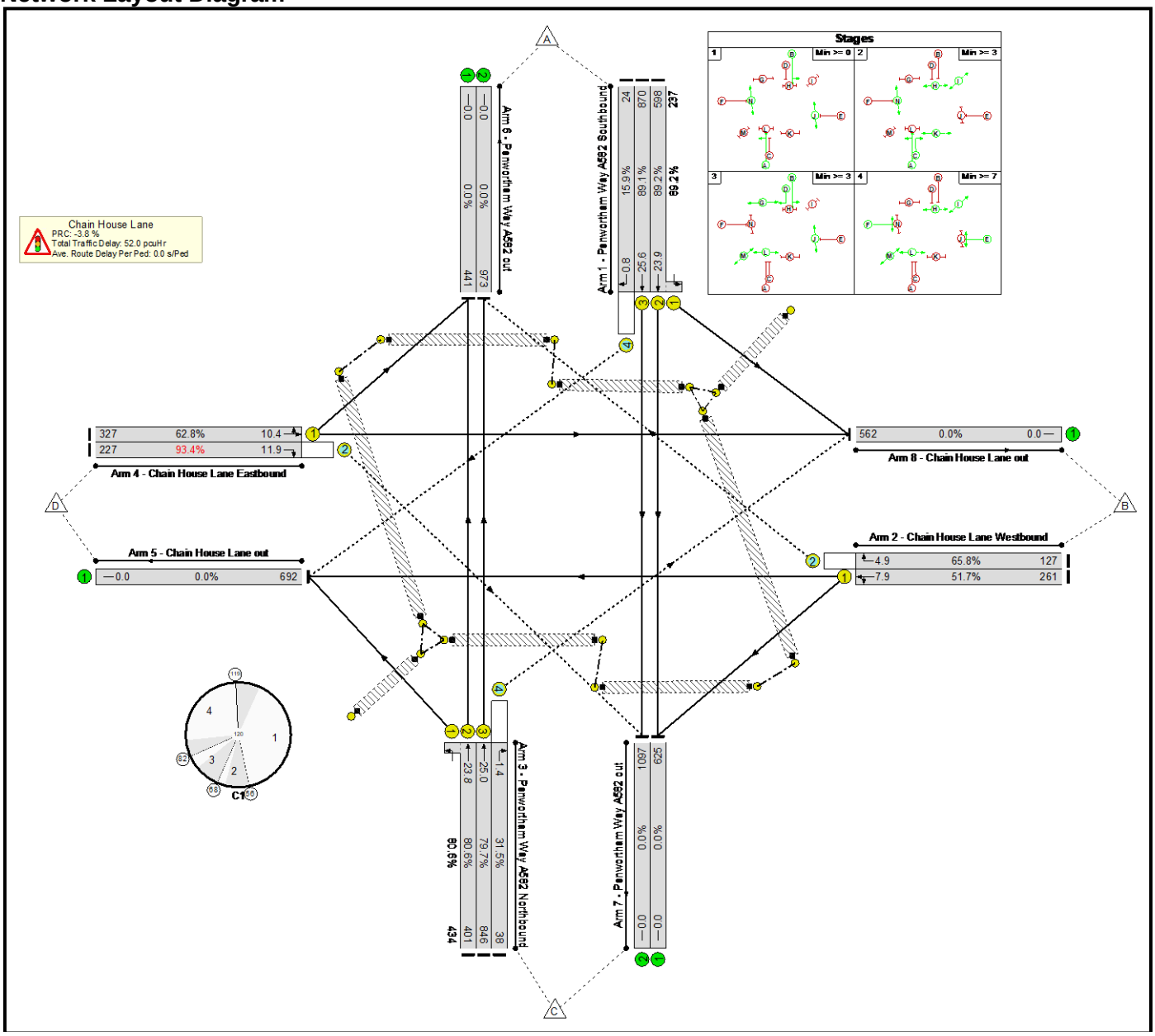
Scenario 6: 'PM 2035 base plus dev' (FG6: 'PM 2035 base plus dev', Plan 1: 'As constructed')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	237	1468	24	1729
	B	127	0	27	234	388
	C	1247	38	0	434	1719
	D	40	287	227	0	554
	Tot.	1414	562	1722	692	4390

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Chain House Lane junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**	**298**	**60**	**58**	**52.0**	**-**	**-**
Chain House Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**	**298**	**60**	**58**	**52.0**	**-**	**-**
1/2+1/1	Penwortham Way A582 Southbound Ahead Left	U	B		2	55	-	835	1915:1967	670+266	89.2 : 89.2%	-	-	-	8.6	37.3	23.9
1/3	Penwortham Way A582 Southbound Ahead	U	B		2	55	-	870	2055	976	89.1%	-	-	-	9.0	37.4	25.6
1/4	Penwortham Way A582 Southbound Right	O	D		1	9	-	24	1807	151	15.9%	0	23	1	0.4	65.4	0.8
2/1	Chain House Lane Westbound Ahead Left	U	E		1	31	-	261	1894	505	51.7%	-	-	-	3.2	44.8	7.9
2/2	Chain House Lane Westbound Right	O	E		1	31	-	127	1696	193	65.8%	126	0	1	2.7	77.9	4.9
3/2+3/1	Penwortham Way A582 Northbound Left Ahead	U	A		1	61	-	835	1915:1995	497+538	80.6 : 80.6%	-	-	-	7.4	32.0	23.8
3/3	Penwortham Way A582 Northbound Ahead	U	A		1	61	-	846	2055	1062	79.7%	-	-	-	7.5	32.0	25.0
3/4	Penwortham Way A582 Northbound Right	O	C		1	7	-	38	1809	121	31.5%	0	37	1	0.8	75.1	1.4

Basic Results Summary

4/1	Chain House Lane Eastbound Left Ahead	U	F		1	32	-	327	1893	521	62.8%	-	-	-	4.3	47.3	10.4
4/2	Chain House Lane Eastbound Right	O	F		1	32	-	227	1741	243	93.4%	172	0	55	7.9	124.6	11.9
Ped Link: P1	Unnamed Ped Link	-	M		1	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	N		1	60	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	L		1	46	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	K		1	3	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	I		2	39	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	H		2	39	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	G		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	Unnamed Ped Link	-	J		2	53	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -3.8 Total Delay for Signalled Lanes (pcuHr): 52.02 Cycle Time (s): 120
PRC Over All Lanes (%): -3.8 Total Delay Over All Lanes(pcuHr): 52.02

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: A582_Croston Rd_west (A582 ES version pickerings farm).j9
Path: V:\S&P\Planning\Common\CLM\CLM02 A582 South Ribble Western Distributor\1700_MODELLING\PICKERINGS FARM APPEAL\Junction Models\Updated\3. A582 Croston Rd Fidler Lane
Report generation date: 17/06/2022 15:12:10

»2018 observed, AM
»2018 observed, PM
»2035 base (committed dev only), AM
»2035 base (committed dev only), PM
»2035 base plus dev, AM
»2035 base plus dev, PM
»2035 base plus dev and dualling, AM
»2035 base plus dev and dualling, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018 observed							
1 - Croston Road	3.7	10.63	0.79	B	46.9	95.12	1.04	F
2 - Fidler Lane	0.0	7.76	0.01	A	0.0	11.97	0.02	B
3 - Croston Road	0.9	8.68	0.49	A	0.4	6.91	0.28	A
4 - Flensburg Way	2.0	7.21	0.67	A	2.0	6.72	0.67	A
	2035 base (committed dev only)							
1 - Croston Road	48.2	97.83	1.04	F	511.4	1082.16	1.45	F
2 - Fidler Lane	0.0	11.79	0.02	B	0.0	12.43	0.03	B
3 - Croston Road	3.9	27.79	0.81	D	0.6	8.12	0.39	A
4 - Flensburg Way	52.2	113.08	1.05	F	12.1	30.92	0.94	D
	2035 base plus dev							
1 - Croston Road	137.6	291.74	1.16	F	614.2	1291.04	1.51	F
2 - Fidler Lane	0.0	12.00	0.03	B	0.0	12.43	0.03	B
3 - Croston Road	4.6	32.57	0.84	D	0.6	8.29	0.39	A
4 - Flensburg Way	142.6	317.90	1.18	F	29.4	65.48	1.00	F
	2035 base plus dev and dualling							
1 - Croston Road	194.9	443.45	1.22	F	620.7	1304.59	1.51	F
2 - Fidler Lane	0.0	12.01	0.03	B	0.0	12.40	0.03	B
3 - Croston Road	4.0	28.09	0.81	D	0.6	8.12	0.37	A
4 - Flensburg Way	155.9	354.68	1.20	F	97.5	176.67	1.11	F

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

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

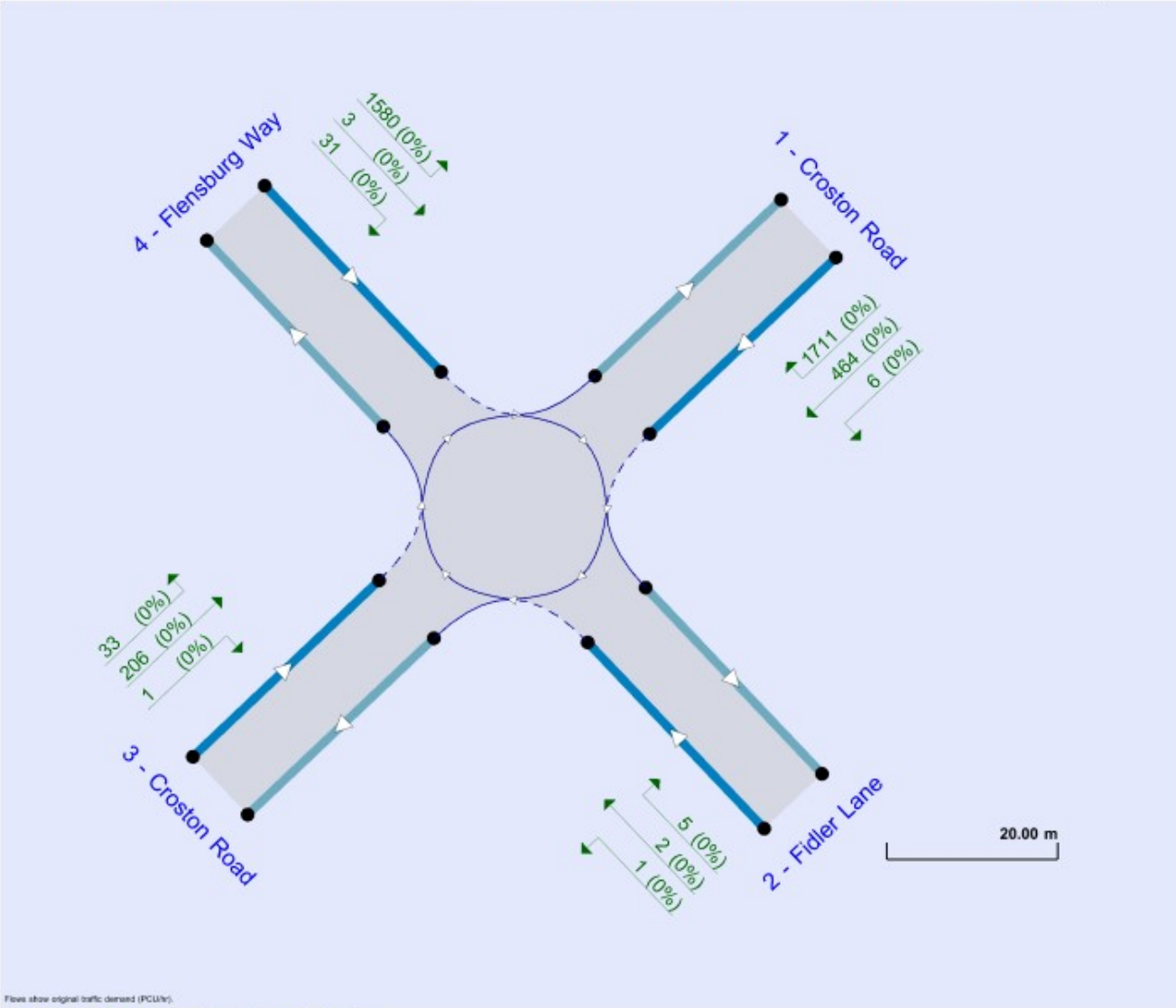
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NT AUTHORITY\SYSTEM
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓
D3	2035 base (committed dev only)	AM	ONE HOUR	07:15	08:45	15	✓	✓
D4	2035 base (committed dev only)	PM	ONE HOUR	16:15	17:45	15	✓	✓
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15	✓	✓
D7	2035 base plus dev and dualling	AM	ONE HOUR	07:15	08:45	15	✓	✓
D8	2035 base plus dev and dualling	PM	ONE HOUR	16:15	17:45	15	✓	✓

Analysis Set Details

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

2018 observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2018 observed, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	9.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Croston Road	
2	Fidler Lane	
3	Croston Road	
4	Flensburg Way	

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)	Exit only
1 - Croston Road	5.00	6.00	5.5	15.0	45.0	42.0	
2 - Fidler Lane	3.00	6.00	3.5	15.0	45.0	37.0	
3 - Croston Road	3.50	9.50	6.5	17.5	45.0	54.0	
4 - Flensburg Way	3.75	6.50	15.0	85.0	45.0	24.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Croston Road	0.593	1608
2 - Fidler Lane	0.500	1105
3 - Croston Road	0.539	1383
4 - Flensburg Way	0.656	1758

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	1149	100.000
2 - Fidler Lane		ONE HOUR	✓	6	100.000
3 - Croston Road		ONE HOUR	✓	355	100.000
4 - Flensburg Way		ONE HOUR	✓	935	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	3	179	967
	2 - Fidler Lane	4	0	0	2
	3 - Croston Road	314	0	0	41
	4 - Flensburg Way	927	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.79	10.63	3.7	B	1149	1149
2 - Fidler Lane	0.01	7.76	0.0	A	6	6
3 - Croston Road	0.49	8.68	0.9	A	355	355
4 - Flensburg Way	0.67	7.21	2.0	A	935	935

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1033	258	7	1603	0.644	1030	1117	1.2	1.8	6.255	A
2 - Fidler Lane	5	1	1035	588	0.009	5	3	0.0	0.0	6.178	A
3 - Croston Road	319	80	873	913	0.350	318	168	0.4	0.5	6.054	A
4 - Flensburg Way	841	210	285	1571	0.535	839	906	0.8	1.1	4.909	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1265	316	9	1602	0.789	1258	1366	1.8	3.6	10.237	B
2 - Fidler Lane	7	2	1263	474	0.014	7	3	0.0	0.0	7.704	A
3 - Croston Road	391	98	1065	809	0.483	389	205	0.5	0.9	8.553	A
4 - Flensburg Way	1029	257	349	1529	0.673	1026	1106	1.1	2.0	7.104	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1265	316	9	1602	0.789	1265	1371	3.6	3.7	10.628	B
2 - Fidler Lane	7	2	1270	470	0.014	7	3	0.0	0.0	7.760	A
3 - Croston Road	391	98	1071	806	0.485	391	206	0.9	0.9	8.677	A
4 - Flensburg Way	1029	257	350	1528	0.674	1029	1112	2.0	2.0	7.213	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1033	258	7	1603	0.644	1040	1124	3.7	1.8	6.470	A
2 - Fidler Lane	5	1	1045	583	0.009	5	3	0.0	0.0	6.230	A
3 - Croston Road	319	80	881	908	0.351	321	169	0.9	0.5	6.143	A
4 - Flensburg Way	841	210	287	1570	0.536	844	914	2.0	1.2	4.984	A

2018 observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2018 observed, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	55.99	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	1503	100.000
2 - Fidler Lane		ONE HOUR	✓	7	100.000
3 - Croston Road		ONE HOUR	✓	184	100.000
4 - Flensburg Way		ONE HOUR	✓	1004	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	5	344	1154
	2 - Fidler Lane	4	0	1	2
	3 - Croston Road	157	1	0	26
	4 - Flensburg Way	989	1	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	1.04	95.12	46.9	F	1503	1503
2 - Fidler Lane	0.02	11.97	0.0	B	7	7
3 - Croston Road	0.28	6.91	0.4	A	184	184
4 - Flensburg Way	0.67	6.72	2.0	A	1004	1004

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1351	338	14	1599	0.845	1341	1032	2.3	5.0	13.392	B
2 - Fidler Lane	6	2	1349	431	0.015	6	6	0.0	0.0	8.471	A
3 - Croston Road	165	41	1035	825	0.200	165	320	0.2	0.2	5.451	A
4 - Flensburg Way	903	226	145	1663	0.543	901	1054	0.8	1.2	4.718	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1655	414	18	1597	1.036	1558	1262	5.0	29.3	49.997	E
2 - Fidler Lane	8	2	1568	322	0.024	8	7	0.0	0.0	11.460	B
3 - Croston Road	203	51	1203	735	0.276	202	373	0.2	0.4	6.754	A
4 - Flensburg Way	1105	276	178	1641	0.673	1102	1227	1.2	2.0	6.632	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1655	414	18	1597	1.036	1584	1266	29.3	46.9	95.122	F
2 - Fidler Lane	8	2	1595	308	0.025	8	7	0.0	0.0	11.972	B
3 - Croston Road	203	51	1223	724	0.280	203	379	0.4	0.4	6.909	A
4 - Flensburg Way	1105	276	178	1641	0.674	1105	1247	2.0	2.0	6.717	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1351	338	14	1599	0.845	1512	1037	46.9	6.6	56.067	F
2 - Fidler Lane	6	2	1520	346	0.018	6	7	0.0	0.0	10.610	B
3 - Croston Road	165	41	1167	754	0.219	166	360	0.4	0.3	6.123	A
4 - Flensburg Way	903	226	146	1662	0.543	906	1186	2.0	1.2	4.780	A

2035 base (committed dev only), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2035 base (committed dev only), AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	93.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035 base (committed dev only)	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	1498	100.000
2 - Fidler Lane		ONE HOUR	✓	7	100.000
3 - Croston Road		ONE HOUR	✓	489	100.000
4 - Flensburg Way		ONE HOUR	✓	1379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	3	233	1262
	2 - Fidler Lane	5	0	0	2
	3 - Croston Road	415	19	0	55
	4 - Flensburg Way	1367	0	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	1.04	97.83	48.2	F	1498	1498
2 - Fidler Lane	0.02	11.79	0.0	B	7	7
3 - Croston Road	0.81	27.79	3.9	D	489	489
4 - Flensburg Way	1.05	113.08	52.2	F	1379	1379

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1347	337	28	1591	0.846	1336	1595	2.4	5.0	13.550	B
2 - Fidler Lane	6	2	1344	434	0.015	6	20	0.0	0.0	8.424	A
3 - Croston Road	440	110	1132	773	0.569	437	219	0.7	1.3	10.660	B
4 - Flensburg Way	1240	310	393	1500	0.826	1230	1176	2.0	4.4	12.877	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1649	412	33	1588	1.038	1550	1855	5.0	29.9	50.993	F
2 - Fidler Lane	8	2	1559	326	0.024	8	24	0.0	0.0	11.303	B
3 - Croston Road	538	135	1313	675	0.798	530	253	1.3	3.5	23.471	C
4 - Flensburg Way	1518	380	475	1446	1.050	1412	1367	4.4	30.9	55.969	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1649	412	33	1588	1.039	1576	1882	29.9	48.2	97.834	F
2 - Fidler Lane	8	2	1585	313	0.025	8	24	0.0	0.0	11.789	B
3 - Croston Road	538	135	1335	663	0.812	537	258	3.5	3.9	27.786	D
4 - Flensburg Way	1518	380	482	1442	1.053	1433	1390	30.9	52.2	113.084	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1347	337	30	1590	0.847	1512	1797	48.2	6.8	59.661	F
2 - Fidler Lane	6	2	1522	345	0.018	6	20	0.0	0.0	10.639	B
3 - Croston Road	440	110	1280	693	0.635	448	248	3.9	1.8	15.193	C
4 - Flensburg Way	1240	310	402	1494	0.830	1425	1326	52.2	6.0	67.603	F

2035 base (committed dev only), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2035 base (committed dev only), PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	620.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035 base (committed dev only)	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	2080	100.000
2 - Fidler Lane		ONE HOUR	✓	8	100.000
3 - Croston Road		ONE HOUR	✓	252	100.000
4 - Flensburg Way		ONE HOUR	✓	1361	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	6	471	1603
	2 - Fidler Lane	5	0	1	2
	3 - Croston Road	217	1	0	34
	4 - Flensburg Way	1326	3	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	1.45	1082.16	511.4	F	2080	2080
2 - Fidler Lane	0.03	12.43	0.0	B	8	8
3 - Croston Road	0.39	8.12	0.6	A	252	252
4 - Flensburg Way	0.94	30.92	12.1	D	1361	1361

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1870	467	32	1589	1.177	1584	1386	16.4	88.0	127.211	F
2 - Fidler Lane	7	2	1608	302	0.024	7	8	0.0	0.0	12.217	B
3 - Croston Road	227	57	1227	722	0.314	226	388	0.3	0.5	7.256	A
4 - Flensburg Way	1224	306	200	1627	0.752	1218	1253	1.6	2.9	8.699	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	2290	573	39	1585	1.445	1584	1674	88.0	264.4	405.012	F
2 - Fidler Lane	9	2	1614	298	0.030	9	9	0.0	0.0	12.426	B
3 - Croston Road	277	69	1229	720	0.385	277	394	0.5	0.6	8.101	A
4 - Flensburg Way	1498	375	245	1597	0.938	1468	1261	2.9	10.5	23.730	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	2290	573	39	1584	1.446	1584	1698	264.4	440.9	803.905	F
2 - Fidler Lane	9	2	1615	298	0.030	9	9	0.0	0.0	12.434	B
3 - Croston Road	277	69	1229	721	0.385	277	395	0.6	0.6	8.124	A
4 - Flensburg Way	1498	375	246	1597	0.938	1492	1261	10.5	12.1	30.920	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1870	467	33	1588	1.178	1588	1427	440.9	511.4	1082.159	F
2 - Fidler Lane	7	2	1613	299	0.024	7	8	0.0	0.0	12.328	B
3 - Croston Road	227	57	1230	720	0.315	227	390	0.6	0.5	7.316	A
4 - Flensburg Way	1224	306	201	1626	0.752	1259	1256	12.1	3.2	10.690	B

2035 base plus dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2035 base plus dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	268.01	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	1669	100.000
2 - Fidler Lane		ONE HOUR	✓	7	100.000
3 - Croston Road		ONE HOUR	✓	489	100.000
4 - Flensburg Way		ONE HOUR	✓	1550	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	3	233	1433
	2 - Fidler Lane	5	0	0	2
	3 - Croston Road	415	19	0	55
	4 - Flensburg Way	1538	0	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	1.16	291.74	137.6	F	1669	1669
2 - Fidler Lane	0.03	12.00	0.0	B	7	7
3 - Croston Road	0.84	32.57	4.6	D	489	489
4 - Flensburg Way	1.18	317.90	142.6	F	1550	1550

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1500	375	28	1591	0.943	1471	1732	3.5	11.0	25.098	D
2 - Fidler Lane	6	2	1478	366	0.017	6	20	0.0	0.0	9.996	A
3 - Croston Road	440	110	1269	699	0.629	436	216	0.8	1.6	13.550	B
4 - Flensburg Way	1393	348	392	1501	0.928	1368	1313	3.0	9.4	23.406	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1838	459	32	1589	1.157	1581	1882	11.0	75.2	107.130	F
2 - Fidler Lane	8	2	1589	311	0.025	8	23	0.0	0.0	11.864	B
3 - Croston Road	538	135	1365	647	0.832	528	232	1.6	4.2	28.125	D
4 - Flensburg Way	1707	427	474	1447	1.180	1439	1419	9.4	76.2	116.454	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1838	459	32	1589	1.157	1588	1891	75.2	137.6	247.161	F
2 - Fidler Lane	8	2	1596	308	0.025	8	24	0.0	0.0	12.000	B
3 - Croston Road	538	135	1371	644	0.836	537	233	4.2	4.6	32.574	D
4 - Flensburg Way	1707	427	482	1442	1.184	1441	1426	76.2	142.6	277.343	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1500	375	29	1591	0.943	1579	1857	137.6	118.0	291.739	F
2 - Fidler Lane	6	2	1588	312	0.020	6	20	0.0	0.0	11.783	B
3 - Croston Road	440	110	1362	649	0.678	449	232	4.6	2.2	18.810	C
4 - Flensburg Way	1393	348	403	1494	0.933	1483	1408	142.6	120.2	317.895	F

2035 base plus dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2035 base plus dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	746.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	2174	100.000
2 - Fidler Lane		ONE HOUR	✓	8	100.000
3 - Croston Road		ONE HOUR	✓	252	100.000
4 - Flensburg Way		ONE HOUR	✓	1455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	6	471	1697
	2 - Fidler Lane	5	0	1	2
	3 - Croston Road	217	1	0	34
	4 - Flensburg Way	1420	3	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Fidler Lane	3 - Croston Road	4 - Flensburg Way
From	1 - Croston Road	0	0	0	0
	2 - Fidler Lane	0	0	0	0
	3 - Croston Road	0	0	0	0
	4 - Flensburg Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	1.51	1291.04	614.2	F	2174	2174
2 - Fidler Lane	0.03	12.43	0.0	B	8	8
3 - Croston Road	0.39	8.29	0.6	A	252	252
4 - Flensburg Way	1.00	65.48	29.4	F	1455	1455

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1954	489	32	1589	1.230	1586	1468	26.0	118.0	170.818	F
2 - Fidler Lane	7	2	1611	300	0.024	7	8	0.0	0.0	12.278	B
3 - Croston Road	227	57	1245	712	0.318	226	373	0.3	0.5	7.400	A
4 - Flensburg Way	1308	327	200	1627	0.804	1300	1271	1.9	3.9	10.771	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	2394	598	38	1585	1.510	1585	1742	118.0	320.1	501.836	F
2 - Fidler Lane	9	2	1614	298	0.030	9	9	0.0	0.0	12.426	B
3 - Croston Road	277	69	1245	712	0.390	277	378	0.5	0.6	8.262	A
4 - Flensburg Way	1602	400	245	1597	1.003	1535	1277	3.9	20.6	38.578	E

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	2394	598	39	1585	1.510	1585	1773	320.1	522.4	959.447	F
2 - Fidler Lane	9	2	1615	298	0.030	9	9	0.0	0.0	12.434	B
3 - Croston Road	277	69	1245	712	0.390	277	379	0.6	0.6	8.285	A
4 - Flensburg Way	1602	400	246	1597	1.003	1567	1277	20.6	29.4	65.483	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	1954	489	35	1587	1.231	1587	1574	522.4	614.2	1291.043	F
2 - Fidler Lane	7	2	1614	299	0.024	7	8	0.0	0.0	12.345	B
3 - Croston Road	227	57	1245	712	0.318	227	376	0.6	0.5	7.442	A
4 - Flensburg Way	1308	327	201	1626	0.804	1408	1271	29.4	4.4	22.841	C

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: A582_Croston Rd_east (A582 ES version pickerings farm).j9
Path: V:\S&P\Planning\Common\CLM\CLM02 A582 South Ribble Western Distributor\1700_MODELLING\PICKERINGS FARM APPEAL\Junction Models\Updated\4. A582 Farington Rd Centurian Way
Report generation date: 20/07/2022 14:28:13

»2018 observed, AM
»2018 observed, PM
»2035 base (committed dev only), AM
»2035 base (committed dev only), PM
»2035 base plus dev, AM
»2035 base plus dev, PM
»2035 base plus dev and dualling, AM
»2035 base plus dev and dualling, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018 observed							
1 - Croston Road	0.7	7.06	0.42	A	0.5	6.17	0.32	A
2 - Farington Road	97.3	241.23	1.14	F	129.1	337.40	1.18	F
3 - Centurion Way	0.3	3.69	0.20	A	0.8	5.51	0.43	A
4 - Croston Road	39.6	99.24	1.03	F	19.0	55.91	0.98	F
	2035 base (committed dev only)							
1 - Croston Road	1.0	8.40	0.49	A	0.6	7.22	0.38	A
2 - Farington Road	411.1	1087.34	1.46	F	678.5	1741.38	1.67	F
3 - Centurion Way	0.3	3.95	0.24	A	1.0	6.43	0.50	A
4 - Croston Road	487.0	1224.44	1.50	F	256.0	672.38	1.32	F
	2035 base plus dev							
1 - Croston Road	1.0	8.60	0.50	A	0.6	7.34	0.39	A
2 - Farington Road	469.7	1237.50	1.51	F	876.2	2352.64	1.77	F
3 - Centurion Way	0.3	3.99	0.25	A	1.1	6.72	0.53	A
4 - Croston Road	677.2	1679.56	1.64	F	345.5	891.99	1.40	F
	2035 base plus dev and dualling							
1 - Croston Road	1.2	9.74	0.56	A	0.6	7.22	0.38	A
2 - Farington Road	576.5	1599.98	1.59	F	819.4	2092.67	1.77	F
3 - Centurion Way	0.3	4.03	0.25	A	1.1	6.63	0.52	A
4 - Croston Road	731.6	1905.85	1.65	F	493.0	1235.50	1.51	F

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

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

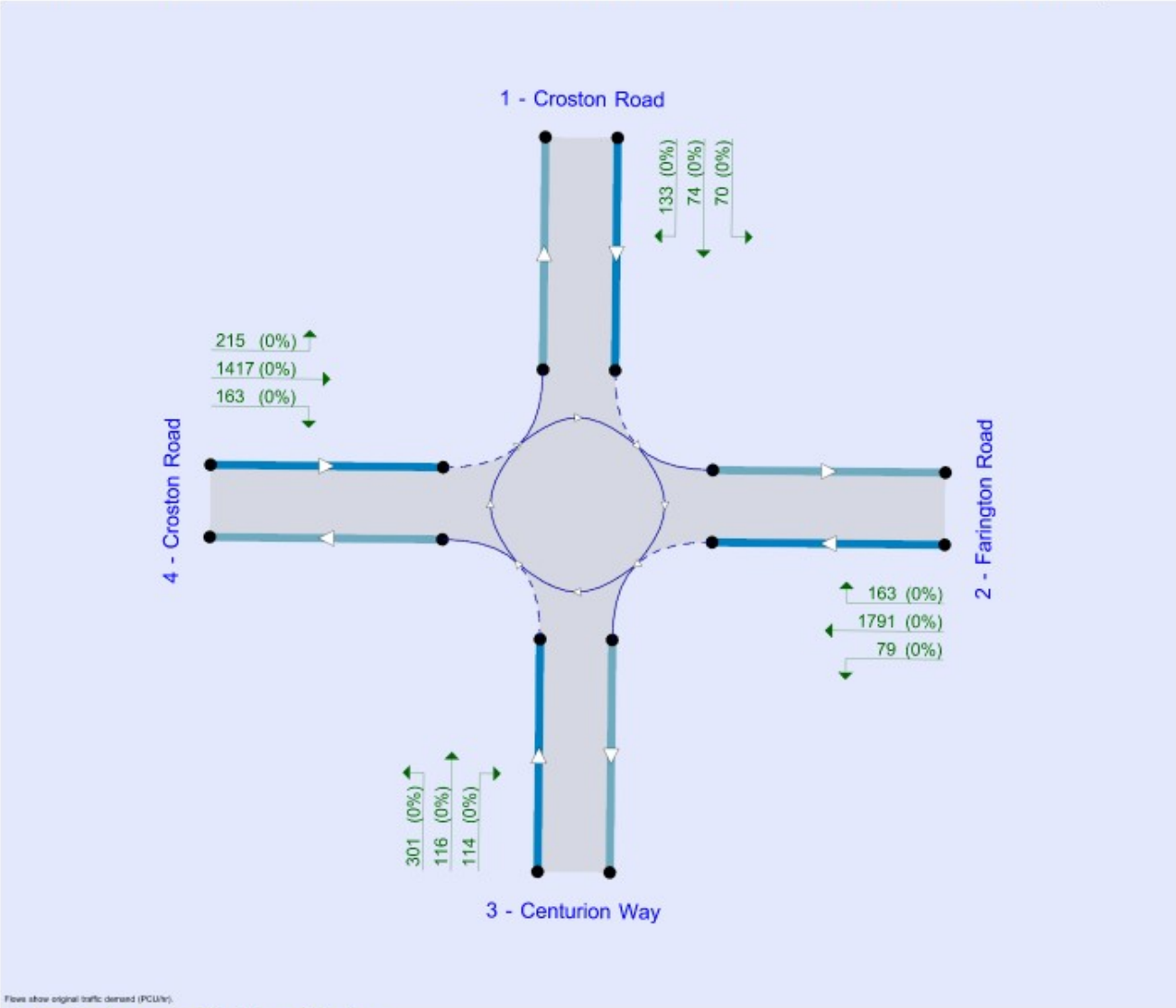
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NT AUTHORITY\SYSTEM
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓
D3	2035 base (committed dev only)	AM	ONE HOUR	07:15	08:45	15	✓	✓
D4	2035 base (committed dev only)	PM	ONE HOUR	16:15	17:45	15	✓	✓
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15		✓
D7	2035 base plus dev and dualling	AM	ONE HOUR	07:15	08:45	15		✓
D8	2035 base plus dev and dualling	PM	ONE HOUR	16:15	17:45	15	✓	✓

Analysis Set Details

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

2018 observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2018 observed, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	141.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Croston Road	
2	Farington Road	
3	Centurion Way	
4	Croston Road	

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)	Exit only
1 - Croston Road	3.50	9.00	10.5	15.0	44.0	51.0	
2 - Farington Road	3.50	6.00	12.0	20.0	44.0	40.0	
3 - Centurion Way	4.50	9.25	17.0	17.5	44.0	34.0	
4 - Croston Road	3.50	9.00	8.0	30.0	44.0	47.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Croston Road	0.572	1533
2 - Farington Road	0.574	1462
3 - Centurion Way	0.699	2079
4 - Croston Road	0.582	1514

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2018 observed	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	331	100.000
2 - Farington Road		ONE HOUR	✓	1294	100.000
3 - Centurion Way		ONE HOUR	✓	226	100.000
4 - Croston Road		ONE HOUR	✓	1233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	124	86	121
	2 - Farington Road	211	0	165	918
	3 - Centurion Way	103	26	0	97
	4 - Croston Road	167	932	134	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.37	0.26	0.37
	2 - Farington Road	0.16	0.00	0.13	0.71
	3 - Centurion Way	0.46	0.12	0.00	0.43
	4 - Croston Road	0.14	0.76	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	1 - Croston Road	249	249
	2 - Farington Road	974	974
	3 - Centurion Way	170	170
	4 - Croston Road	928	928
07:30-07:45	1 - Croston Road	298	298
	2 - Farington Road	1163	1163
	3 - Centurion Way	203	203
	4 - Croston Road	1108	1108
07:45-08:00	1 - Croston Road	364	364
	2 - Farington Road	1425	1425
	3 - Centurion Way	249	249
	4 - Croston Road	1358	1358
08:00-08:15	1 - Croston Road	364	364
	2 - Farington Road	1425	1425
	3 - Centurion Way	249	249
	4 - Croston Road	1358	1358
08:15-08:30	1 - Croston Road	298	298
	2 - Farington Road	1163	1163
	3 - Centurion Way	203	203
	4 - Croston Road	1108	1108
08:30-08:45	1 - Croston Road	249	249
	2 - Farington Road	974	974
	3 - Centurion Way	170	170
	4 - Croston Road	928	928

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.42	7.06	0.7	A	331	331
2 - Farington Road	1.14	241.23	97.3	F	1294	1294
3 - Centurion Way	0.20	3.69	0.3	A	226	226
4 - Croston Road	1.03	99.24	39.6	F	1233	1233

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	298	74	973	977	0.305	297	428	0.3	0.4	5.290	A
2 - Farington Road	1163	291	305	1287	0.904	1144	965	2.7	7.4	22.657	C
3 - Centurion Way	203	51	1107	1305	0.156	203	343	0.1	0.2	3.266	A
4 - Croston Road	1108	277	302	1338	0.829	1099	1008	2.1	4.4	14.515	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	364	91	1131	887	0.411	363	488	0.4	0.7	6.866	A
2 - Farington Road	1425	356	366	1252	1.138	1241	1128	7.4	53.4	99.255	F
3 - Centurion Way	249	62	1216	1229	0.202	249	391	0.2	0.3	3.671	A
4 - Croston Road	1358	339	344	1314	1.034	1275	1120	4.4	25.1	53.171	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	364	91	1152	874	0.417	364	493	0.7	0.7	7.057	A
2 - Farington Road	1425	356	369	1251	1.139	1249	1147	53.4	97.3	224.107	F
3 - Centurion Way	249	62	1223	1224	0.203	249	395	0.3	0.3	3.690	A
4 - Croston Road	1358	339	346	1313	1.034	1299	1126	25.1	39.6	99.242	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	298	74	1098	906	0.329	298	467	0.7	0.5	5.936	A
2 - Farington Road	1163	291	322	1278	0.910	1265	1074	97.3	71.9	241.228	F
3 - Centurion Way	203	51	1213	1231	0.165	203	374	0.3	0.2	3.502	A
4 - Croston Road	1108	277	322	1326	0.836	1242	1094	39.6	6.1	57.584	F

2018 observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2018 observed, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	164.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2018 observed	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	247	100.000
2 - Farington Road		ONE HOUR	✓	1368	100.000
3 - Centurion Way		ONE HOUR	✓	451	100.000
4 - Croston Road		ONE HOUR	✓	1154	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	71	65	111
	2 - Farington Road	142	0	68	1158
	3 - Centurion Way	107	110	0	234
	4 - Croston Road	174	852	128	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.29	0.26	0.45
	2 - Farington Road	0.10	0.00	0.05	0.85
	3 - Centurion Way	0.24	0.24	0.00	0.52
	4 - Croston Road	0.15	0.74	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1 - Croston Road	186	186
	2 - Farington Road	1030	1030
	3 - Centurion Way	340	340
	4 - Croston Road	869	869
16:30-16:45	1 - Croston Road	222	222
	2 - Farington Road	1230	1230
	3 - Centurion Way	405	405
	4 - Croston Road	1037	1037
16:45-17:00	1 - Croston Road	272	272
	2 - Farington Road	1506	1506
	3 - Centurion Way	497	497
	4 - Croston Road	1271	1271
17:00-17:15	1 - Croston Road	272	272
	2 - Farington Road	1506	1506
	3 - Centurion Way	497	497
	4 - Croston Road	1271	1271
17:15-17:30	1 - Croston Road	222	222
	2 - Farington Road	1230	1230
	3 - Centurion Way	405	405
	4 - Croston Road	1037	1037
17:30-17:45	1 - Croston Road	186	186
	2 - Farington Road	1030	1030
	3 - Centurion Way	340	340
	4 - Croston Road	869	869

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.32	6.17	0.5	A	247	247
2 - Farington Road	1.18	337.40	129.1	F	1368	1368
3 - Centurion Way	0.43	5.51	0.8	A	451	451
4 - Croston Road	0.98	55.91	19.0	F	1154	1154

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	222	56	974	976	0.227	222	376	0.2	0.3	4.769	A
2 - Farington Road	1230	307	272	1306	0.942	1201	924	3.2	10.3	28.657	D
3 - Centurion Way	405	101	1241	1211	0.335	405	232	0.3	0.5	4.461	A
4 - Croston Road	1037	259	319	1328	0.781	1031	1327	1.7	3.4	11.859	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	272	68	1162	869	0.313	271	434	0.3	0.5	6.019	A
2 - Farington Road	1506	377	329	1273	1.183	1267	1104	10.3	70.2	124.523	F
3 - Centurion Way	497	124	1326	1152	0.431	496	270	0.5	0.7	5.476	A
4 - Croston Road	1271	318	370	1299	0.978	1226	1451	3.4	14.6	36.559	E

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	272	68	1185	856	0.318	272	439	0.5	0.5	6.166	A
2 - Farington Road	1506	377	333	1271	1.185	1271	1124	70.2	129.1	287.510	F
3 - Centurion Way	497	124	1330	1149	0.432	497	274	0.7	0.8	5.514	A
4 - Croston Road	1271	318	371	1298	0.979	1253	1455	14.6	19.0	55.914	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	222	56	1031	943	0.235	223	396	0.5	0.3	4.998	A
2 - Farington Road	1230	307	280	1301	0.945	1291	974	129.1	113.6	337.401	F
3 - Centurion Way	405	101	1327	1151	0.352	406	245	0.8	0.5	4.839	A
4 - Croston Road	1037	259	330	1322	0.785	1098	1404	19.0	3.9	19.743	C

2035 base (committed dev only), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2035 base (committed dev only), AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	978.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035 base (committed dev only)	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	379	100.000
2 - Farington Road		ONE HOUR	✓	1657	100.000
3 - Centurion Way		ONE HOUR	✓	260	100.000
4 - Croston Road		ONE HOUR	✓	1791	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	141	98	140
	2 - Farington Road	239	0	187	1231
	3 - Centurion Way	117	30	0	113
	4 - Croston Road	199	1436	156	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.37	0.26	0.37
	2 - Farington Road	0.14	0.00	0.11	0.74
	3 - Centurion Way	0.45	0.12	0.00	0.43
	4 - Croston Road	0.11	0.80	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	1 - Croston Road	285	285
	2 - Farington Road	1247	1247
	3 - Centurion Way	196	196
	4 - Croston Road	1348	1348
07:30-07:45	1 - Croston Road	341	341
	2 - Farington Road	1490	1490
	3 - Centurion Way	234	234
	4 - Croston Road	1610	1610
07:45-08:00	1 - Croston Road	417	417
	2 - Farington Road	1824	1824
	3 - Centurion Way	286	286
	4 - Croston Road	1972	1972
08:00-08:15	1 - Croston Road	417	417
	2 - Farington Road	1824	1824
	3 - Centurion Way	286	286
	4 - Croston Road	1972	1972
08:15-08:30	1 - Croston Road	341	341
	2 - Farington Road	1490	1490
	3 - Centurion Way	234	234
	4 - Croston Road	1610	1610
08:30-08:45	1 - Croston Road	285	285
	2 - Farington Road	1247	1247
	3 - Centurion Way	196	196
	4 - Croston Road	1348	1348

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.49	8.40	1.0	A	379	379
2 - Farington Road	1.46	1087.34	411.1	F	1657	1657
3 - Centurion Way	0.24	3.95	0.3	A	260	260
4 - Croston Road	1.50	1224.44	487.0	F	1791	1791

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	341	85	1207	843	0.404	340	435	0.5	0.7	7.143	A
2 - Farington Road	1490	372	329	1274	1.170	1267	1217	12.2	67.8	124.464	F
3 - Centurion Way	234	58	1250	1205	0.194	234	347	0.2	0.2	3.704	A
4 - Croston Road	1610	403	315	1331	1.210	1327	1168	17.8	88.5	153.593	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	417	104	1202	846	0.493	416	455	0.7	1.0	8.353	A
2 - Farington Road	1824	456	376	1247	1.463	1246	1242	67.8	212.3	410.571	F
3 - Centurion Way	286	72	1259	1198	0.239	286	363	0.2	0.3	3.944	A
4 - Croston Road	1972	493	341	1315	1.499	1315	1204	88.5	252.8	472.405	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	417	104	1202	846	0.493	417	455	1.0	1.0	8.397	A
2 - Farington Road	1824	456	377	1246	1.464	1246	1243	212.3	356.9	818.096	F
3 - Centurion Way	286	72	1260	1198	0.239	286	363	0.3	0.3	3.947	A
4 - Croston Road	1972	493	342	1315	1.500	1315	1204	252.8	417.0	915.173	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	341	85	1209	842	0.405	342	437	1.0	0.7	7.216	A
2 - Farington Road	1490	372	330	1273	1.170	1273	1221	356.9	411.1	1087.339	F
3 - Centurion Way	234	58	1255	1201	0.195	234	348	0.3	0.2	3.721	A
4 - Croston Road	1610	403	316	1330	1.211	1330	1173	417.0	487.0	1224.439	F

2035 base (committed dev only), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2035 base (committed dev only), PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1026.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035 base (committed dev only)	PM	ONE HOUR	16:15	17:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	283	100.000
2 - Farington Road		ONE HOUR	✓	1913	100.000
3 - Centurion Way		ONE HOUR	✓	519	100.000
4 - Croston Road		ONE HOUR	✓	1552	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	80	74	129
	2 - Farington Road	160	0	76	1677
	3 - Centurion Way	121	124	0	274
	4 - Croston Road	201	1203	148	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.28	0.26	0.46
	2 - Farington Road	0.08	0.00	0.04	0.88
	3 - Centurion Way	0.23	0.24	0.00	0.53
	4 - Croston Road	0.13	0.78	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1 - Croston Road	213	213
	2 - Farington Road	1440	1440
	3 - Centurion Way	391	391
	4 - Croston Road	1168	1168
16:30-16:45	1 - Croston Road	254	254
	2 - Farington Road	1720	1720
	3 - Centurion Way	467	467
	4 - Croston Road	1395	1395
16:45-17:00	1 - Croston Road	312	312
	2 - Farington Road	2106	2106
	3 - Centurion Way	571	571
	4 - Croston Road	1709	1709
17:00-17:15	1 - Croston Road	312	312
	2 - Farington Road	2106	2106
	3 - Centurion Way	571	571
	4 - Croston Road	1709	1709
17:15-17:30	1 - Croston Road	254	254
	2 - Farington Road	1720	1720
	3 - Centurion Way	467	467
	4 - Croston Road	1395	1395
17:30-17:45	1 - Croston Road	213	213
	2 - Farington Road	1440	1440
	3 - Centurion Way	391	391
	4 - Croston Road	1168	1168

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.38	7.22	0.6	A	283	283
2 - Farington Road	1.67	1741.38	678.5	F	1913	1913
3 - Centurion Way	0.50	6.43	1.0	A	519	519
4 - Croston Road	1.32	672.38	256.0	F	1552	1552

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	254	64	1239	825	0.308	254	384	0.3	0.4	6.296	A
2 - Farington Road	1720	430	306	1287	1.336	1286	1187	39.9	148.3	271.864	F
3 - Centurion Way	467	117	1351	1134	0.411	466	241	0.5	0.7	5.378	A
4 - Croston Road	1395	349	327	1323	1.054	1295	1489	5.7	30.8	62.531	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	312	78	1263	811	0.384	311	406	0.4	0.6	7.189	A
2 - Farington Road	2106	527	346	1264	1.667	1263	1228	148.3	359.0	727.334	F
3 - Centurion Way	571	143	1355	1132	0.505	570	255	0.7	1.0	6.398	A
4 - Croston Road	1709	427	375	1296	1.319	1295	1550	30.8	134.4	237.166	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	312	78	1264	810	0.384	312	407	0.6	0.6	7.215	A
2 - Farington Road	2106	527	347	1263	1.667	1263	1229	359.0	569.8	1327.288	F
3 - Centurion Way	571	143	1355	1132	0.505	571	255	1.0	1.0	6.426	A
4 - Croston Road	1709	427	375	1295	1.319	1295	1551	134.4	237.8	518.353	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	254	64	1263	811	0.314	255	388	0.6	0.5	6.481	A
2 - Farington Road	1720	430	309	1285	1.338	1285	1209	569.8	678.5	1741.377	F
3 - Centurion Way	467	117	1350	1135	0.411	468	244	1.0	0.7	5.405	A
4 - Croston Road	1395	349	328	1323	1.055	1322	1490	237.8	256.0	672.375	F

2035 base plus dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2035 base plus dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1253.76	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035 base plus dev	AM	ONE HOUR	07:15	08:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	380	100.000
2 - Farington Road		ONE HOUR	✓	1707	100.000
3 - Centurion Way		ONE HOUR	✓	268	100.000
4 - Croston Road		ONE HOUR	✓	1963	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	141	99	140
	2 - Farington Road	239	0	187	1281
	3 - Centurion Way	117	30	0	121
	4 - Croston Road	199	1583	181	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.37	0.26	0.37
	2 - Farington Road	0.14	0.00	0.11	0.75
	3 - Centurion Way	0.44	0.11	0.00	0.45
	4 - Croston Road	0.10	0.81	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	1 - Croston Road	286	286
	2 - Farington Road	1285	1285
	3 - Centurion Way	202	202
	4 - Croston Road	1478	1478
07:30-07:45	1 - Croston Road	342	342
	2 - Farington Road	1535	1535
	3 - Centurion Way	241	241
	4 - Croston Road	1765	1765
07:45-08:00	1 - Croston Road	418	418
	2 - Farington Road	1879	1879
	3 - Centurion Way	295	295
	4 - Croston Road	2161	2161
08:00-08:15	1 - Croston Road	418	418
	2 - Farington Road	1879	1879
	3 - Centurion Way	295	295
	4 - Croston Road	2161	2161
08:15-08:30	1 - Croston Road	342	342
	2 - Farington Road	1535	1535
	3 - Centurion Way	241	241
	4 - Croston Road	1765	1765
08:30-08:45	1 - Croston Road	286	286
	2 - Farington Road	1285	1285
	3 - Centurion Way	202	202
	4 - Croston Road	1478	1478

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.50	8.60	1.0	A	380	380
2 - Farington Road	1.51	1237.50	469.7	F	1707	1707
3 - Centurion Way	0.25	3.99	0.3	A	268	268
4 - Croston Road	1.64	1679.56	677.2	F	1963	1963

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	342	85	1225	833	0.410	341	417	0.5	0.7	7.308	A
2 - Farington Road	1535	384	337	1269	1.209	1265	1228	16.8	84.2	153.808	F
3 - Centurion Way	241	60	1252	1204	0.200	241	350	0.2	0.2	3.738	A
4 - Croston Road	1765	441	309	1334	1.323	1333	1184	40.1	148.0	261.636	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	418	105	1218	837	0.500	417	436	0.7	1.0	8.554	A
2 - Farington Road	1879	470	384	1242	1.513	1242	1251	84.2	243.6	480.675	F
3 - Centurion Way	295	74	1259	1198	0.246	295	366	0.2	0.3	3.983	A
4 - Croston Road	2161	540	336	1319	1.639	1318	1219	148.0	358.7	696.105	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	418	105	1218	837	0.500	418	436	1.0	1.0	8.601	A
2 - Farington Road	1879	470	385	1242	1.514	1242	1251	243.6	403.1	930.892	F
3 - Centurion Way	295	74	1260	1198	0.246	295	367	0.3	0.3	3.985	A
4 - Croston Road	2161	540	336	1318	1.639	1318	1219	358.7	569.4	1270.687	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	342	85	1225	833	0.410	343	418	1.0	0.7	7.366	A
2 - Farington Road	1535	384	339	1268	1.210	1268	1230	403.1	469.7	1237.504	F
3 - Centurion Way	241	60	1255	1201	0.201	241	351	0.3	0.3	3.750	A
4 - Croston Road	1765	441	310	1334	1.323	1333	1187	569.4	677.2	1679.559	F

2035 base plus dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	1388.84	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 base plus dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Croston Road		ONE HOUR	✓	284	100.000
2 - Farington Road		ONE HOUR	✓	2030	100.000
3 - Centurion Way		ONE HOUR	✓	540	100.000
4 - Croston Road		ONE HOUR	✓	1646	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	80	74	130
	2 - Farington Road	160	0	76	1794
	3 - Centurion Way	122	124	0	294
	4 - Croston Road	201	1284	161	0

Proportions

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0.00	0.28	0.26	0.46
	2 - Farington Road	0.08	0.00	0.04	0.88
	3 - Centurion Way	0.23	0.23	0.00	0.54
	4 - Croston Road	0.12	0.78	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	0	0	0	0
	2 - Farington Road	0	0	0	0
	3 - Centurion Way	0	0	0	0
	4 - Croston Road	0	0	0	0

Average PCU Per Veh

		To			
		1 - Croston Road	2 - Farington Road	3 - Centurion Way	4 - Croston Road
From	1 - Croston Road	1.000	1.000	1.000	1.000
	2 - Farington Road	1.000	1.000	1.000	1.000
	3 - Centurion Way	1.000	1.000	1.000	1.000
	4 - Croston Road	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:15-16:30	1 - Croston Road	214	214
	2 - Farington Road	1528	1528
	3 - Centurion Way	407	407
	4 - Croston Road	1239	1239
16:30-16:45	1 - Croston Road	255	255
	2 - Farington Road	1825	1825
	3 - Centurion Way	485	485
	4 - Croston Road	1480	1480
16:45-17:00	1 - Croston Road	313	313
	2 - Farington Road	2235	2235
	3 - Centurion Way	595	595
	4 - Croston Road	1812	1812
17:00-17:15	1 - Croston Road	313	313
	2 - Farington Road	2235	2235
	3 - Centurion Way	595	595
	4 - Croston Road	1812	1812
17:15-17:30	1 - Croston Road	255	255
	2 - Farington Road	1825	1825
	3 - Centurion Way	485	485
	4 - Croston Road	1480	1480
17:30-17:45	1 - Croston Road	214	214
	2 - Farington Road	1528	1528
	3 - Centurion Way	407	407
	4 - Croston Road	1239	1239

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Croston Road	0.39	7.34	0.6	A	261	391
2 - Farington Road	1.77	2352.64	876.2	F	1863	2794
3 - Centurion Way	0.53	6.72	1.1	A	496	743
4 - Croston Road	1.40	891.99	345.5	F	1510	2266

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	214	53	1151	875	0.244	213	340	0.0	0.3	5.424	A
2 - Farington Road	1528	382	271	1307	1.169	1286	1093	0.0	60.6	92.570	F
3 - Centurion Way	407	102	1335	1146	0.355	404	221	0.0	0.5	4.844	A
4 - Croston Road	1239	310	286	1348	0.920	1205	1454	0.0	8.5	21.744	C

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	255	64	1265	810	0.315	255	371	0.3	0.5	6.475	A
2 - Farington Road	1825	456	311	1284	1.422	1283	1208	60.6	196.0	368.160	F
3 - Centurion Way	485	121	1352	1134	0.428	485	243	0.5	0.7	5.538	A
4 - Croston Road	1480	370	322	1326	1.116	1314	1515	8.5	50.0	91.314	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	313	78	1276	804	0.389	312	392	0.5	0.6	7.312	A
2 - Farington Road	2235	559	351	1261	1.773	1261	1237	196.0	439.6	911.036	F
3 - Centurion Way	595	149	1356	1131	0.526	593	255	0.7	1.1	6.681	A
4 - Croston Road	1812	453	370	1299	1.395	1298	1580	50.0	178.5	323.154	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	313	78	1276	803	0.389	313	392	0.6	0.6	7.335	A
2 - Farington Road	2235	559	352	1261	1.773	1261	1237	439.6	683.2	1606.872	F
3 - Centurion Way	595	149	1357	1131	0.526	595	256	1.1	1.1	6.715	A
4 - Croston Road	1812	453	370	1298	1.396	1298	1581	178.5	307.0	671.553	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	255	64	1276	804	0.318	256	373	0.6	0.5	6.581	A
2 - Farington Road	1825	456	314	1282	1.423	1282	1218	683.2	818.8	2096.448	F
3 - Centurion Way	485	121	1352	1134	0.428	487	244	1.1	0.8	5.576	A
4 - Croston Road	1480	370	323	1326	1.116	1326	1516	307.0	345.5	883.080	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Croston Road	214	53	1272	806	0.265	214	358	0.5	0.4	6.091	A
2 - Farington Road	1528	382	285	1299	1.177	1299	1201	818.8	876.2	2352.636	F
3 - Centurion Way	407	102	1348	1136	0.358	407	236	0.8	0.6	4.944	A
4 - Croston Road	1239	310	288	1346	0.920	1342	1468	345.5	319.7	891.990	F

Basic Results Summary

User and Project Details

Project:	**Pickering's Farm development**
Title:	**Review of A582 Stanifield Lane roundabout**
Location:	
Additional detail:	2019: Existing models created for A582 scheme Environmental Statement (ES). June 2022: Model flows and timings updated for use in Pickering's Farm development assessment. Base model (2018) is provided for the existing roundabout layout. Future year models (2035) include changes agreed for Lancashire Central development.
File name:	A582_Stanifield Lane (version A582 ES pickerings farm) 2018 only.lsg3x A582_Stanifield Lane (Cuerden version pickerings farm).lsg3x
Author:	Megan Hansen
Company:	Lancashire County Council
Address:	

Scenario 1: 'AM 2018 observed' (FG1: 'AM 2018 observed', Plan 1: 'Network Control Plan 1')

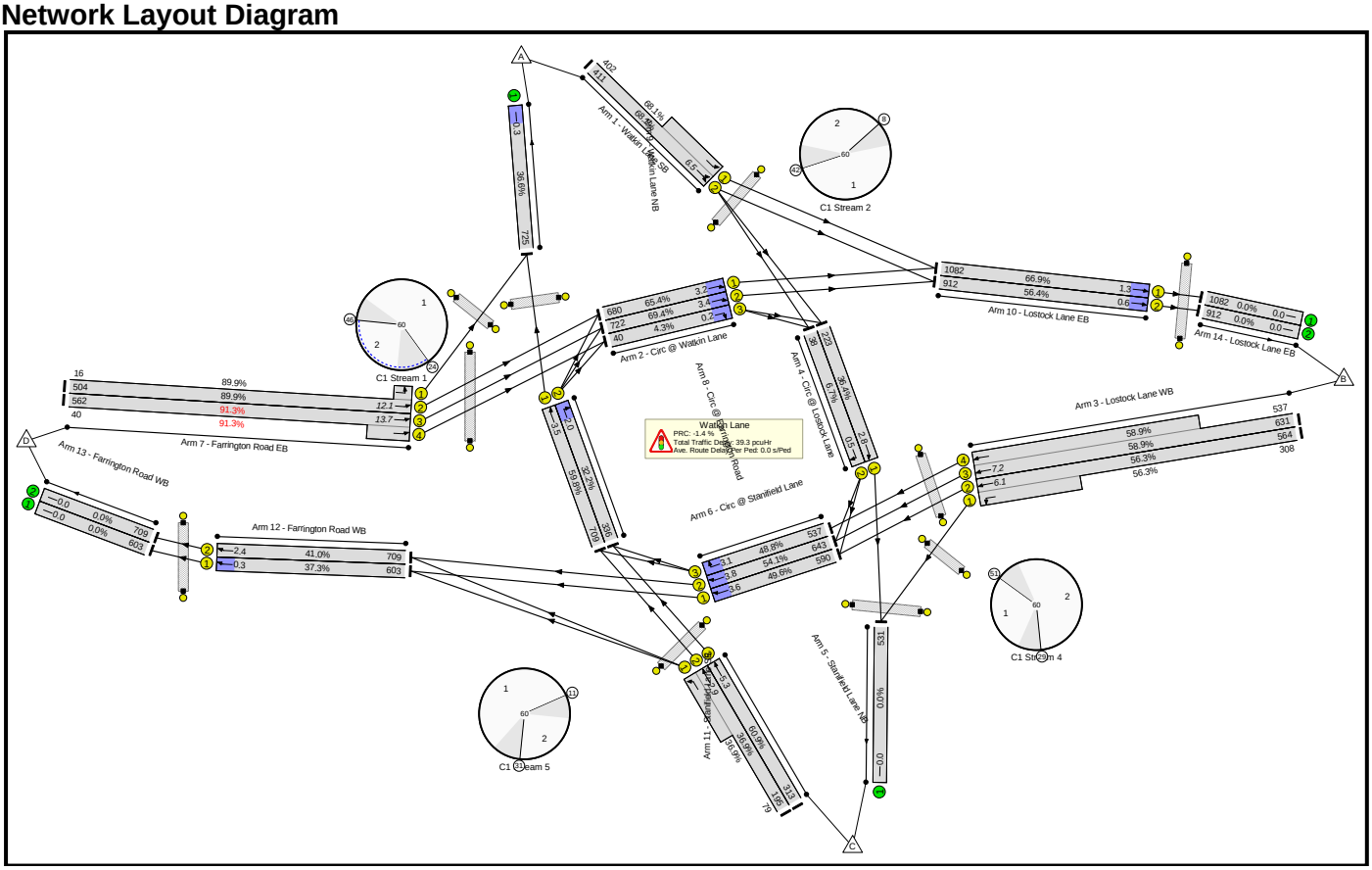
Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	592	185	36	813
	B	514	23	308	1195	2040
	C	195	313	0	79	587
	D	16	1066	38	2	1122
	Tot.	725	1994	531	1312	4562

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**	**0**	**0**	**0**	**39.3**	**-**	**-**
Watkin Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.3%**	**0**	**0**	**0**	**39.3**	**-**	**-**
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	21	-	813	1935:1927	603+590	68.1 : 68.1%	-	-	-	4.5	20.0	6.5
2/1	Circ @ Watkin Lane Ahead	U	D		1	29	-	680	2081	1041	65.4%	-	-	-	1.5	7.7	3.2
2/2	Circ @ Watkin Lane Ahead	U	D		1	29	-	722	2081	1041	69.4%	-	-	-	1.6	7.8	3.4
2/3	Circ @ Watkin Lane Right	U	D		1	29	-	40	1868	934	4.3%	-	-	-	0.1	7.0	0.2
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	33	-	872	2049:1994	1001+547	56.3 : 56.3%	-	-	-	2.4	10.0	6.1
3/3+3/4	Lostock Lane WB Ahead	U	M		1	33	-	1168	2049:1913	1072+912	58.9 : 58.9%	-	-	-	3.3	10.2	7.2
4/1	Circ @ Lostock Lane Ahead	U	L		1	17	-	223	2043	613	36.4%	-	-	-	1.6	25.5	2.8
4/2	Circ @ Lostock Lane Right	U	L		1	17	-	38	1886	566	6.7%	-	-	-	0.3	26.7	0.5
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	15	-	274	2064:1934	528+214	36.9 : 36.9%	-	-	-	1.6	21.4	2.9
5/3	Stanifield Lane NB Ahead	U	P		1	15	-	313	1927	514	60.9%	-	-	-	2.4	28.2	5.3
6/1	Circ @ Stanifield Lane Ahead	U	O		1	34	-	590	2038	1189	49.6%	-	-	-	1.0	6.0	3.6

Basic Results Summary

6/2	Circ @ Stanifield Lane Ahead	U	O		1	34	-	643	2038	1189	54.1%	-	-	-	1.1	6.2	3.8
6/3	Circ @ Stanifield Lane Right	U	O		1	34	-	537	1886	1100	48.8%	-	-	-	0.9	6.2	3.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	17	-	520	1951:1886	561+18	89.9 : 89.9%	-	-	-	6.8	47.3	12.1
7/3+7/4	Farrington Road EB Ahead	U	B		1	17	-	602	2089:1951	616+44	91.3 : 91.3%	-	-	-	7.9	47.0	13.7
8/1	Circ @ Farrington Road Ahead	U	A		1	33	-	709	2092	1185	59.8%	-	-	-	0.8	4.1	3.5
8/2	Circ @ Farrington Road Right	U	A		1	33	-	336	1842	1044	32.2%	-	-	-	1.0	10.3	2.0
9/1	Watkin Lane NB	U	-		-	-	-	725	1980	1980	36.6%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1082	1980	1617	66.9%	-	-	-	0.2	0.5	1.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	912	1980	1617	56.4%	-	-	-	0.1	0.3	0.6
12/1	Farrington Road WB Ahead	U	J		1	48	-	603	1980	1617	37.3%	-	-	-	0.0	0.1	0.3
12/2	Farrington Road WB Ahead	U	J		1	48	-	709	2120	1731	41.0%	-	-	-	0.0	0.1	2.4
Ped Link: P1	Unnamed Ped Link	-	H		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	17	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P6	Unnamed Ped Link	-	S		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	33	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	16.45	Cycle Time (s): 60
C1	Stream: 2	PRC for Signalled Lanes (%):	29.7	Total Delay for Signalled Lanes (pcuHr):	7.61	Cycle Time (s): 60
C1	Stream: 3	PRC for Signalled Lanes (%):	119.8	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 60
C1	Stream: 4	PRC for Signalled Lanes (%):	52.9	Total Delay for Signalled Lanes (pcuHr):	7.61	Cycle Time (s): 60
C1	Stream: 5	PRC for Signalled Lanes (%):	47.8	Total Delay for Signalled Lanes (pcuHr):	7.09	Cycle Time (s): 60
C1	Stream: 6	PRC for Signalled Lanes (%):	34.5	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s): 60
		PRC Over All Lanes (%):	-1.4	Total Delay Over All Lanes(pcuHr):	39.32	

Basic Results Summary

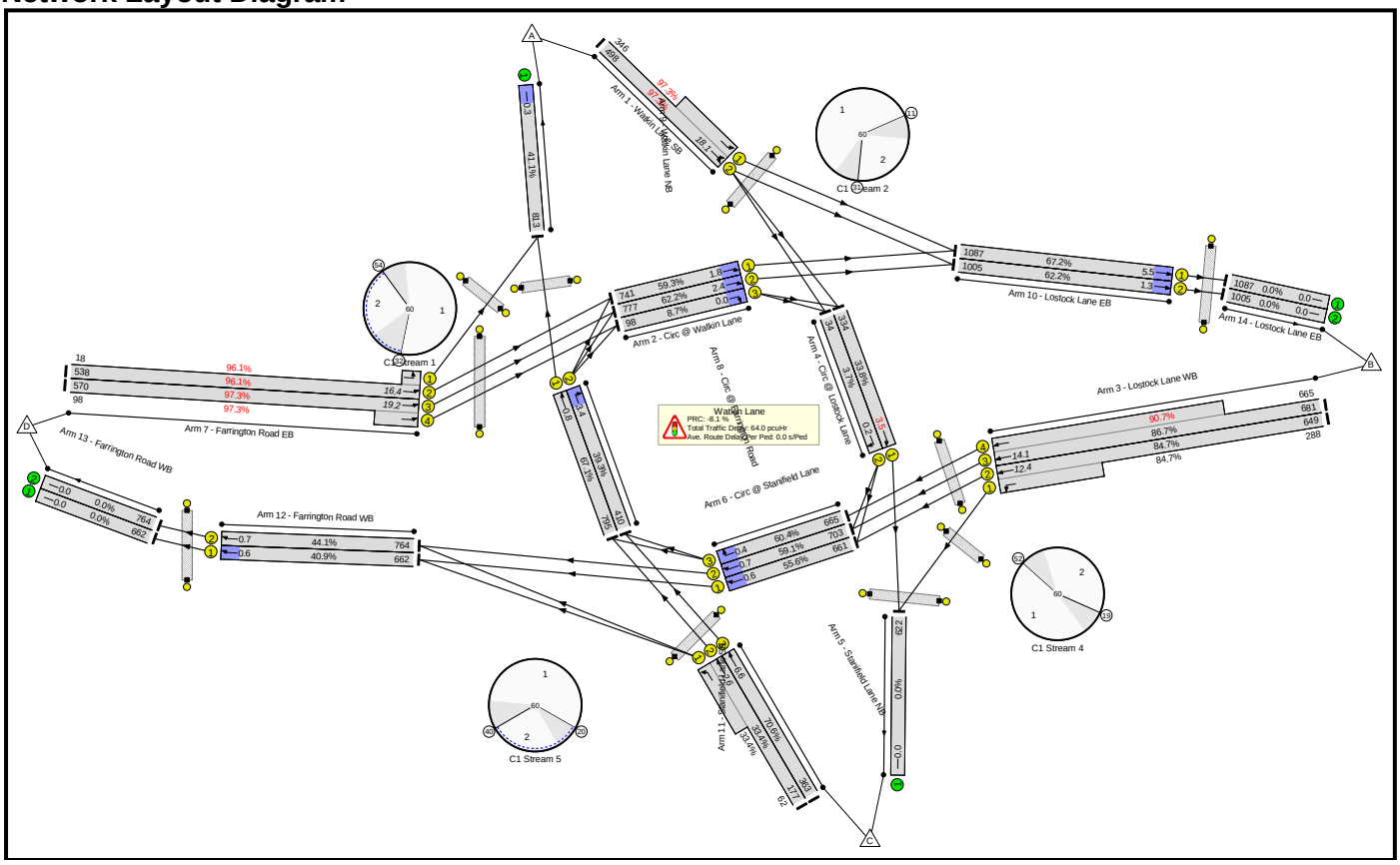
Scenario 2: 'PM 2018 observed' (FG2: 'PM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	574	236	34	844
	B	618	47	288	1330	2283
	C	177	363	0	62	602
	D	18	1108	98	0	1224
	Tot.	813	2092	622	1426	4953

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**	**0**	**0**	**0**	**64.0**	**-**	**-**
Watkin Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**	**0**	**0**	**0**	**64.0**	**-**	**-**
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	15	-	844	1935:1927	512+355	97.3 : 97.3%	-	-	-	14.7	62.9	18.1
2/1	Circ @ Watkin Lane Ahead	U	D		1	35	-	741	2081	1249	59.3%	-	-	-	0.2	1.1	1.8
2/2	Circ @ Watkin Lane Ahead	U	D		1	35	-	777	2081	1249	62.2%	-	-	-	0.2	1.0	2.4
2/3	Circ @ Watkin Lane Right	U	D		1	35	-	98	1868	1121	8.7%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	22	-	937	2049:1994	766+340	84.7 : 84.7%	-	-	-	6.8	26.0	12.4
3/3+3/4	Lostock Lane WB Ahead	U	M		1	22	-	1346	2049:1913	785+733	86.7 : 90.7%	-	-	-	10.2	27.3	14.1
4/1	Circ @ Lostock Lane Ahead	U	L		1	28	-	334	2043	987	33.8%	-	-	-	0.4	4.3	3.5
4/2	Circ @ Lostock Lane Right	U	L		1	28	-	34	1886	912	3.7%	-	-	-	0.0	1.4	0.2
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	15	-	239	2064:1934	530+186	33.4 : 33.4%	-	-	-	1.4	21.2	2.6
5/3	Stanifield Lane NB Ahead	U	P		1	15	-	363	1927	514	70.6%	-	-	-	3.2	31.6	6.6
6/1	Circ @ Stanifield Lane Ahead	U	O		1	34	-	661	2038	1189	55.6%	-	-	-	0.2	1.1	0.6

Basic Results Summary

6/2	Circ @ Stanifield Lane Ahead	U	O		1	34	-	703	2038	1189	59.1%	-	-	-	0.3	1.4	0.7
6/3	Circ @ Stanifield Lane Right	U	O		1	34	-	665	1886	1100	60.4%	-	-	-	0.2	0.9	0.4
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	17	-	556	1951:1886	560+19	96.1 : 96.1%	-	-	-	10.6	68.6	16.4
7/3+7/4	Farrington Road EB Ahead	U	B		1	17	-	668	2089:1951	586+101	97.3 : 97.3%	-	-	-	12.8	69.0	19.2
8/1	Circ @ Farrington Road Ahead	U	A		1	33	-	795	2092	1185	67.1%	-	-	-	0.2	1.1	0.8
8/2	Circ @ Farrington Road Right	U	A		1	33	-	410	1842	1044	39.3%	-	-	-	1.6	14.3	3.4
9/1	Watkin Lane NB	U	-		-	-	-	813	1980	1980	41.1%	-	-	-	0.3	1.5	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1087	1980	1617	67.2%	-	-	-	0.3	0.9	5.5
10/2	Lostock Lane EB Ahead	U	U		1	48	-	1005	1980	1617	62.2%	-	-	-	0.1	0.3	1.3
12/1	Farrington Road WB Ahead	U	J		1	48	-	662	1980	1617	40.9%	-	-	-	0.1	0.5	0.6
12/2	Farrington Road WB Ahead	U	J		1	48	-	764	2120	1731	44.1%	-	-	-	0.1	0.5	0.7
Ped Link: P1	Unnamed Ped Link	-	H		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	28	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P6	Unnamed Ped Link	-	S		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P8	Unnamed Ped Link	-	T		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	33	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	25.28	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	15.19	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	104.0	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	17.37	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	27.4	Total Delay for Signalled Lanes (pcuHr):	5.25	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	33.9	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	60
		PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	64.00		

Basic Results Summary

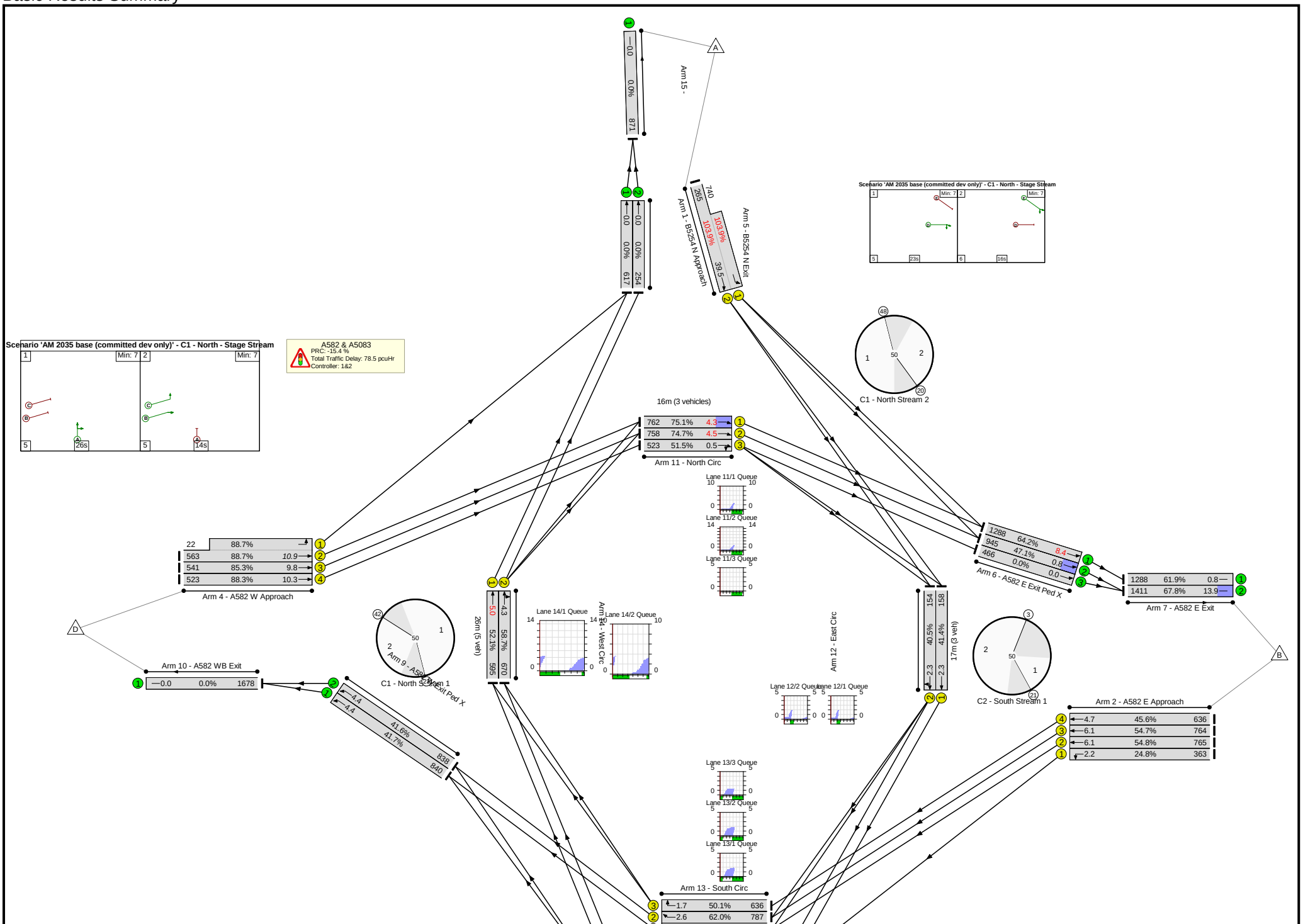
Scenario 3: 'AM 2035 base (committed dev only)' (FG3: 'AM 2035 base (committed development only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	740	218	47	1005
	B	613	23	363	1529	2528
	C	236	393	0	102	731
	D	22	1570	55	2	1649
	Tot.	871	2726	636	1680	5913

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**	**0**	**0**	**0**	**78.5**	**-**	**-**
A582 && A5083	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**	**0**	**0**	**0**	**78.5**	**-**	**-**
1/2+1/1	B5254 N Approach Left Ahead	U	C1:E		1	16	-	1005	2095:2095	255+712	103.9 : 103.9%	-	-	-	33.0	118.1	39.5
2/1	A582 E Approach Left	U	C2:C		1	32	-	363	2215	1462	24.8%	-	-	-	0.5	5.1	2.2
2/2	A582 E Approach Ahead	U	C2:B		1	32	-	765	2115	1396	54.8%	-	-	-	1.6	7.4	6.1
2/3	A582 E Approach Ahead	U	C2:B		1	32	-	764	2115	1396	54.7%	-	-	-	1.6	7.4	6.1
2/4	A582 E Approach Ahead	U	C2:B		1	32	-	636	2115	1396	45.6%	-	-	-	1.1	6.5	4.7
3/2+3/1	A5083 S Approach Left Ahead	U	C2:E		1	11	-	338	2115:2135	447+193	52.8 : 52.8%	-	-	-	2.1	21.9	3.3
3/3	A5083 S Approach Ahead	U	C2:E		1	11	-	393	2095	503	78.2%	-	-	-	3.7	33.7	6.8
4/2+4/1	A582 W Approach Left Ahead	U	C1:B C1:C		1	14	-	585	2115:2100	635+25	88.7 : 88.7%	-	-	-	6.3	38.6	10.9
4/3	A582 W Approach Ahead	U	C1:B		1	14	-	541	2115	635	85.3%	-	-	-	5.2	34.6	9.8
4/4	A582 W Approach Ahead	U	C1:B		1	14	-	523	1975	592	88.3%	-	-	-	5.8	40.2	10.3
6/1	A582 E Exit Ped X Ahead	U	-		-	-	-	1308	2005	2005	64.2%	-	-	-	1.0	2.7	8.4

Basic Results Summary

6/2	A582 E Exit Ped X Ahead	U	-		-	-	-	952	2005	2005	47.1%	-	-	-	0.5	1.9	0.8
7/1	A582 E Exit	U	-		-	-	-	1308	2080	2080	61.9%	-	-	-	0.8	2.3	0.8
7/2	A582 E Exit	U	-		-	-	-	1418	2080	2080	67.8%	-	-	-	2.3	5.9	13.9
9/1	A582 W Exit Ped X Ahead	U	-		-	-	-	841	2015	2015	41.7%	-	-	-	0.4	1.6	4.4
9/2	A582 W Exit Ped X Ahead	U	-		-	-	-	839	2015	2015	41.6%	-	-	-	0.4	1.6	4.4
11/1	North Circ Ahead	U	C1:D		1	23	-	762	2115	1015	75.1%	-	-	-	1.8	8.6	4.3
11/2	North Circ Ahead	U	C1:D		1	23	-	758	2115	1015	74.7%	-	-	-	1.8	8.8	4.5
11/3	North Circ Ahead Right	U	C1:D		1	23	-	523	2115	1015	51.5%	-	-	-	0.5	3.6	0.5
12/1	East Circ Ahead	U	C2:A		1	8	-	163	2115	381	41.4%	-	-	-	0.6	14.2	2.3
12/2	East Circ Ahead Right	U	C2:A		1	8	-	159	2115	381	40.5%	-	-	-	0.7	15.6	2.3
13/1	South Circ Ahead	U	C2:D		1	29	-	790	2115	1269	62.2%	-	-	-	1.4	6.4	2.6
13/2	South Circ Ahead	U	C2:D		1	29	-	788	2115	1269	62.0%	-	-	-	1.4	6.4	2.6
13/3	South Circ Right	U	C2:D		1	29	-	636	2115	1269	50.1%	-	-	-	0.9	5.3	1.7
14/1	West Circ Ahead	U	C1:A		1	26	-	595	2115	1142	52.1%	-	-	-	1.6	9.4	5.0
14/2	West Circ Ahead Right	U	C1:A		1	26	-	670	2115	1142	58.7%	-	-	-	1.5	8.2	4.3

C1 - North	Stream: 1	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	20.41	Cycle Time (s):	50
C1 - North	Stream: 2	PRC for Signalled Lanes (%):	-15.4	Total Delay for Signalled Lanes (pcuHr):	37.17	Cycle Time (s):	50
C2 - South	Stream: 1	PRC for Signalled Lanes (%):	64.2	Total Delay for Signalled Lanes (pcuHr):	6.09	Cycle Time (s):	50
C2 - South	Stream: 2	PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	9.48	Cycle Time (s):	50
		PRC Over All Lanes (%):	-15.4	Total Delay Over All Lanes(pcuHr):	78.47		

Basic Results Summary

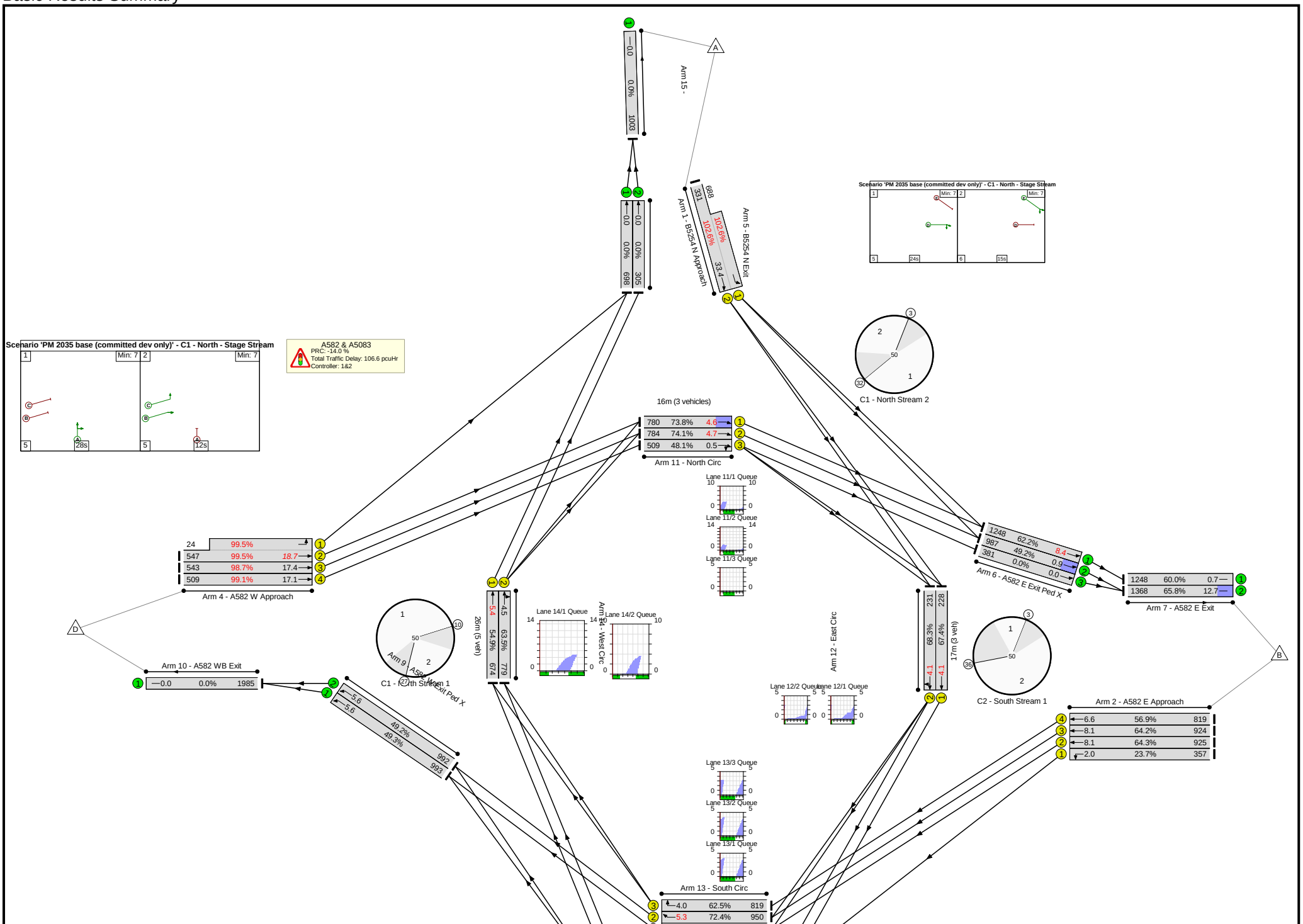
Scenario 4: 'PM 2035 base (committed dev only)' (FG4: 'PM 2035 base (committed development only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	688	279	52	1019
	B	772	47	357	1849	3025
	C	207	427	0	84	718
	D	24	1471	128	0	1623
	Tot.	1003	2633	764	1985	6385

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**	**0**	**0**	**0**	**106.6**	**-**	**-**
A582 && A5083	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.6%**	**0**	**0**	**0**	**106.6**	**-**	**-**
1/2+1/1	B5254 N Approach Left Ahead	U	C1:E		1	15	-	1019	2095:2095	323+670	102.6 : 102.6%	-	-	-	28.6	101.0	33.4
2/1	A582 E Approach Left	U	C2:C		1	33	-	357	2215	1506	23.7%	-	-	-	0.5	4.6	2.0
2/2	A582 E Approach Ahead	U	C2:B		1	33	-	925	2115	1438	64.3%	-	-	-	2.1	8.0	8.1
2/3	A582 E Approach Ahead	U	C2:B		1	33	-	924	2115	1438	64.2%	-	-	-	2.1	8.0	8.1
2/4	A582 E Approach Ahead	U	C2:B		1	33	-	819	2115	1438	56.9%	-	-	-	1.6	7.1	6.6
3/2+3/1	A5083 S Approach Left Ahead	U	C2:E		1	10	-	291	2115:2135	420+171	49.2 : 49.2%	-	-	-	1.8	22.6	3.0
3/3	A5083 S Approach Ahead	U	C2:E		1	10	-	427	2095	461	92.6%	-	-	-	7.2	60.3	10.6
4/2+4/1	A582 W Approach Left Ahead	U	C1:B C1:C		1	12	-	571	2115:2100	550+24	99.5 : 99.5%	-	-	-	14.1	89.0	18.7
4/3	A582 W Approach Ahead	U	C1:B		1	12	-	543	2115	550	98.7%	-	-	-	12.8	85.1	17.4
4/4	A582 W Approach Ahead	U	C1:B		1	12	-	509	1975	514	99.1%	-	-	-	12.8	90.7	17.1
6/1	A582 E Exit Ped X Ahead	U	-		-	-	-	1260	2005	2005	62.2%	-	-	-	0.9	2.6	8.4

Basic Results Summary

6/2	A582 E Exit Ped X Ahead	U	-		-	-	-	992	2005	2005	49.2%	-	-	-	0.5	2.0	0.9
7/1	A582 E Exit	U	-		-	-	-	1260	2080	2080	60.0%	-	-	-	0.7	2.2	0.7
7/2	A582 E Exit	U	-		-	-	-	1373	2080	2080	65.8%	-	-	-	1.9	4.9	12.7
9/1	A582 W Exit Ped X Ahead	U	-		-	-	-	993	2015	2015	49.3%	-	-	-	0.5	1.8	5.6
9/2	A582 W Exit Ped X Ahead	U	-		-	-	-	992	2015	2015	49.2%	-	-	-	0.5	1.8	5.6
11/1	North Circ Ahead	U	C1:D		1	24	-	780	2115	1058	73.8%	-	-	-	2.1	9.7	4.6
11/2	North Circ Ahead	U	C1:D		1	24	-	784	2115	1058	74.1%	-	-	-	2.2	10.0	4.7
11/3	North Circ Ahead Right	U	C1:D		1	24	-	509	2115	1058	48.1%	-	-	-	0.5	3.3	0.5
12/1	East Circ Ahead	U	C2:A		1	7	-	228	2115	338	67.4%	-	-	-	1.7	27.4	4.1
12/2	East Circ Ahead Right	U	C2:A		1	7	-	231	2115	338	68.3%	-	-	-	1.6	24.6	4.1
13/1	South Circ Ahead	U	C2:D		1	30	-	951	2115	1311	72.5%	-	-	-	2.4	9.2	5.3
13/2	South Circ Ahead	U	C2:D		1	30	-	950	2115	1311	72.4%	-	-	-	2.4	9.2	5.3
13/3	South Circ Right	U	C2:D		1	30	-	819	2115	1311	62.5%	-	-	-	1.8	7.8	4.0
14/1	West Circ Ahead	U	C1:A		1	28	-	674	2115	1227	54.9%	-	-	-	1.7	9.3	5.4
14/2	West Circ Ahead Right	U	C1:A		1	28	-	779	2115	1227	63.5%	-	-	-	1.6	7.6	4.5

C1 - North	Stream: 1	PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	43.14	Cycle Time (s):	50
C1 - North	Stream: 2	PRC for Signalled Lanes (%):	-14.0	Total Delay for Signalled Lanes (pcuHr):	33.33	Cycle Time (s):	50
C2 - South	Stream: 1	PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	9.51	Cycle Time (s):	50
C2 - South	Stream: 2	PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	15.59	Cycle Time (s):	50
		PRC Over All Lanes (%):	-14.0	Total Delay Over All Lanes(pcuHr):	106.61		

Basic Results Summary

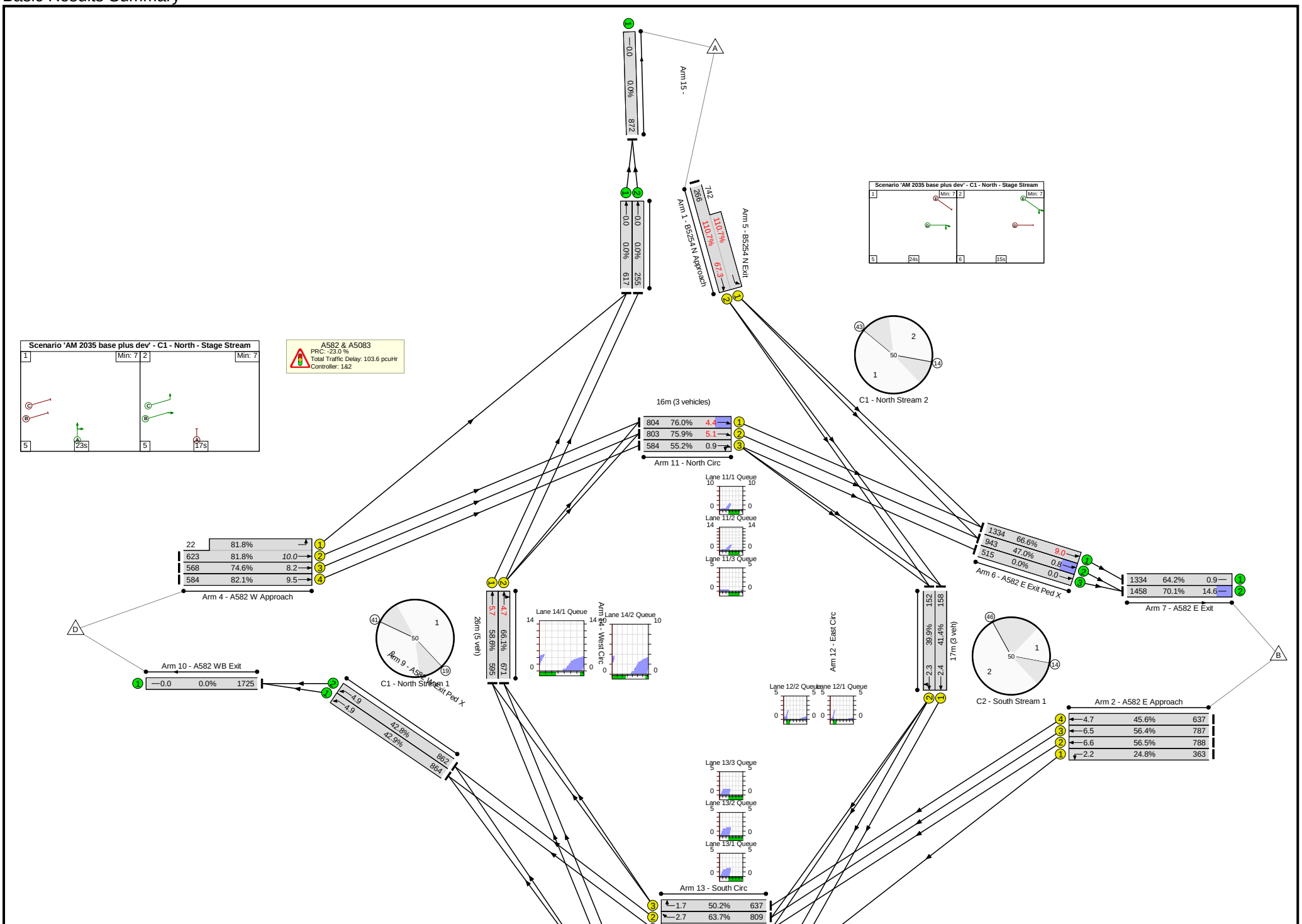
Scenario 5: 'AM 2035 base plus dev' (FG5: 'AM 2035 base plus development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	742	219	47	1008
	B	614	23	363	1575	2575
	C	236	393	0	106	735
	D	22	1706	67	2	1797
	Tot.	872	2864	649	1730	6115

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.7%**	**0**	**0**	**0**	**103.6**	**-**	**-**
A582 && A5083	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.7%**	**0**	**0**	**0**	**103.6**	**-**	**-**
1/2+1/1	B5254 N Approach Left Ahead	U	C1:E		1	15	-	1008	2095:2095	240+670	110.7 : 110.7%	-	-	-	60.0	214.3	67.3
2/1	A582 E Approach Left	U	C2:C		1	32	-	363	2215	1462	24.8%	-	-	-	0.5	5.1	2.2
2/2	A582 E Approach Ahead	U	C2:B		1	32	-	788	2115	1396	56.5%	-	-	-	1.7	7.6	6.6
2/3	A582 E Approach Ahead	U	C2:B		1	32	-	787	2115	1396	56.4%	-	-	-	1.7	7.6	6.5
2/4	A582 E Approach Ahead	U	C2:B		1	32	-	637	2115	1396	45.6%	-	-	-	1.2	6.5	4.7
3/2+3/1	A5083 S Approach Left Ahead	U	C2:E		1	11	-	342	2115:2135	445+200	53.0 : 53.0%	-	-	-	2.1	21.9	3.3
3/3	A5083 S Approach Ahead	U	C2:E		1	11	-	393	2095	503	78.2%	-	-	-	3.7	33.7	6.8
4/2+4/1	A582 W Approach Left Ahead	U	C1:B C1:C		1	17	-	645	2115:2100	761+27	81.8 : 81.8%	-	-	-	4.8	26.6	10.0
4/3	A582 W Approach Ahead	U	C1:B		1	17	-	568	2115	761	74.6%	-	-	-	3.7	23.2	8.2
4/4	A582 W Approach Ahead	U	C1:B		1	17	-	584	1975	711	82.1%	-	-	-	4.6	28.2	9.5
6/1	A582 E Exit Ped X Ahead	U	-		-	-	-	1391	2005	2005	66.6%	-	-	-	1.1	2.9	9.0

Basic Results Summary

6/2	A582 E Exit Ped X Ahead	U	-		-	-	-	958	2005	2005	47.0%	-	-	-	0.5	1.9	0.8
7/1	A582 E Exit	U	-		-	-	-	1391	2080	2080	64.2%	-	-	-	0.9	2.4	0.9
7/2	A582 E Exit	U	-		-	-	-	1473	2080	2080	70.1%	-	-	-	2.5	6.1	14.6
9/1	A582 W Exit Ped X Ahead	U	-		-	-	-	866	2015	2015	42.9%	-	-	-	0.4	1.6	4.9
9/2	A582 W Exit Ped X Ahead	U	-		-	-	-	864	2015	2015	42.8%	-	-	-	0.4	1.6	4.9
11/1	North Circ Ahead	U	C1:D		1	24	-	804	2115	1058	76.0%	-	-	-	2.0	9.0	4.4
11/2	North Circ Ahead	U	C1:D		1	24	-	803	2115	1058	75.9%	-	-	-	2.1	9.6	5.1
11/3	North Circ Ahead Right	U	C1:D		1	24	-	584	2115	1058	55.2%	-	-	-	0.8	4.8	0.9
12/1	East Circ Ahead	U	C2:A		1	8	-	172	2115	381	41.4%	-	-	-	0.5	12.5	2.4
12/2	East Circ Ahead Right	U	C2:A		1	8	-	163	2115	381	39.9%	-	-	-	0.6	15.0	2.3
13/1	South Circ Ahead	U	C2:D		1	29	-	813	2115	1269	63.9%	-	-	-	1.5	6.6	2.7
13/2	South Circ Ahead	U	C2:D		1	29	-	811	2115	1269	63.7%	-	-	-	1.5	6.6	2.7
13/3	South Circ Right	U	C2:D		1	29	-	637	2115	1269	50.2%	-	-	-	0.9	5.3	1.7
14/1	West Circ Ahead	U	C1:A		1	23	-	595	2115	1015	58.6%	-	-	-	2.2	13.1	5.7
14/2	West Circ Ahead Right	U	C1:A		1	23	-	671	2115	1015	66.1%	-	-	-	2.0	10.9	4.7

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	17.20	Cycle Time (s):	50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	-23.0	Total Delay for Signalled Lanes (pcuHr):	64.93	Cycle Time (s):	50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	59.4	Total Delay for Signalled Lanes (pcuHr):	6.15	Cycle Time (s):	50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	9.66	Cycle Time (s):	50
	PRC Over All Lanes (%):	-23.0	Total Delay Over All Lanes(pcuHr):	103.65		

Basic Results Summary

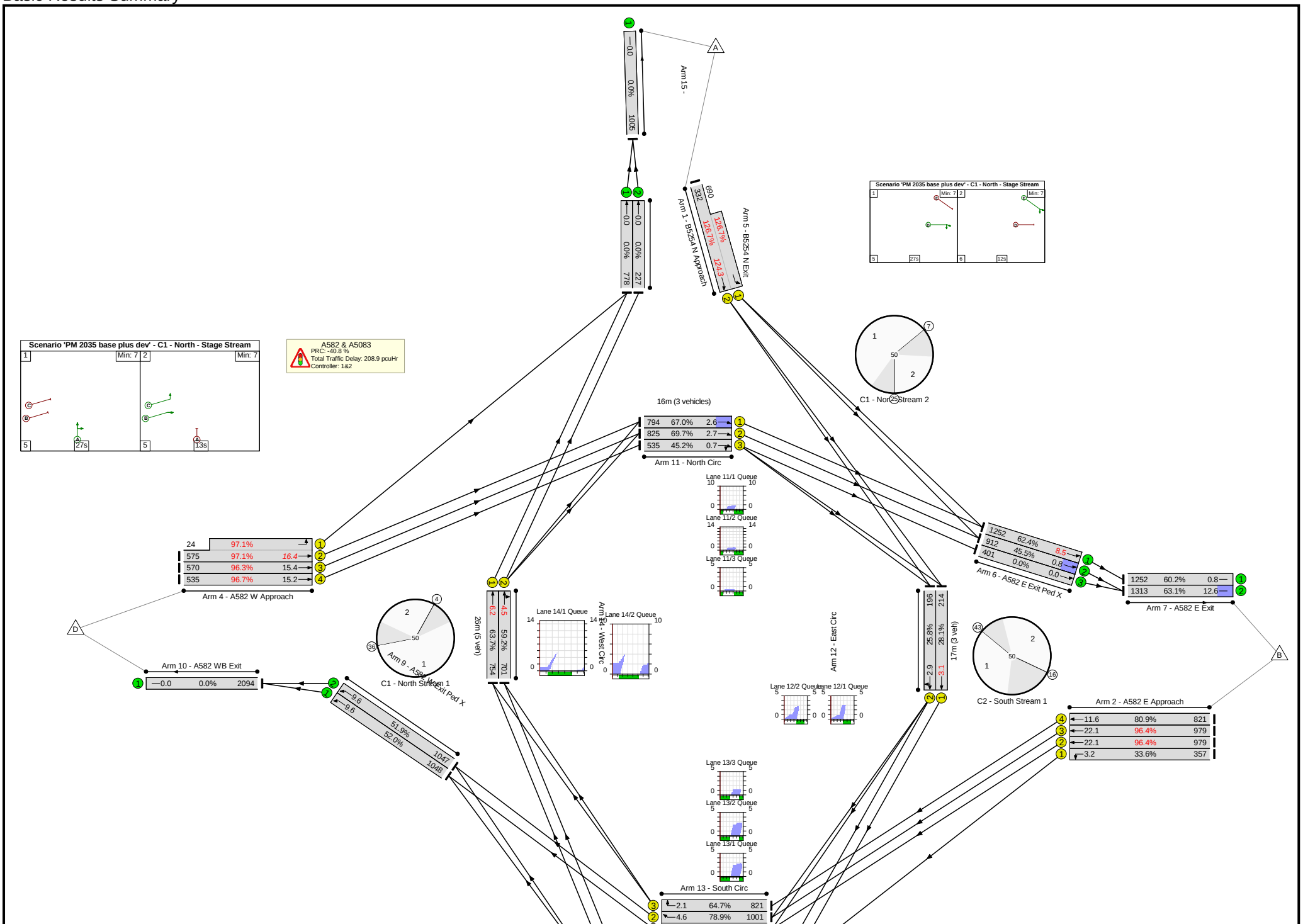
Scenario 6: 'PM 2035 base plus dev' (FG6: 'PM 2035 base plus development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	690	280	52	1022
	B	774	47	357	1958	3136
	C	207	427	0	93	727
	D	24	1546	134	0	1704
	Tot.	1005	2710	771	2103	6589

Basic Results Summary



Basic Results Summary

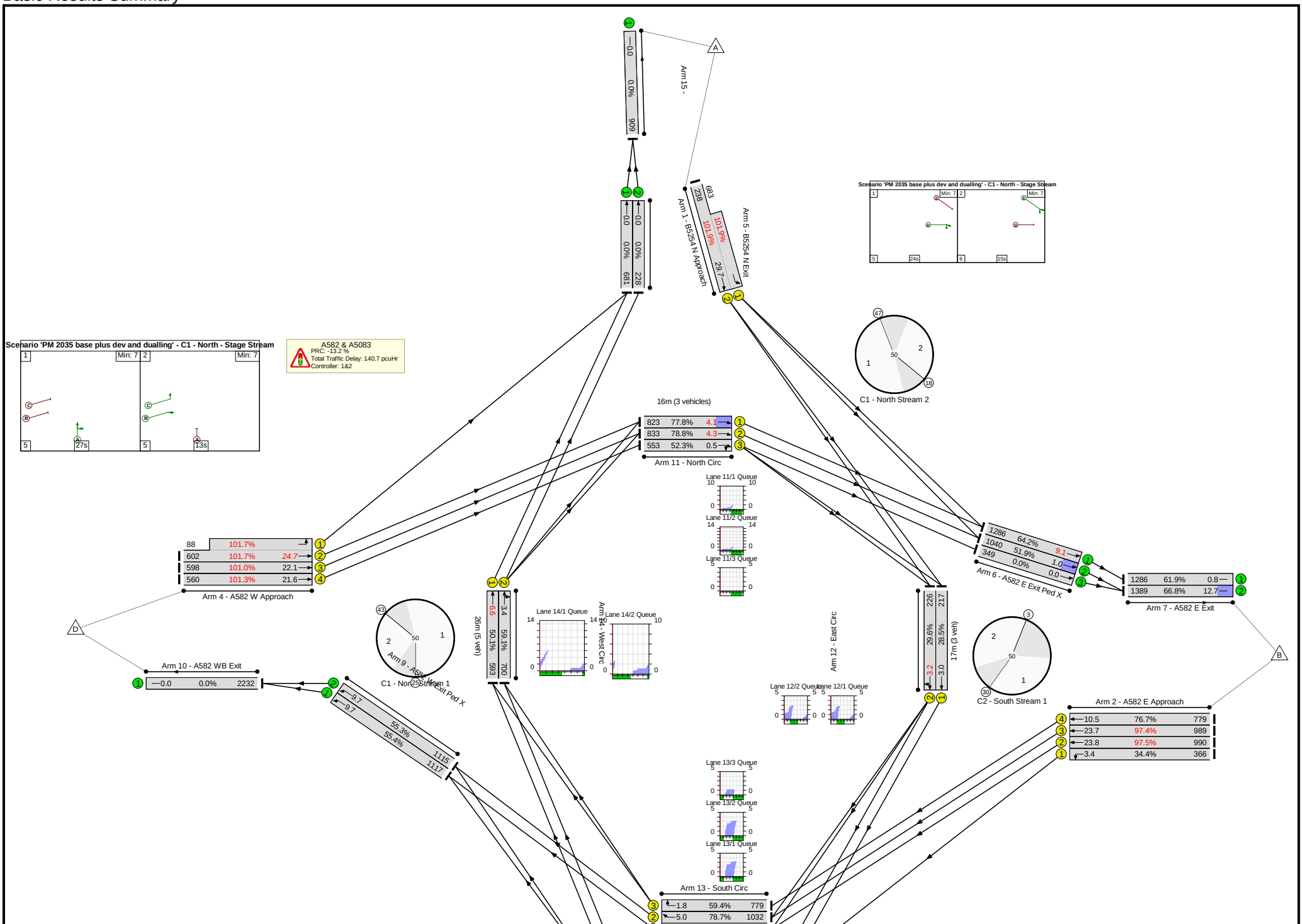
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A582 Stanifield Lane roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**126.7%**	**0**	**0**	**0**	**208.9**	**-**	**-**
A582 && A5083	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**126.7%**	**0**	**0**	**0**	**208.9**	**-**	**-**
1/2+1/1	B5254 N Approach Left Ahead	U	C1:E		1	12	-	1022	2095:2095	262+545	126.7 : 126.7%	-	-	-	118.6	417.7	124.3
2/1	A582 E Approach Left	U	C2:C		1	23	-	357	2215	1063	33.6%	-	-	-	1.1	10.6	3.2
2/2	A582 E Approach Ahead	U	C2:B		1	23	-	979	2115	1015	96.4%	-	-	-	12.4	45.8	22.1
2/3	A582 E Approach Ahead	U	C2:B		1	23	-	979	2115	1015	96.4%	-	-	-	12.4	45.8	22.1
2/4	A582 E Approach Ahead	U	C2:B		1	23	-	821	2115	1015	80.9%	-	-	-	4.6	20.1	11.6
3/2+3/1	A5083 S Approach Left Ahead	U	C2:E		1	11	-	300	2115:2135	445+200	46.5 : 46.5%	-	-	-	1.7	21.0	2.8
3/3	A5083 S Approach Ahead	U	C2:E		1	11	-	427	2095	503	84.9%	-	-	-	4.8	40.3	8.2
4/2+4/1	A582 W Approach Left Ahead	U	C1:B C1:C		1	13	-	599	2115:2100	592+25	97.1 : 97.1%	-	-	-	11.5	69.0	16.4
4/3	A582 W Approach Ahead	U	C1:B		1	13	-	570	2115	592	96.3%	-	-	-	10.4	65.8	15.4
4/4	A582 W Approach Ahead	U	C1:B		1	13	-	535	1975	553	96.7%	-	-	-	10.6	71.0	15.2
6/1	A582 E Exit Ped X Ahead	U	-		-	-	-	1374	2005	2005	62.4%	-	-	-	0.9	2.5	8.5

Basic Results Summary

6/2	A582 E Exit Ped X Ahead	U	-		-	-	-	935	2005	2005	45.5%	-	-	-	0.5	1.9	0.8
7/1	A582 E Exit	U	-		-	-	-	1374	2080	2080	60.2%	-	-	-	0.8	2.2	0.8
7/2	A582 E Exit	U	-		-	-	-	1336	2080	2080	63.1%	-	-	-	1.8	4.9	12.6
9/1	A582 W Exit Ped X Ahead	U	-		-	-	-	1052	2015	2015	52.0%	-	-	-	0.6	2.1	9.6
9/2	A582 W Exit Ped X Ahead	U	-		-	-	-	1051	2015	2015	51.9%	-	-	-	0.6	2.1	9.6
11/1	North Circ Ahead	U	C1:D		1	27	-	794	2115	1184	67.0%	-	-	-	1.5	6.9	2.6
11/2	North Circ Ahead	U	C1:D		1	27	-	825	2115	1184	69.7%	-	-	-	1.7	7.3	2.7
11/3	North Circ Ahead Right	U	C1:D		1	27	-	535	2115	1184	45.2%	-	-	-	0.5	3.7	0.7
12/1	East Circ Ahead	U	C2:A		1	17	-	245	2115	761	28.1%	-	-	-	0.9	15.4	3.1
12/2	East Circ Ahead Right	U	C2:A		1	17	-	221	2115	761	25.8%	-	-	-	0.9	16.4	2.9
13/1	South Circ Ahead	U	C2:D		1	29	-	1005	2115	1269	78.9%	-	-	-	2.9	10.4	4.6
13/2	South Circ Ahead	U	C2:D		1	29	-	1005	2115	1269	78.9%	-	-	-	2.9	10.4	4.6
13/3	South Circ Right	U	C2:D		1	29	-	821	2115	1269	64.7%	-	-	-	1.3	5.9	2.1
14/1	West Circ Ahead	U	C1:A		1	27	-	754	2115	1184	63.7%	-	-	-	1.4	6.5	6.2
14/2	West Circ Ahead Right	U	C1:A		1	27	-	701	2115	1184	59.2%	-	-	-	1.8	9.0	4.5

C1 - North	Stream: 1	PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	35.57	Cycle Time (s):	50
C1 - North	Stream: 2	PRC for Signalled Lanes (%):	-40.8	Total Delay for Signalled Lanes (pcuHr):	122.32	Cycle Time (s):	50
C2 - South	Stream: 1	PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	32.35	Cycle Time (s):	50
C2 - South	Stream: 2	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	13.63	Cycle Time (s):	50
		PRC Over All Lanes (%):	-40.8	Total Delay Over All Lanes(pcuHr):	208.94		

Basic Results Summary



Basic Results Summary

User and Project Details

Project:	**Pickering's Farm development**
Title:	**Review of A6 M65 Sainsburys roundabout – Base Model Only**
Location:	
Additional detail:	2019: Initial models created for Cuerden/Lancashire Central development. June 2022: Model flows and timings updated for use in Pickering's Farm development assessment. Base model (2018) is provided for the existing roundabout layout. Future year models (2035) include changes agreed for Lancashire Central development.
File name:	A6_M65_Sainsburys rndbt base model 2018 only.lsg3x A6_M65_Sainsburys rndbt (Cuerden version pickerings farm)
Author:	M Hansen
Company:	Lancashire County Council
Address:	County Hall, Preston

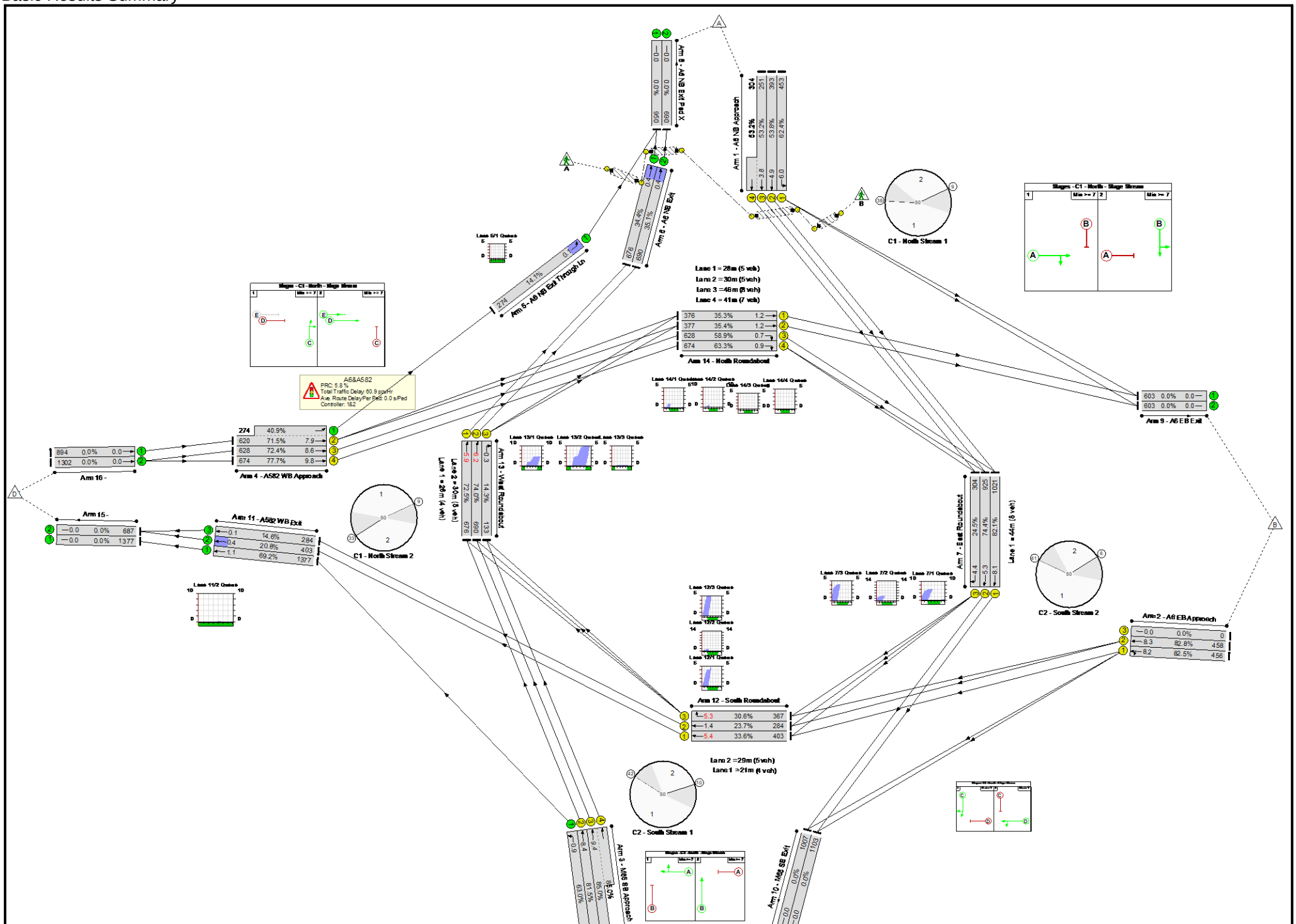
Scenario 1: 'AM 2018 observed' (FG1: 'AM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	453	644	304	1401
	B	367	0	164	383	914
	C	999	133	0	1377	2509
	D	274	620	1302	0	2196
	Tot.	1640	1206	2110	2064	7020

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**	**0**	**0**	**0**	**60.9**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**	**0**	**0**	**0**	**60.9**	**-**	**-**
1/1	A6 NB Approach Left	U	C1:B		1	16	-	453	2135	726	62.4%	-	-	-	2.6	20.4	6.0
1/2	A6 NB Approach Ahead	U	C1:B		1	16	-	393	2148	730	53.8%	-	-	-	2.0	18.7	4.9
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	16	-	555	2148:2148	472+572	53.2 : 53.2%	-	-	-	2.5	16.2	3.8
2/1	A6 EB Approach Left Ahead	U	C2:D		1	12	-	456	2127	553	82.5%	-	-	-	4.5	35.2	8.2
2/2	A6 EB Approach Ahead	U	C2:D		1	12	-	458	2127	553	82.8%	-	-	-	4.5	35.5	8.3
2/3	A6 EB Approach	U	C2:D		1	12	-	0	2127	553	0.0%	-	-	-	0.0	0.0	0.0
3/1	M65 SB Approach Left	U	-		-	-	-	1377	2184	2184	63.0%	-	-	-	0.9	2.2	0.9
3/2	M65 SB Approach Ahead	U	C2:B		1	13	-	489	2142	600	81.5%	-	-	-	4.4	32.5	8.4
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	13	-	643	2142:2184	600+156	85.0 : 85.0%	-	-	-	5.6	31.5	9.4
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	19	-	894	2168:2220	867+669	71.5 : 40.9%	-	-	-	2.9	11.5	7.9
4/3	A582 WB Approach Ahead	U	C1:D		1	19	-	628	2168	867	72.4%	-	-	-	3.5	20.1	8.6

Basic Results Summary

4/4	A582 WB Approach Ahead	U	C1:D		1	19	-	674	2168	867	77.7%	-	-	-	4.2	22.2	9.8
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	274	1940	1940	14.1%	-	-	-	0.1	1.1	0.1
6/1	A6 NB Exit Ahead	U	-		-	-	-	676	1965	1965	34.4%	-	-	-	0.3	1.5	0.4
6/2	A6 NB Exit Ahead	U	-		-	-	-	690	1965	1965	35.1%	-	-	-	0.3	1.5	0.4
7/1	East Roundabout Ahead	U	C2:C		1	27	-	1021	2220	1243	82.1%	-	-	-	4.1	14.5	8.1
7/2	East Roundabout Ahead	U	C2:C		1	27	-	925	2220	1243	74.4%	-	-	-	2.7	10.3	5.3
7/3	East Roundabout Right	U	C2:C		1	27	-	304	2220	1243	24.5%	-	-	-	1.4	16.6	4.4
11/1	A582 WB Exit Ahead	U	-		-	-	-	1377	1990	1990	69.2%	-	-	-	1.1	2.9	1.1
11/2	A582 WB Exit Ahead	U	-		-	-	-	403	1940	1940	20.8%	-	-	-	0.1	1.3	0.4
11/3	A582 WB Exit Ahead	U	-		-	-	-	284	1940	1940	14.6%	-	-	-	0.1	1.1	0.1
12/1	South Roundabout Ahead	U	C2:A		1	26	-	403	2220	1199	33.6%	-	-	-	1.3	12.0	5.4
12/2	South Roundabout Ahead	U	C2:A		1	26	-	284	2220	1199	23.7%	-	-	-	0.4	5.4	1.4
12/3	South Roundabout Right	U	C2:A		1	26	-	367	2220	1199	30.6%	-	-	-	1.6	15.9	5.3
13/1	West Roundabout Ahead	U	C1:C		1	20	-	676	2220	932	72.5%	-	-	-	3.5	18.5	5.9
13/2	West Roundabout Ahead	U	C1:C		1	20	-	690	2220	932	74.0%	-	-	-	3.7	19.3	6.2

Basic Results Summary

13/3	West Roundabout Right	U	C1:C		1	20	-	133	2220	932	14.3%	-	-	-	0.2	5.4	0.3
14/1	North Roundabout Ahead	U	C1:A		1	23	-	376	2220	1066	35.3%	-	-	-	0.4	4.2	1.2
14/2	North Roundabout Ahead	U	C1:A		1	23	-	377	2220	1066	35.4%	-	-	-	0.4	4.2	1.2
14/3	North Roundabout Right	U	C1:A		1	23	-	628	2220	1066	58.9%	-	-	-	0.7	4.1	0.7
14/4	North Roundabout Right	U	C1:A		1	23	-	674	2220	1066	63.3%	-	-	-	0.9	4.6	0.9
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	42.3	Total Delay for Signalled Lanes (pcuHr):	9.55	Cycle Time (s):	50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	17.91	Cycle Time (s):	50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	13.42	Cycle Time (s):	50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	17.14	Cycle Time (s):	50
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	60.86		

Basic Results Summary

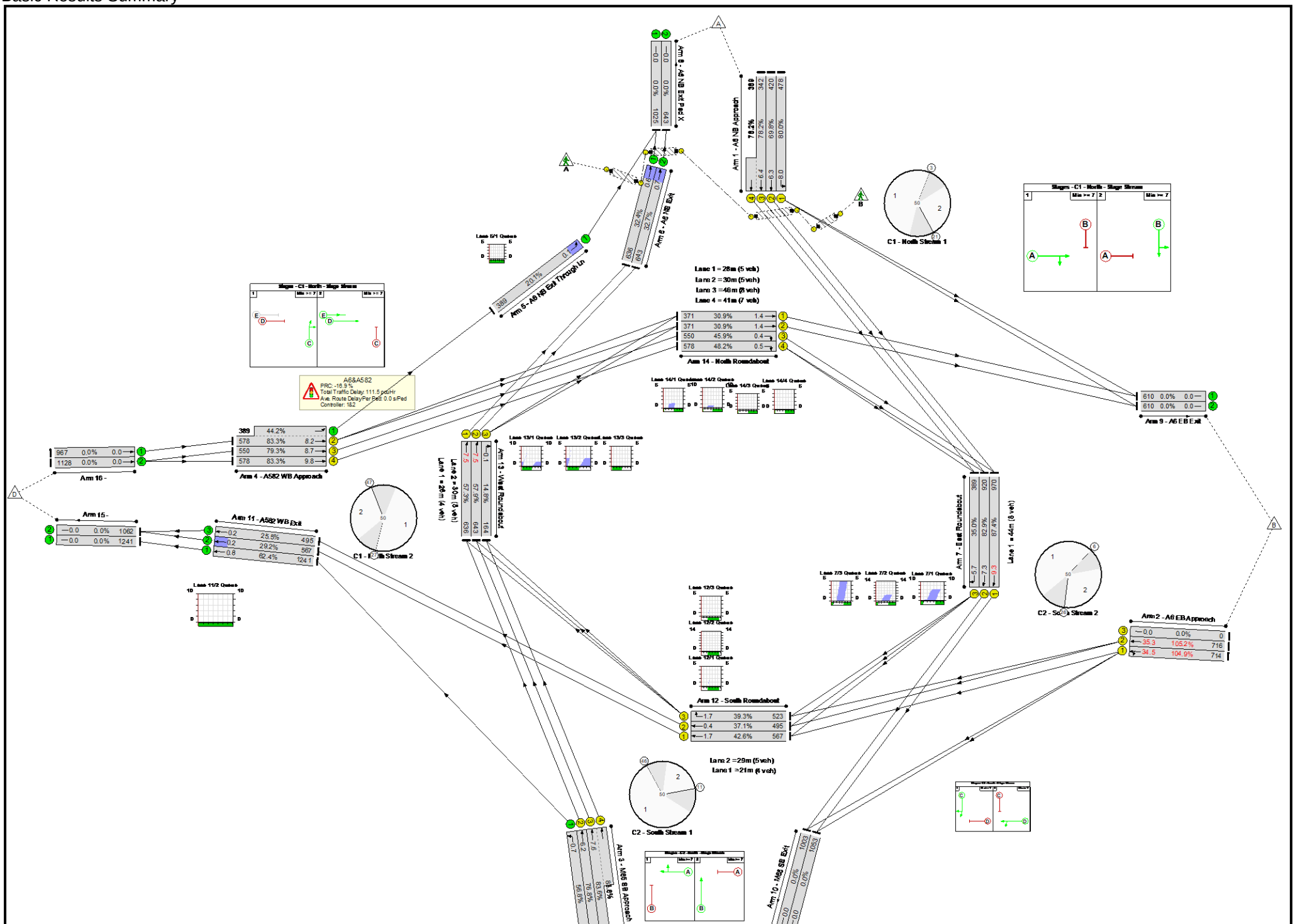
Scenario 2: 'PM 2018 observed' (FG2: 'PM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	478	762	389	1629
	B	550	0	174	706	1430
	C	756	164	0	1241	2161
	D	389	578	1128	0	2095
	Tot.	1695	1220	2064	2336	7315

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**	**0**	**0**	**0**	**111.5**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**	**0**	**0**	**0**	**111.5**	**-**	**-**
1/1	A6 NB Approach Left	U	C1:B		1	13	-	478	2135	598	80.0%	-	-	-	4.2	31.3	8.0
1/2	A6 NB Approach Ahead	U	C1:B		1	13	-	420	2148	601	69.8%	-	-	-	3.0	25.9	6.3
1/3+1/4	A6 NB Approach Ahead	U	C1:B		1	13	-	731	2148:2148	437+497	78.2 : 78.2%	-	-	-	4.9	24.3	6.4
2/1	A6 EB Approach Left Ahead	U	C2:D		1	15	-	714	2127	681	104.9%	-	-	-	28.2	142.2	34.5
2/2	A6 EB Approach Ahead	U	C2:D		1	15	-	716	2127	681	105.2%	-	-	-	29.0	146.0	35.3
2/3	A6 EB Approach	U	C2:D		1	15	-	0	2127	681	0.0%	-	-	-	0.0	0.0	0.0
3/1	M65 SB Approach Left	U	-		-	-	-	1241	2184	2184	56.8%	-	-	-	0.7	1.9	0.7
3/2	M65 SB Approach Ahead	U	C2:B		1	10	-	362	2142	471	76.8%	-	-	-	3.5	34.3	6.2
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	10	-	558	2142:2184	471+196	83.6 : 83.6%	-	-	-	5.2	33.8	7.6
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	15	-	967	2168:2220	694+880	83.3 : 44.2%	-	-	-	3.3	12.4	8.2
4/3	A582 WB Approach Ahead	U	C1:D		1	15	-	550	2168	694	79.3%	-	-	-	4.2	27.7	8.7

Basic Results Summary

4/4	A582 WB Approach Ahead	U	C1:D		1	15	-	578	2168	694	83.3%	-	-	-	4.9	30.7	9.8
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	389	1940	1940	20.1%	-	-	-	0.1	1.2	0.1
6/1	A6 NB Exit Ahead	U	-		-	-	-	650	1965	1965	32.4%	-	-	-	0.3	1.6	0.6
6/2	A6 NB Exit Ahead	U	-		-	-	-	656	1965	1965	32.7%	-	-	-	0.3	1.6	0.7
7/1	East Roundabout Ahead	U	C2:C		1	24	-	970	2220	1110	87.4%	-	-	-	5.6	20.7	9.3
7/2	East Roundabout Ahead	U	C2:C		1	24	-	920	2220	1110	82.9%	-	-	-	4.2	16.5	7.3
7/3	East Roundabout Right	U	C2:C		1	24	-	389	2220	1110	35.0%	-	-	-	2.3	21.1	5.7
11/1	A582 WB Exit Ahead	U	-		-	-	-	1241	1990	1990	62.4%	-	-	-	0.8	2.4	0.8
11/2	A582 WB Exit Ahead	U	-		-	-	-	592	1940	1940	29.2%	-	-	-	0.2	1.3	0.2
11/3	A582 WB Exit Ahead	U	-		-	-	-	503	1940	1940	25.5%	-	-	-	0.2	1.2	0.2
12/1	South Roundabout Ahead	U	C2:A		1	29	-	592	2220	1332	42.6%	-	-	-	0.4	2.5	1.7
12/2	South Roundabout Ahead	U	C2:A		1	29	-	503	2220	1332	37.1%	-	-	-	0.3	2.2	0.4
12/3	South Roundabout Right	U	C2:A		1	29	-	550	2220	1332	39.3%	-	-	-	0.3	2.3	1.7
13/1	West Roundabout Ahead	U	C1:C		1	24	-	650	2220	1110	57.3%	-	-	-	1.7	9.3	7.5
13/2	West Roundabout Ahead	U	C1:C		1	24	-	656	2220	1110	57.9%	-	-	-	1.6	8.9	7.5

Basic Results Summary

13/3	West Roundabout Right	U	C1:C		1	24	-	164	2220	1110	14.8%	-	-	-	0.1	1.9	0.1
14/1	North Roundabout Ahead	U	C1:A		1	26	-	371	2220	1199	30.9%	-	-	-	0.6	5.4	1.4
14/2	North Roundabout Ahead	U	C1:A		1	26	-	371	2220	1199	30.9%	-	-	-	0.6	5.4	1.4
14/3	North Roundabout Right	U	C1:A		1	26	-	550	2220	1199	45.9%	-	-	-	0.4	2.8	0.4
14/4	North Roundabout Right	U	C1:A		1	26	-	578	2220	1199	48.2%	-	-	-	0.5	2.9	0.5
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1	PRC for Signalled Lanes (%):	12.6	Total Delay for Signalled Lanes (pcuHr):	14.11	Cycle Time (s): 50
C1 - North	Stream: 2	PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	15.81	Cycle Time (s): 50
C2 - South	Stream: 1	PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	9.71	Cycle Time (s): 50
C2 - South	Stream: 2	PRC for Signalled Lanes (%):	-16.9	Total Delay for Signalled Lanes (pcuHr):	69.31	Cycle Time (s): 50
		PRC Over All Lanes (%):	-16.9	Total Delay Over All Lanes(pcuHr):	111.49	

Basic Results Summary

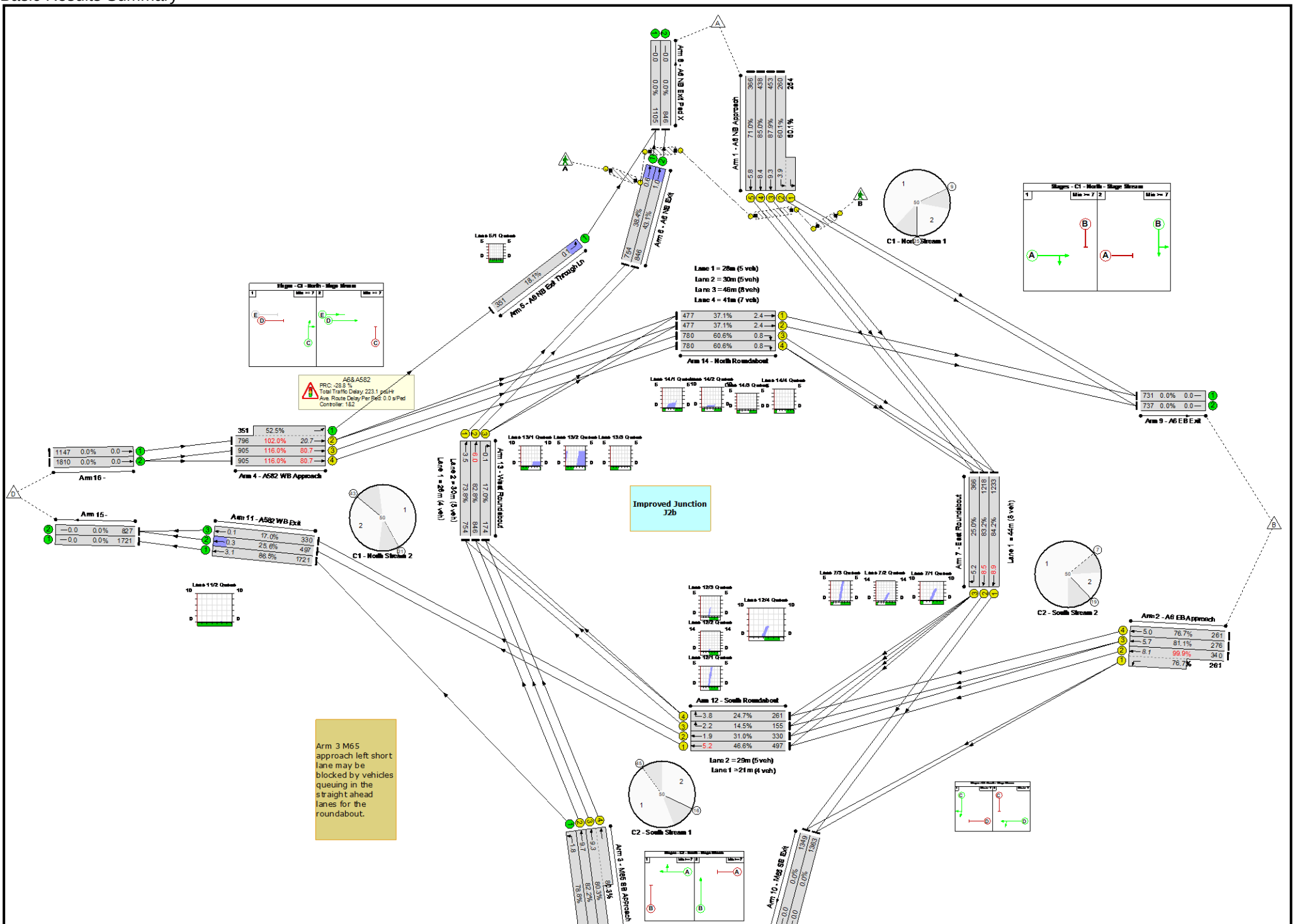
Scenario 3: 'AM 2035 base (committed dev only)' (FG3: 'AM 2035 base (committed dev only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	514	891	366	1771
	B	416	0	261	461	1138
	C	1184	174	0	1721	3079
	D	351	796	1810	0	2957
	Tot.	1951	1484	2962	2548	8945

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.0%**	**0**	**0**	**0**	**223.1**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.0%**	**0**	**0**	**0**	**223.1**	**-**	**-**
1/2+1/1	A6 NB Approach Left	U	C1:B		1	11	-	514	2135:2080	432+422	60.1 : 60.1%	-	-	-	3.1	21.7	3.9
1/3	A6 NB Approach Ahead	U	C1:B		1	11	-	453	2148	516	87.9%	-	-	-	5.6	44.4	9.3
1/4	A6 NB Approach Ahead	U	C1:B		1	11	-	438	2148	516	85.0%	-	-	-	4.9	39.9	8.4
1/5	A6 NB Approach Ahead	U	C1:B		1	11	-	366	2148	516	71.0%	-	-	-	3.0	29.3	5.8
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	7	-	601	2127:2127	340+340	99.9 : 76.7%	-	-	-	6.9	41.4	8.1
2/3	A6 EB Approach Ahead	U	C2:D		1	7	-	276	2127	340	81.1%	-	-	-	3.6	46.6	5.7
2/4	A6 EB Approach Ahead	U	C2:D		1	7	-	261	2127	340	76.7%	-	-	-	3.0	41.9	5.0
3/1	M65 SB Approach Left	U	-		-	-	-	1721	2184	2184	78.8%	-	-	-	1.8	3.9	1.8
3/2	M65 SB Approach Ahead	U	C2:B		1	16	-	599	2142	728	82.2%	-	-	-	4.8	28.6	9.7
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	16	-	759	2142:2184	728+217	80.3 : 80.3%	-	-	-	5.0	23.7	9.3
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	17	-	1147	2168:2220	780+668	102.0 : 52.5%	-	-	-	13.2	41.5	20.7

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	17	-	905	2168	780	116.0%	-	-	-	72.6	289.0	80.7
4/4	A582 WB Approach Ahead	U	C1:D		1	17	-	905	2168	780	116.0%	-	-	-	72.6	289.0	80.7
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	351	1940	1940	18.1%	-	-	-	0.1	1.1	0.1
6/1	A6 NB Exit Ahead	U	-		-	-	-	754	1965	1965	38.4%	-	-	-	0.3	1.7	0.6
6/2	A6 NB Exit Ahead	U	-		-	-	-	846	1965	1965	43.1%	-	-	-	0.5	2.0	1.0
7/1	East Roundabout Ahead	U	C2:C		1	32	-	1358	2220	1465	84.2%	-	-	-	3.3	9.7	8.9
7/2	East Roundabout Ahead	U	C2:C		1	32	-	1343	2220	1465	83.2%	-	-	-	3.1	9.2	8.5
7/3	East Roundabout Right	U	C2:C		1	32	-	366	2220	1465	25.0%	-	-	-	0.7	7.4	5.2
11/1	A582 WB Exit Ahead	U	-		-	-	-	1721	1990	1990	86.5%	-	-	-	3.1	6.5	3.1
11/2	A582 WB Exit Ahead	U	-		-	-	-	497	1940	1940	25.6%	-	-	-	0.2	1.3	0.3
11/3	A582 WB Exit Ahead	U	-		-	-	-	330	1940	1940	17.0%	-	-	-	0.1	1.1	0.1
12/1	South Roundabout Ahead	U	C2:A		1	23	-	497	2220	1066	46.6%	-	-	-	0.9	6.5	5.2
12/2	South Roundabout Ahead	U	C2:A		1	23	-	330	2220	1066	31.0%	-	-	-	0.3	3.6	1.9
12/3	South Roundabout Right	U	C2:A		1	23	-	155	2220	1066	14.5%	-	-	-	0.2	5.5	2.2
12/4	South Roundabout Right	U	C2:A		1	23	-	261	2200	1056	24.7%	-	-	-	0.5	7.1	3.8

Basic Results Summary

13/1	West Roundabout Ahead	U	C1:C		1	22	-	754	2220	1021	73.8%	-	-	-	2.3	11.2	3.5
13/2	West Roundabout Ahead	U	C1:C		1	22	-	846	2220	1021	82.8%	-	-	-	3.9	16.8	6.0
13/3	West Roundabout Right	U	C1:C		1	22	-	174	2220	1021	17.0%	-	-	-	0.1	2.1	0.1
14/1	North Roundabout Ahead	U	C1:A		1	28	-	485	2220	1288	37.1%	-	-	-	0.8	5.7	2.4
14/2	North Roundabout Ahead	U	C1:A		1	28	-	485	2220	1288	37.1%	-	-	-	0.8	5.7	2.4
14/3	North Roundabout Right	U	C1:A		1	28	-	905	2220	1288	60.6%	-	-	-	0.8	3.5	0.8
14/4	North Roundabout Right	U	C1:A		1	28	-	905	2220	1288	60.6%	-	-	-	0.8	3.5	0.8
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	19.56	Cycle Time (s): 50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	-28.8	Total Delay for Signalled Lanes (pcuHr):	164.92	Cycle Time (s): 50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s): 50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	-11.0	Total Delay for Signalled Lanes (pcuHr):	20.73	Cycle Time (s): 50
	PRC Over All Lanes (%):	-28.8	Total Delay Over All Lanes(pcuHr):	223.13	

Basic Results Summary

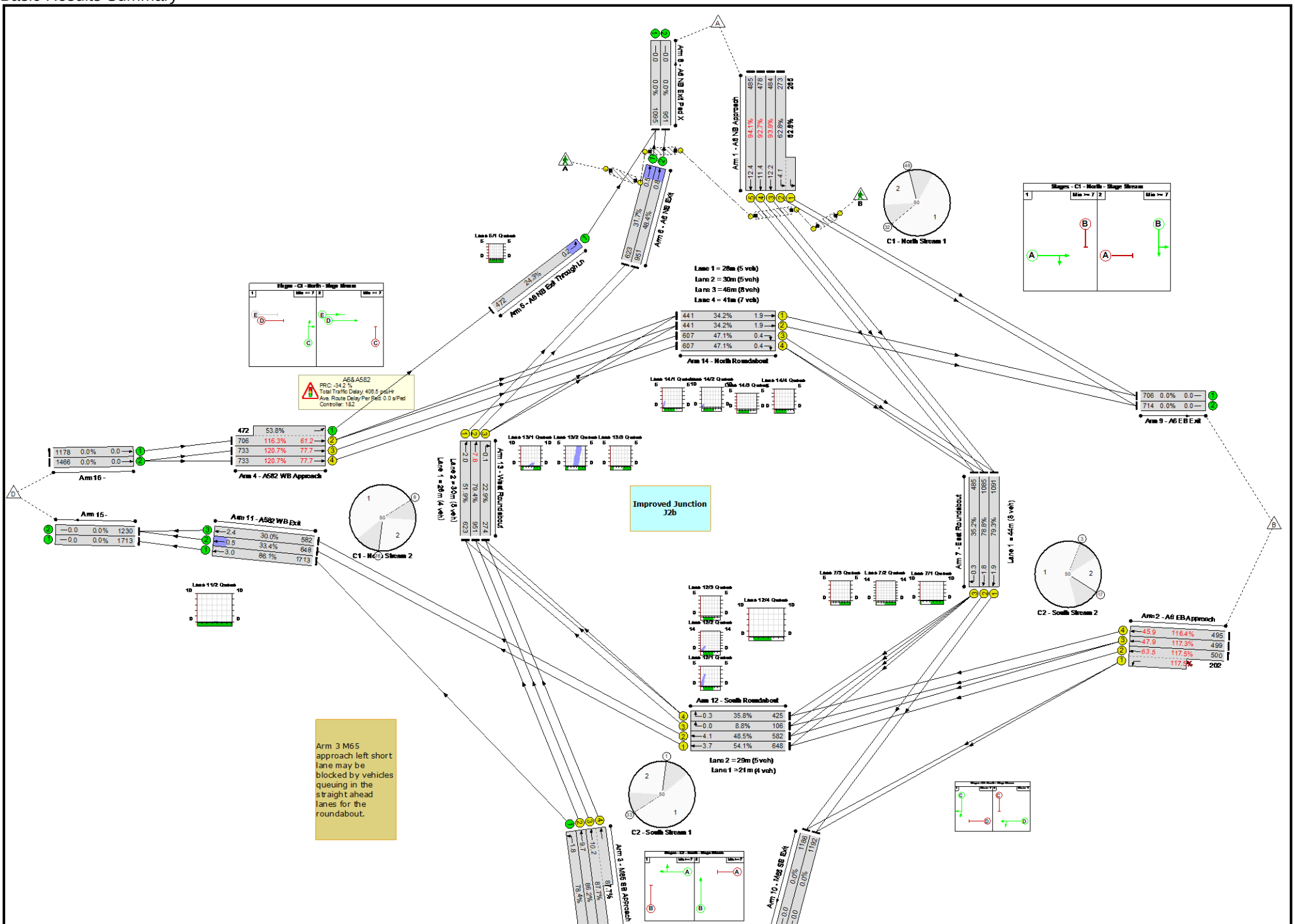
Scenario 4: 'PM 2035 base (committed dev only)' (FG4: 'PM 2035 base (committed dev only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	538	962	485	1985
	B	619	0	202	875	1696
	C	1043	274	0	1713	3030
	D	472	706	1466	0	2644
	Tot.	2134	1518	2630	3073	9355

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.7%**	**0**	**0**	**0**	**406.5**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**120.7%**	**0**	**0**	**0**	**406.5**	**-**	**-**
1/2+1/1	A6 NB Approach Left	U	C1:B		1	11	-	538	2135:2080	435+422	62.8 : 62.8%	-	-	-	3.3	22.2	4.1
1/3	A6 NB Approach Ahead	U	C1:B		1	11	-	484	2148	516	93.9%	-	-	-	8.2	60.7	12.2
1/4	A6 NB Approach Ahead	U	C1:B		1	11	-	478	2148	516	92.7%	-	-	-	7.5	56.4	11.4
1/5	A6 NB Approach Ahead	U	C1:B		1	11	-	485	2148	516	94.1%	-	-	-	8.3	61.5	12.4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	9	-	702	2127:2127	425+172	117.5 : 117.5%	-	-	-	61.1	313.2	63.5
2/3	A6 EB Approach Ahead	U	C2:D		1	9	-	499	2127	425	117.3%	-	-	-	44.4	320.6	47.9
2/4	A6 EB Approach Ahead	U	C2:D		1	9	-	495	2127	425	116.4%	-	-	-	42.5	308.8	45.9
3/1	M65 SB Approach Left	U	-		-	-	-	1713	2184	2184	78.4%	-	-	-	1.8	3.8	1.8
3/2	M65 SB Approach Ahead	U	C2:B		1	13	-	517	2142	600	86.2%	-	-	-	5.4	37.4	9.7
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	13	-	800	2142:2184	600+312	87.7 : 87.7%	-	-	-	7.0	31.5	10.2
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	13	-	1178	2168:2220	607+877	116.3 : 53.8%	-	-	-	55.7	170.2	61.2

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	13	-	733	2168	607	120.7%	-	-	-	72.2	354.5	77.7
4/4	A582 WB Approach Ahead	U	C1:D		1	13	-	733	2168	607	120.7%	-	-	-	72.2	354.5	77.7
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	472	1940	1940	24.3%	-	-	-	0.2	1.2	0.2
6/1	A6 NB Exit Ahead	U	-		-	-	-	641	1965	1965	31.7%	-	-	-	0.3	1.5	0.5
6/2	A6 NB Exit Ahead	U	-		-	-	-	1021	1965	1965	48.4%	-	-	-	0.5	2.0	0.8
7/1	East Roundabout Ahead	U	C2:C		1	30	-	1217	2220	1376	79.3%	-	-	-	1.9	6.2	1.9
7/2	East Roundabout Ahead	U	C2:C		1	30	-	1211	2220	1376	78.8%	-	-	-	1.8	6.1	1.8
7/3	East Roundabout Right	U	C2:C		1	30	-	485	2220	1376	35.2%	-	-	-	0.3	2.0	0.3
11/1	A582 WB Exit Ahead	U	-		-	-	-	1713	1990	1990	86.1%	-	-	-	3.0	6.4	3.0
11/2	A582 WB Exit Ahead	U	-		-	-	-	723	1940	1940	33.4%	-	-	-	0.3	1.5	0.5
11/3	A582 WB Exit Ahead	U	-		-	-	-	637	1940	1940	30.0%	-	-	-	0.2	1.3	2.4
12/1	South Roundabout Ahead	U	C2:A		1	26	-	723	2220	1199	54.1%	-	-	-	1.0	5.6	3.7
12/2	South Roundabout Ahead	U	C2:A		1	26	-	637	2220	1199	48.5%	-	-	-	1.0	6.2	4.1
12/3	South Roundabout Right	U	C2:A		1	26	-	124	2220	1199	8.8%	-	-	-	0.0	1.6	0.0
12/4	South Roundabout Right	U	C2:A		1	26	-	495	2200	1188	35.8%	-	-	-	0.3	2.4	0.3

Basic Results Summary

13/1	West Roundabout Ahead	U	C1:C		1	26	-	641	2220	1199	51.9%	-	-	-	0.8	4.9	2.0
13/2	West Roundabout Ahead	U	C1:C		1	26	-	1021	2220	1199	79.4%	-	-	-	3.5	13.3	7.8
13/3	West Roundabout Right	U	C1:C		1	26	-	274	2220	1199	22.9%	-	-	-	0.1	1.9	0.1
14/1	North Roundabout Ahead	U	C1:A		1	28	-	490	2220	1288	34.2%	-	-	-	0.4	3.4	1.9
14/2	North Roundabout Ahead	U	C1:A		1	28	-	490	2220	1288	34.2%	-	-	-	0.4	3.4	1.9
14/3	North Roundabout Right	U	C1:A		1	28	-	733	2220	1288	47.1%	-	-	-	0.4	2.6	0.4
14/4	North Roundabout Right	U	C1:A		1	28	-	733	2220	1288	47.1%	-	-	-	0.4	2.6	0.4
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	28.96	Cycle Time (s): 50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	-34.2	Total Delay for Signalled Lanes (pcuHr):	204.56	Cycle Time (s): 50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	14.72	Cycle Time (s): 50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	-30.6	Total Delay for Signalled Lanes (pcuHr):	151.97	Cycle Time (s): 50
	PRC Over All Lanes (%):	-34.2	Total Delay Over All Lanes(pcuHr):	406.47	

Basic Results Summary

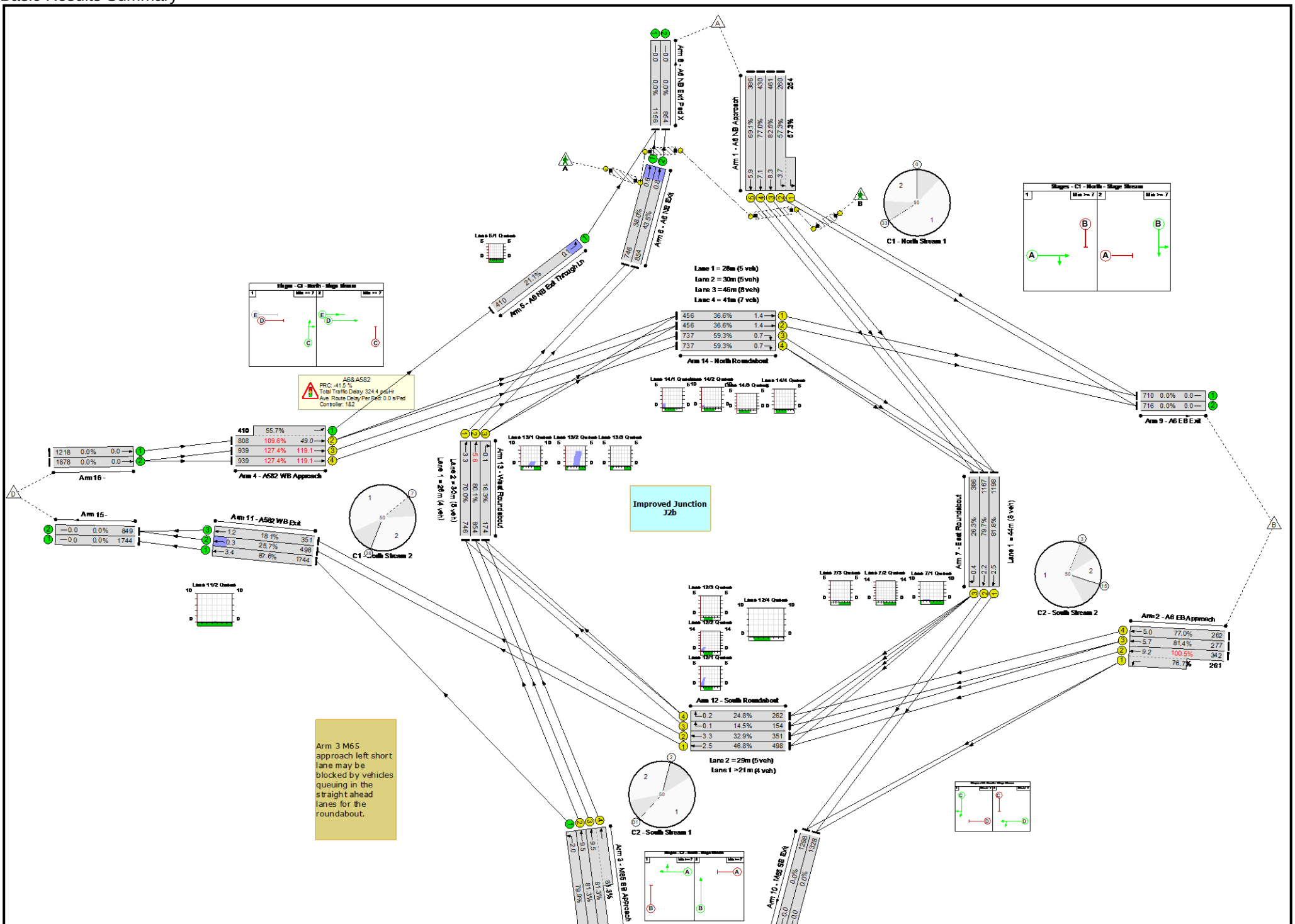
Scenario 5: 'AM 2035 base plus dev' (FG5: 'AM 2035 base plus dev ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	514	891	386	1791
	B	416	0	261	465	1142
	C	1184	174	0	1744	3102
	D	410	808	1878	0	3096
	Tot.	2010	1496	3030	2595	9131

Basic Results Summary



Arm 3 M65 approach left short lane may be blocked by vehicles queuing in the straight ahead lanes for the roundabout.

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**127.4%**	**0**	**0**	**0**	**324.4**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**127.4%**	**0**	**0**	**0**	**324.4**	**-**	**-**
1/2+1/1	A6 NB Approach Left	U	C1:B		1	12	-	514	2135:2080	454+443	57.3 : 57.3%	-	-	-	2.9	20.3	3.7
1/3	A6 NB Approach Ahead	U	C1:B		1	12	-	461	2148	558	82.5%	-	-	-	4.5	35.1	8.3
1/4	A6 NB Approach Ahead	U	C1:B		1	12	-	430	2148	558	77.0%	-	-	-	3.7	30.8	7.1
1/5	A6 NB Approach Ahead	U	C1:B		1	12	-	386	2148	558	69.1%	-	-	-	2.9	27.0	5.9
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	7	-	603	2127:2127	340+340	100.5 : 76.7%	-	-	-	7.9	47.1	9.2
2/3	A6 EB Approach Ahead	U	C2:D		1	7	-	277	2127	340	81.4%	-	-	-	3.6	47.0	5.7
2/4	A6 EB Approach Ahead	U	C2:D		1	7	-	262	2127	340	77.0%	-	-	-	3.1	42.2	5.0
3/1	M65 SB Approach Left	U	-		-	-	-	1744	2184	2184	79.9%	-	-	-	2.0	4.1	2.0
3/2	M65 SB Approach Ahead	U	C2:B		1	16	-	592	2142	728	81.3%	-	-	-	4.6	27.9	9.5
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	16	-	766	2142:2184	728+214	81.3 : 81.3%	-	-	-	5.2	24.3	9.5
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	16	-	1218	2168:2220	737+736	109.6 : 55.7%	-	-	-	42.0	124.3	49.0

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	16	-	939	2168	737	127.4%	-	-	-	111.9	429.0	119.1
4/4	A582 WB Approach Ahead	U	C1:D		1	16	-	939	2168	737	127.4%	-	-	-	111.9	429.0	119.1
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	410	1940	1940	21.1%	-	-	-	0.1	1.2	0.1
6/1	A6 NB Exit Ahead	U	-		-	-	-	746	1965	1965	38.0%	-	-	-	0.3	1.6	0.6
6/2	A6 NB Exit Ahead	U	-		-	-	-	854	1965	1965	43.5%	-	-	-	0.4	1.8	0.8
7/1	East Roundabout Ahead	U	C2:C		1	32	-	1400	2220	1465	81.8%	-	-	-	2.3	6.9	2.5
7/2	East Roundabout Ahead	U	C2:C		1	32	-	1369	2220	1465	79.7%	-	-	-	2.0	6.2	2.2
7/3	East Roundabout Right	U	C2:C		1	32	-	386	2220	1465	26.3%	-	-	-	0.2	2.3	0.4
11/1	A582 WB Exit Ahead	U	-		-	-	-	1744	1990	1990	87.6%	-	-	-	3.4	7.1	3.4
11/2	A582 WB Exit Ahead	U	-		-	-	-	500	1940	1940	25.7%	-	-	-	0.2	1.3	0.3
11/3	A582 WB Exit Ahead	U	-		-	-	-	351	1940	1940	18.1%	-	-	-	0.1	1.1	1.2
12/1	South Roundabout Ahead	U	C2:A		1	23	-	500	2220	1066	46.8%	-	-	-	0.7	5.4	2.5
12/2	South Roundabout Ahead	U	C2:A		1	23	-	351	2220	1066	32.9%	-	-	-	0.7	7.6	3.3
12/3	South Roundabout Right	U	C2:A		1	23	-	154	2220	1066	14.5%	-	-	-	0.1	2.0	0.1
12/4	South Roundabout Right	U	C2:A		1	23	-	262	2200	1056	24.8%	-	-	-	0.2	2.3	0.2

Basic Results Summary

13/1	West Roundabout Ahead	U	C1:C		1	23	-	746	2220	1066	70.0%	-	-	-	1.8	8.6	3.3
13/2	West Roundabout Ahead	U	C1:C		1	23	-	854	2220	1066	80.1%	-	-	-	3.1	13.2	5.6
13/3	West Roundabout Right	U	C1:C		1	23	-	174	2220	1066	16.3%	-	-	-	0.1	2.0	0.1
14/1	North Roundabout Ahead	U	C1:A		1	27	-	491	2220	1243	36.6%	-	-	-	0.5	3.7	1.4
14/2	North Roundabout Ahead	U	C1:A		1	27	-	491	2220	1243	36.6%	-	-	-	0.5	3.7	1.4
14/3	North Roundabout Right	U	C1:A		1	27	-	939	2220	1243	59.3%	-	-	-	0.7	3.5	0.7
14/4	North Roundabout Right	U	C1:A		1	27	-	939	2220	1243	59.3%	-	-	-	0.7	3.5	0.7
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	16.35	Cycle Time (s): 50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	-41.5	Total Delay for Signalled Lanes (pcuHr):	270.84	Cycle Time (s): 50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s): 50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):	19.13	Cycle Time (s): 50
	PRC Over All Lanes (%):	-41.5	Total Delay Over All Lanes(pcuHr):	324.41	

Basic Results Summary

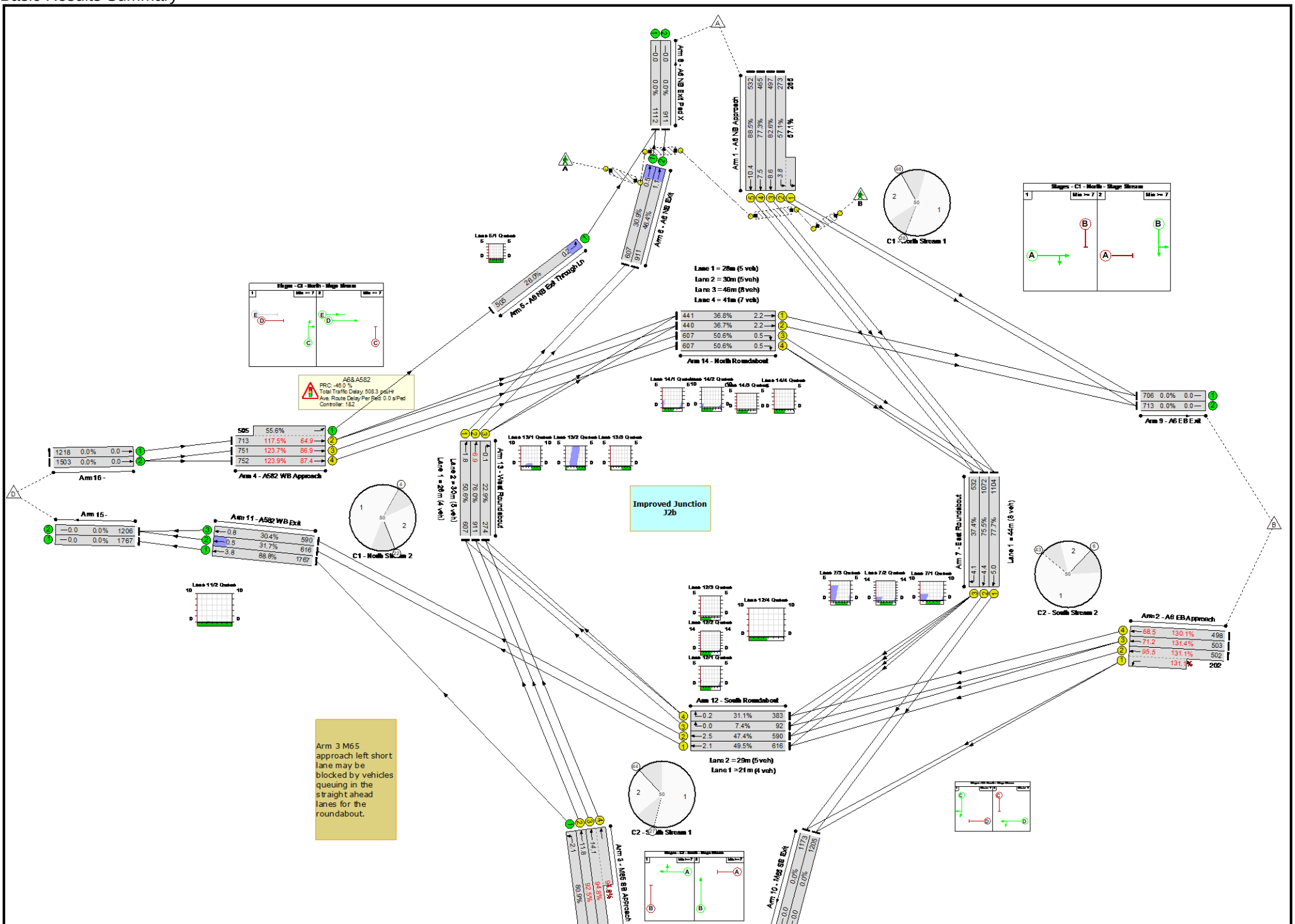
Scenario 6: 'PM 2035 base plus dev' (FG6: 'PM 2035 base plus dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	538	962	532	2032
	B	619	0	202	884	1705
	C	1043	274	0	1767	3084
	D	505	713	1503	0	2721
	Tot.	2167	1525	2667	3183	9542

Basic Results Summary



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of A6 M65 Sainsburys roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**131.4%**	**0**	**0**	**0**	**508.3**	**-**	**-**
A6&&A582	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**131.4%**	**0**	**0**	**0**	**508.3**	**-**	**-**
1/2+1/1	A6 NB Approach Left	U	C1:B		1	13	-	538	2135:2080	478+464	57.1 : 57.1%	-	-	-	2.9	19.3	3.8
1/3	A6 NB Approach Ahead	U	C1:B		1	13	-	497	2148	601	82.6%	-	-	-	4.6	33.4	8.6
1/4	A6 NB Approach Ahead	U	C1:B		1	13	-	465	2148	601	77.3%	-	-	-	3.8	29.4	7.5
1/5	A6 NB Approach Ahead	U	C1:B		1	13	-	532	2148	601	88.5%	-	-	-	6.0	40.8	10.4
2/2+2/1	A6 EB Approach Left Ahead	U	C2:D		1	8	-	704	2127:2127	383+154	131.1 : 131.1%	-	-	-	92.7	473.9	95.5
2/3	A6 EB Approach Ahead	U	C2:D		1	8	-	503	2127	383	131.4%	-	-	-	68.2	487.8	71.2
2/4	A6 EB Approach Ahead	U	C2:D		1	8	-	498	2127	383	130.1%	-	-	-	65.6	474.0	68.5
3/1	M65 SB Approach Left	U	-		-	-	-	1767	2184	2184	80.9%	-	-	-	2.1	4.3	2.1
3/2	M65 SB Approach Ahead	U	C2:B		1	12	-	515	2142	557	92.5%	-	-	-	7.5	52.7	11.8
3/3+3/4	M65 SB Approach Ahead	U	C2:B		1	12	-	802	2142:2184	557+289	94.8 : 94.8%	-	-	-	10.8	48.5	14.1
4/2+4/1	A582 WB Approach Ahead Ahead2	U	C1:D -		1	13	-	1218	2168:2220	607+908	117.5 : 55.6%	-	-	-	59.5	175.9	64.9

Basic Results Summary

4/3	A582 WB Approach Ahead	U	C1:D		1	13	-	751	2168	607	123.7%	-	-	-	81.6	390.9	86.9
4/4	A582 WB Approach Ahead	U	C1:D		1	13	-	752	2168	607	123.9%	-	-	-	82.1	392.9	87.4
5/1	A6 NB Exit Through Ln Left	U	-		-	-	-	505	1940	1940	26.0%	-	-	-	0.2	1.3	0.2
6/1	A6 NB Exit Ahead	U	-		-	-	-	636	1965	1965	30.9%	-	-	-	0.2	1.5	0.5
6/2	A6 NB Exit Ahead	U	-		-	-	-	1026	1965	1965	46.4%	-	-	-	0.6	2.2	1.1
7/1	East Roundabout Ahead	U	C2:C		1	31	-	1248	2220	1421	77.7%	-	-	-	2.9	9.5	5.0
7/2	East Roundabout Ahead	U	C2:C		1	31	-	1217	2220	1421	75.5%	-	-	-	2.5	8.5	4.4
7/3	East Roundabout Right	U	C2:C		1	31	-	532	2220	1421	37.4%	-	-	-	1.7	11.2	4.1
11/1	A582 WB Exit Ahead	U	-		-	-	-	1767	1990	1990	88.8%	-	-	-	3.8	7.8	3.8
11/2	A582 WB Exit Ahead	U	-		-	-	-	735	1940	1940	31.7%	-	-	-	0.3	1.5	0.5
11/3	A582 WB Exit Ahead	U	-		-	-	-	681	1940	1940	30.4%	-	-	-	0.2	1.3	0.8
12/1	South Roundabout Ahead	U	C2:A		1	27	-	735	2220	1243	49.5%	-	-	-	0.7	3.8	2.1
12/2	South Roundabout Ahead	U	C2:A		1	27	-	681	2220	1243	47.4%	-	-	-	0.7	4.1	2.5
12/3	South Roundabout Right	U	C2:A		1	27	-	121	2220	1243	7.4%	-	-	-	0.0	1.6	0.0
12/4	South Roundabout Right	U	C2:A		1	27	-	498	2200	1232	31.1%	-	-	-	0.2	2.1	0.2

Basic Results Summary

13/1	West Roundabout Ahead	U	C1:C		1	26	-	636	2220	1199	50.6%	-	-	-	0.9	5.5	1.8
13/2	West Roundabout Ahead	U	C1:C		1	26	-	1026	2220	1199	76.0%	-	-	-	3.7	14.5	6.9
13/3	West Roundabout Right	U	C1:C		1	26	-	274	2220	1199	22.9%	-	-	-	0.1	1.9	0.1
14/1	North Roundabout Ahead	U	C1:A		1	26	-	494	2220	1199	36.8%	-	-	-	0.6	4.8	2.2
14/2	North Roundabout Ahead	U	C1:A		1	26	-	493	2220	1199	36.7%	-	-	-	0.6	4.8	2.2
14/3	North Roundabout Right	U	C1:A		1	26	-	751	2220	1199	50.6%	-	-	-	0.5	3.0	0.5
14/4	North Roundabout Right	U	C1:A		1	26	-	752	2220	1199	50.6%	-	-	-	0.5	3.0	0.5
Ped Link: P1	A6 NB Exit Through Ln Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	A6 NB Exit Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	A6 N Approach Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P4	A6 N Peft Turn Ped X	-			0	0	-	0	-	72000	0.0%	-	-	-	Inf	Inf	Inf

C1 - North	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	19.53	Cycle Time (s): 50
C1 - North	Stream: 2 PRC for Signalled Lanes (%):	-37.6	Total Delay for Signalled Lanes (pcuHr):	227.91	Cycle Time (s): 50
C2 - South	Stream: 1 PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	19.94	Cycle Time (s): 50
C2 - South	Stream: 2 PRC for Signalled Lanes (%):	-46.0	Total Delay for Signalled Lanes (pcuHr):	233.50	Cycle Time (s): 50
	PRC Over All Lanes (%):	-46.0	Total Delay Over All Lanes(pcuHr):	508.25	

Basic Results Summary

User and Project Details

Project:	**Pickering's Farm development**
Title:	**Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road**
Location:	
Additional detail:	2019: Initial model created for Cuerden development – existing junction design only. June 2022: Model flows and timings updated for use in Pickering's Farm development assessment.
File name:	J18 Watkin Lane_version Pickerings Farm.lsg3x
Author:	M Hansen
Company:	Lancashire County Council
Address:	County Hall, Preston

Scenario 1: '2018 AM observed' (FG1: 'AM 2018 observed', Plan 1: 'Network Control Plan 1')

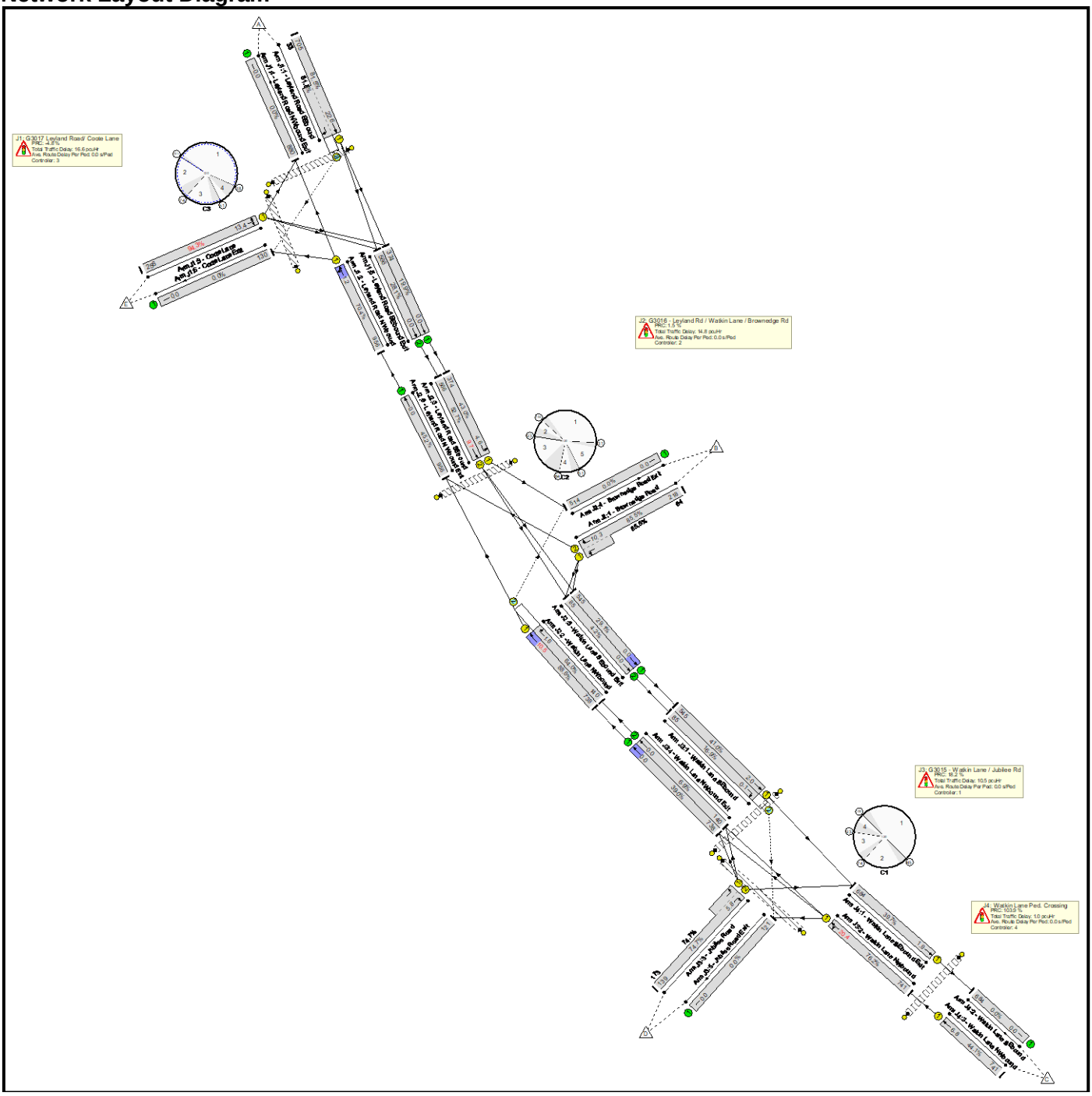
Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	288	353	64	33	738
	B	204	0	61	3	14	282
	C	511	125	0	36	69	741
	D	144	15	139	0	14	312
	E	21	86	131	18	0	256
	Tot.	880	514	684	121	130	2329

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**	**156**	**101**	**0**	**42.8**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**	**33**	**0**	**0**	**16.6**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	55	-	738	1885:1859	866+41	81.5 : 81.5%	33	0	0	7.7	37.6	22.6
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	77	-	956	2090	1358	70.4%	-	-	-	0.4	1.4	1.2
3/1	Coote Lane Left Right	U	C3:C		1	18	-	256	1715	272	94.3%	-	-	-	8.6	120.4	13.4
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	374	1875	1875	19.9%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	566	2015	2015	28.1%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**	**92**	**48**	**0**	**14.8**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	18	0	282	1874:1630	255+75	85.5 : 85.5%	-	-	-	6.4	81.7	10.3
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	52	-	738	1885	833	88.6%	-	-	-	4.5	22.0	10.5

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	52	5	140	1841	219	64.0%	92	48	0	1.0	26.3	1.6
3/1	Leyland Road SEbound Left	U	C2:A		1	63	-	374	1630	869	43.0%	-	-	-	1.0	9.4	4.6
3/2	Leyland Road SEbound Ahead	U	C2:A		1	63	-	566	2015	1075	52.7%	-	-	-	1.8	11.7	9.7
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	545	1875	1875	29.1%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	85	2015	2015	4.2%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	956	2115	2115	45.2%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**	**32**	**53**	**0**	**10.5**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	84	-	545	1875	1328	41.0%	-	-	-	0.3	2.2	2.0
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	84	0	85	1832	504	16.9%	32	53	0	0.6	23.7	0.1
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	55	-	741	2085	973	76.2%	-	-	-	4.9	23.8	20.4
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	14:43	29	312	1778:1571	186+232	74.7 : 74.7%	-	-	-	4.7	53.8	5.8
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	738	1890	1890	39.0%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	140	2030	2030	6.9%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.1%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	684	2065	1721	39.7%	-	-	-	0.0	0.3	1.9
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	741	2015	1679	44.1%	-	-	-	0.9	4.6	6.8
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	18.2	Total Delay for Signalled Lanes (pcuHr):	10.45	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	14.76	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	16.64	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	103.9	Total Delay for Signalled Lanes (pcuHr):	0.99	Cycle Time (s): 120
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	42.84	

Basic Results Summary

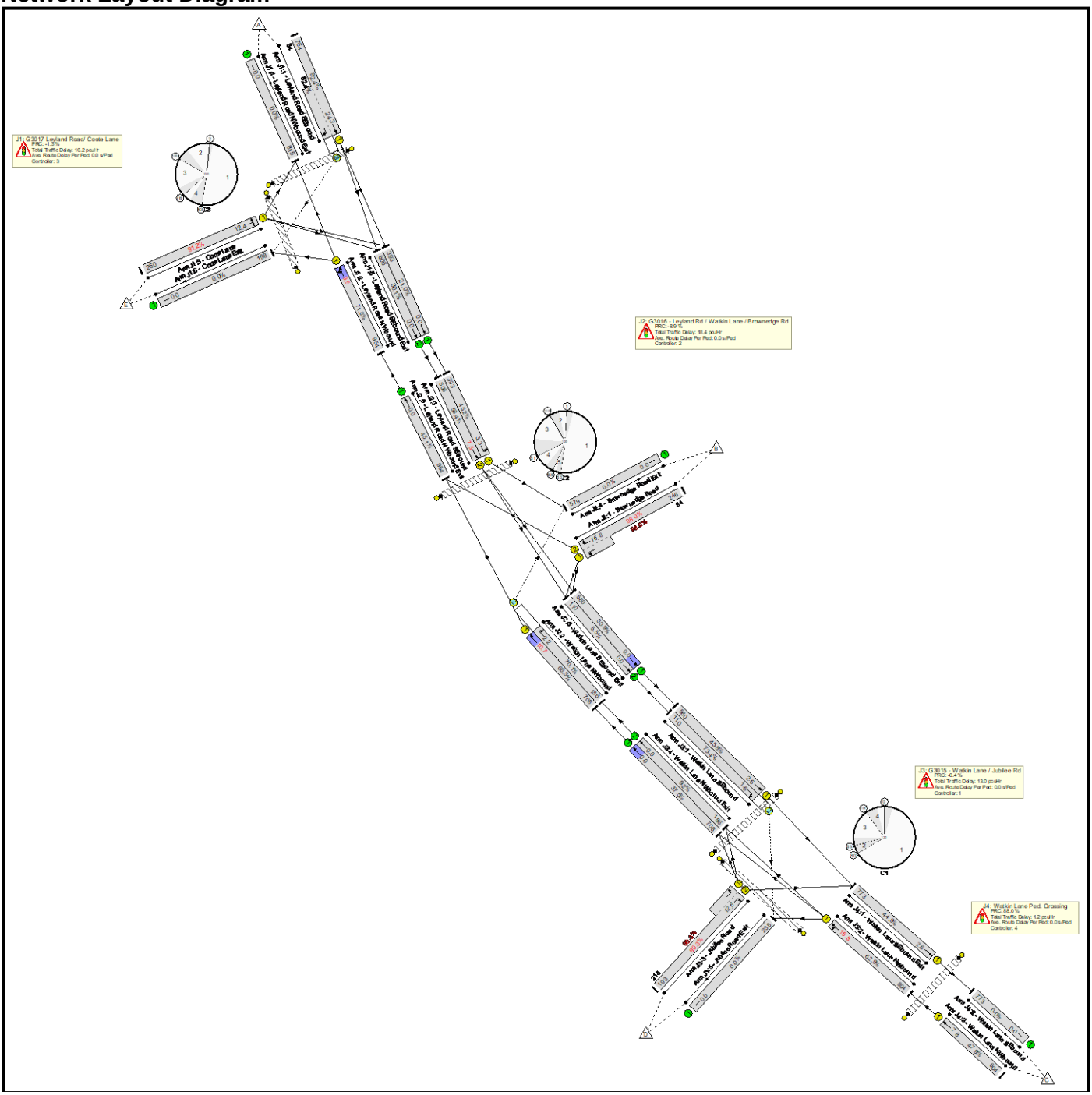
Scenario 2: '2018 PM observed' (FG2: 'PM 2018 observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	309	373	82	34	798
	B	214	0	78	6	32	330
	C	419	155	0	128	102	804
	D	157	31	193	0	30	411
	E	25	84	129	22	0	260
	Tot.	815	579	773	238	198	2603

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**183**	**107**	**40**	**48.9**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.2%**	**34**	**0**	**0**	**16.2**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	59	-	798	1885:1859	927+41	82.4 : 82.4%	34	0	0	7.9	35.4	24.3
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	76	-	954	2072	1330	71.8%	-	-	-	0.9	3.4	9.5
3/1	Coote Lane Left Right	U	C3:C		1	19	-	260	1711	285	91.2%	-	-	-	7.5	103.6	12.4
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	393	1875	1875	21.0%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	606	2015	2015	30.1%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**105**	**61**	**20**	**18.4**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	18	0	330	1874:1630	251+86	98.0 : 98.0%	-	-	-	12.1	132.3	16.8
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	67	-	708	1885	1068	66.3%	-	-	-	2.7	13.7	10.7

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	67	5	186	1841	265	70.1%	105	61	20	1.3	24.6	2.2
3/1	Leyland Road SEbound Left	U	C2:A		1	63	-	393	1630	869	45.2%	-	-	-	0.8	7.4	3.3
3/2	Leyland Road SEbound Ahead	U	C2:A		1	63	-	606	2015	1075	56.4%	-	-	-	1.5	9.1	7.5
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	580	1875	1875	30.9%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	110	2015	2015	5.5%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	954	2115	2115	45.1%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**	**44**	**46**	**20**	**13.0**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	80	-	580	1875	1266	45.8%	-	-	-	0.4	2.3	2.6
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	80	0	110	1832	150	73.4%	44	46	20	1.1	34.5	1.6
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	75	-	804	2019	1279	62.9%	-	-	-	2.4	10.6	15.8
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	18:23	5	411	1778:1571	214+241	90.3 : 90.3%	-	-	-	9.2	81.0	12.6
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	708	1890	1890	37.5%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	186	2030	2030	9.2%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.9%**	**0**	**0**	**0**	**1.2**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	773	2065	1721	44.9%	-	-	-	0.1	0.5	2.6
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	804	2015	1679	47.9%	-	-	-	1.1	4.8	7.8
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	13.05	Cycle Time (s):	120
C2	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	18.42	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	16.24	Cycle Time (s):	120
C4	PRC for Signalled Lanes (%):	88.0	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s):	120
	PRC Over All Lanes (%):	-8.9	Total Delay Over All Lanes(pcuHr):	48.89		

Basic Results Summary

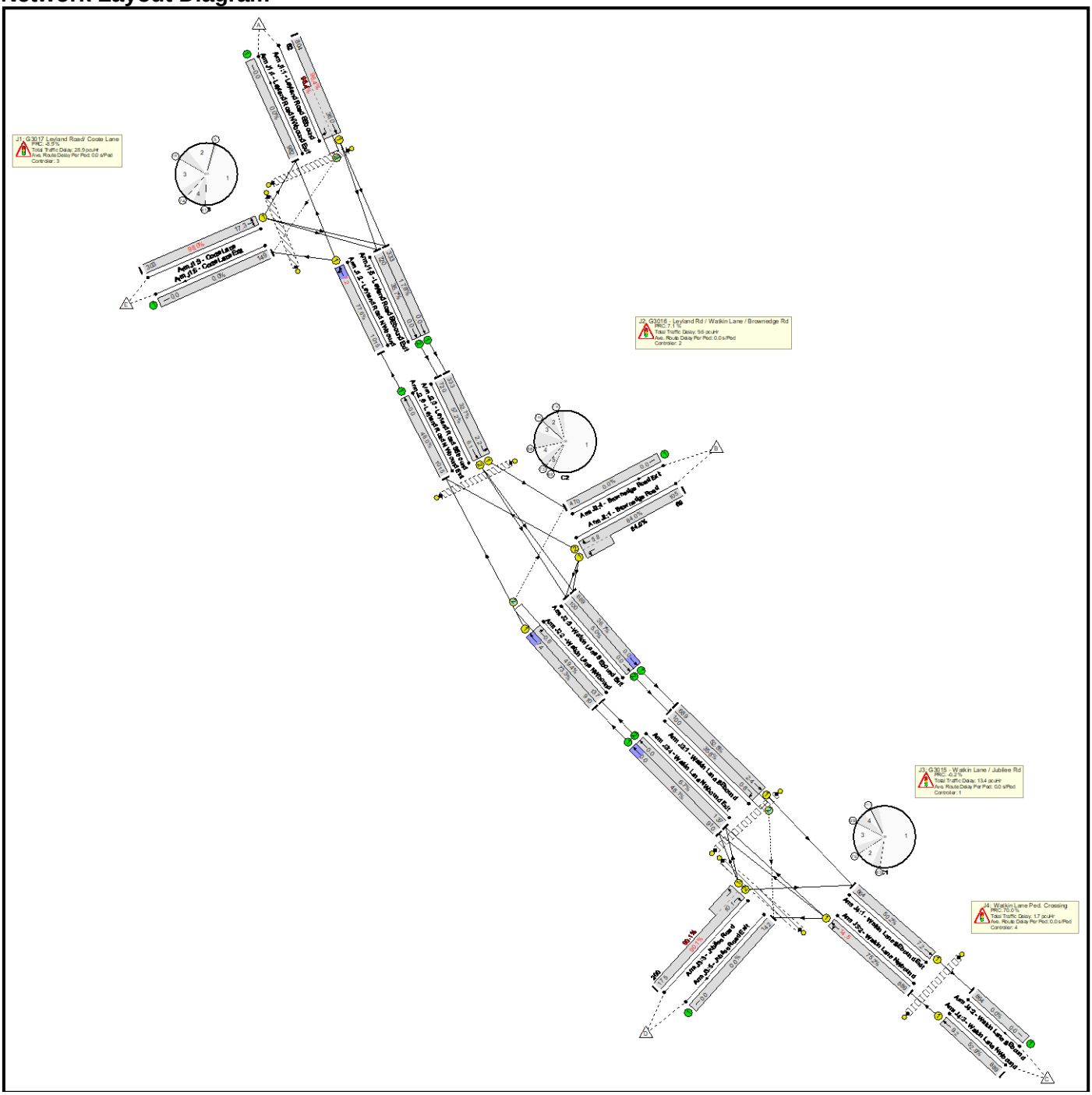
Scenario 3: '2035 AM (committed development only)' (FG3: 'AM 2035 base (committed dev only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	266	462	76	62	866
	B	102	0	66	3	3	174
	C	653	124	0	42	70	889
	D	173	13	175	0	14	375
	E	54	67	161	21	0	303
	Tot.	982	470	864	142	149	2607

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**182**	**112**	**5**	**53.6**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**	**61**	**0**	**1**	**28.9**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	54	-	866	1885:1859	834+64	96.4 : 96.4%	61	0	1	16.2	67.3	36.0
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	74	-	1015	2093	1308	77.6%	-	-	-	1.3	4.6	7.2
3/1	Coote Lane Left Right	U	C3:C		1	21	-	303	1686	309	98.0%	-	-	-	11.4	135.7	17.3
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	333	1875	1875	17.8%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	720	2015	2015	35.7%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**115**	**19**	**3**	**9.6**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	7	0	174	1874:1630	125+82	84.0 : 84.0%	-	-	-	5.0	102.9	5.8
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	78	-	910	1885	1241	73.3%	-	-	-	1.9	7.7	7.4

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	78	5	137	1841	277	49.4%	115	19	3	0.8	20.2	0.6
3/1	Leyland Road SEbound Left	U	C2:A		1	74	-	333	1630	1019	32.7%	-	-	-	0.5	5.0	2.2
3/2	Leyland Road SEbound Ahead	U	C2:A		1	74	-	720	2015	1259	57.2%	-	-	-	1.4	7.1	6.1
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	689	1875	1875	36.7%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	100	2015	2015	5.0%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	1015	2115	2115	48.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**	**5**	**93**	**1**	**13.4**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	83	-	689	1875	1312	52.5%	-	-	-	0.2	1.1	2.4
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	83	0	100	1832	279	35.8%	5	93	1	0.7	25.9	0.8
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	67	-	889	2085	1182	75.2%	-	-	-	4.2	16.8	14.5
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	15:31	16	375	1778:1571	194+222	90.1 : 90.1%	-	-	-	8.4	80.2	10.1
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	910	1890	1890	48.1%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	137	2030	2030	6.7%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.9%**	**0**	**0**	**0**	**1.7**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	864	2065	1721	50.2%	-	-	-	0.4	1.6	7.2
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	889	2015	1679	52.9%	-	-	-	1.3	5.3	9.2
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	13.44	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	28.89	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	70.0	Total Delay for Signalled Lanes (pcuHr):	1.68	Cycle Time (s): 120
	PRC Over All Lanes (%):	-8.9	Total Delay Over All Lanes(pcuHr):	53.56	

Basic Results Summary

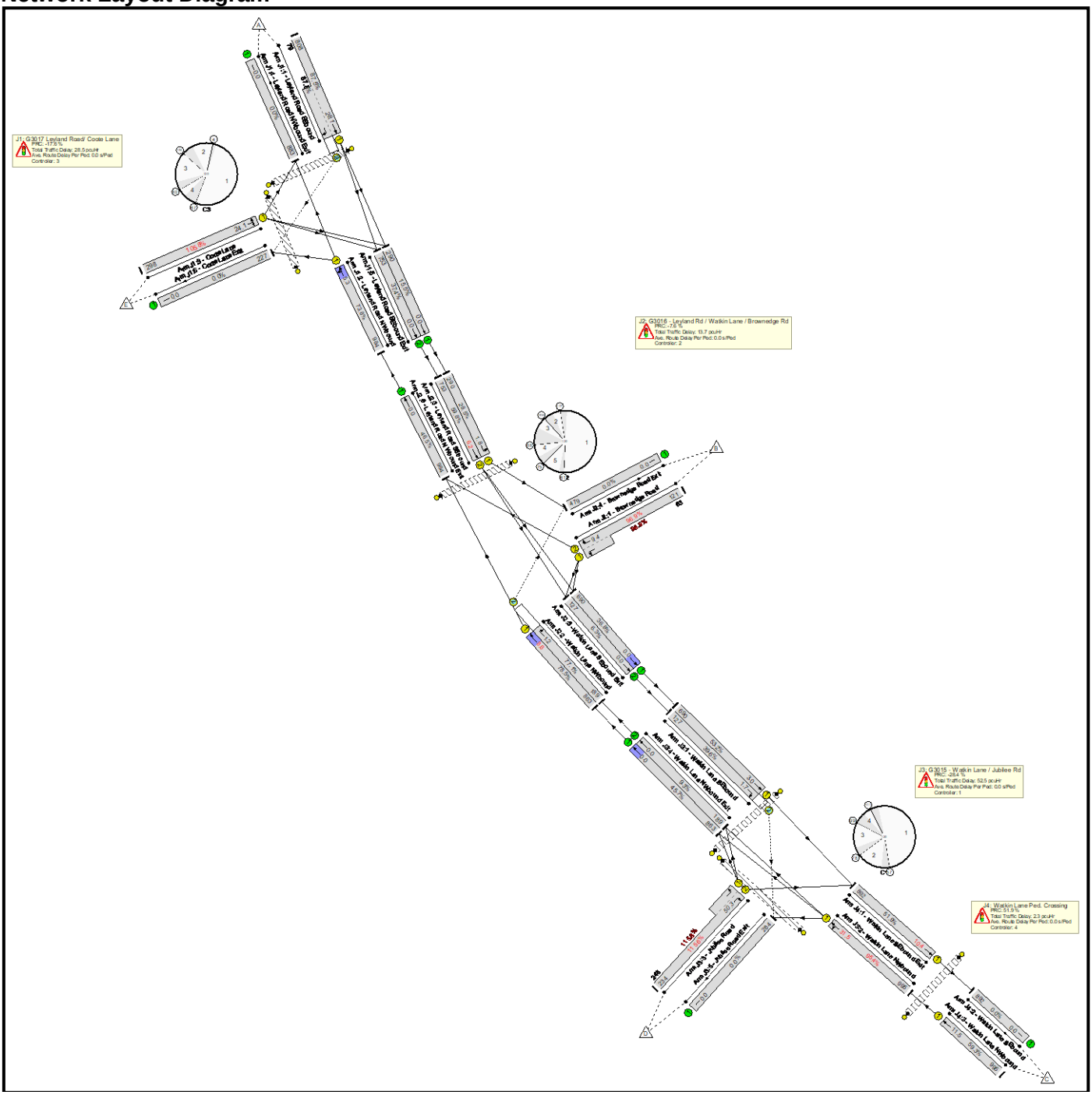
Scenario 4: '2035 PM (committed development only)' (FG4: 'PM 2035 base (committed dev only)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	236	474	98	79	887
	B	112	0	60	3	9	184
	C	560	165	0	157	113	995
	D	190	28	234	0	30	482
	E	49	57	165	27	0	298
	Tot.	911	486	933	285	231	2846

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.6%**	**210**	**161**	**24**	**97.0**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.8%**	**78**	**0**	**1**	**28.5**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	61	-	887	1885:1859	923+90	87.5 : 87.5%	78	0	1	9.5	38.5	28.1
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	76	-	1014	2078	1333	73.8%	-	-	-	0.6	2.1	5.3
3/1	Coote Lane Left Right	U	C3:C		1	19	-	298	1690	282	105.8%	-	-	-	18.4	222.5	24.1
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	293	1875	1875	15.5%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	764	2015	2015	37.4%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**	**132**	**36**	**22**	**13.7**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	7	0	184	1874:1630	125+65	96.9 : 96.9%	-	-	-	8.3	162.0	9.4
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	69	-	893	1885	1100	78.5%	-	-	-	2.5	10.6	8.6

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	69	5	193	1841	245	77.1%	132	36	22	1.3	25.1	1.2
3/1	Leyland Road SEbound Left	U	C2:A		1	74	-	293	1630	1019	28.5%	-	-	-	0.3	4.1	1.8
3/2	Leyland Road SEbound Ahead	U	C2:A		1	74	-	764	2015	1259	59.8%	-	-	-	1.3	6.1	6.2
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	699	1875	1875	36.8%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	128	2015	2015	6.3%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	1014	2115	2115	46.5%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.6%**	**0**	**125**	**2**	**52.5**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	82	-	699	1875	1297	53.2%	-	-	-	0.4	2.0	3.0
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	82	0	128	1832	320	39.6%	0	125	2	0.9	25.3	1.7
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	61	-	995	2019	1043	95.4%	-	-	-	6.7	24.4	31.5
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	16:37	21	482	1778:1571	202+215	115.6 : 115.6%	-	-	-	44.4	332.0	50.3
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	893	1890	1890	45.7%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	193	2030	2030	9.3%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**	**0**	**0**	**0**	**2.3**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	933	2065	1721	51.9%	-	-	-	0.7	2.7	10.4
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	995	2015	1679	59.3%	-	-	-	1.6	5.9	11.5
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-28.4	Total Delay for Signalled Lanes (pcuHr):	52.46	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	13.74	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-17.6	Total Delay for Signalled Lanes (pcuHr):	28.48	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	51.9	Total Delay for Signalled Lanes (pcuHr):	2.31	Cycle Time (s): 120
	PRC Over All Lanes (%):	-28.4	Total Delay Over All Lanes(pcuHr):	96.99	

Basic Results Summary

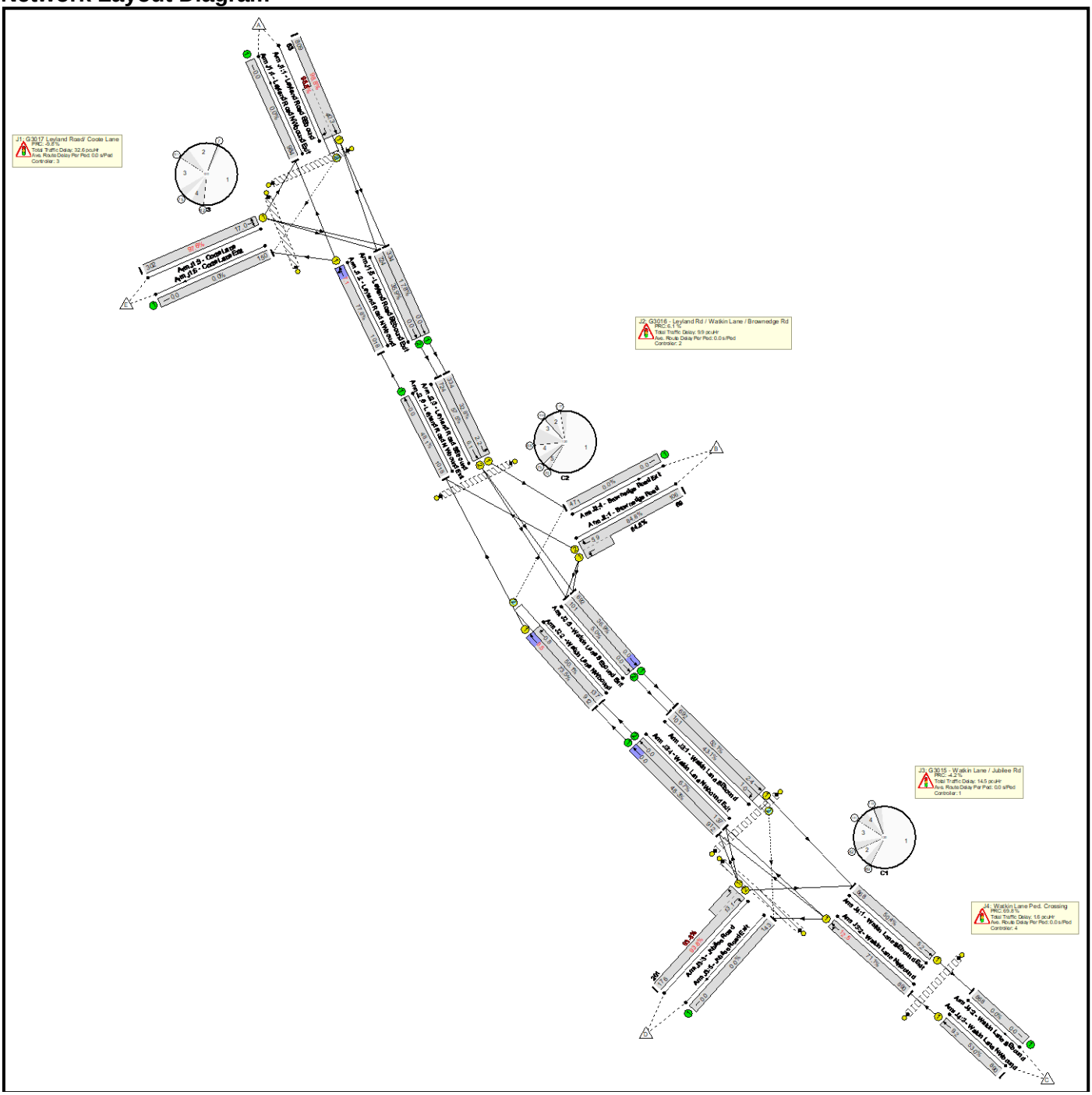
Scenario 5: '2035 AM committed + dev' (FG5: 'AM 2035 base plus dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	267	465	77	63	872
	B	103	0	66	3	3	175
	C	654	124	0	42	70	890
	D	174	13	176	0	14	377
	E	53	67	161	21	0	302
	Tot.	984	471	868	143	150	2616

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.8%**	**181**	**116**	**3**	**58.6**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.8%**	**62**	**0**	**1**	**32.6**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	53	-	872	1885:1859	819+64	98.8 : 98.8%	62	0	1	20.1	83.2	40.3
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	74	-	1018	2094	1309	77.8%	-	-	-	1.3	4.7	7.1
3/1	Coote Lane Left Right	U	C3:C		1	21	-	302	1687	309	97.6%	-	-	-	11.1	132.9	17.0
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	334	1875	1875	17.8%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	724	2015	2015	35.9%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.8%**	**112**	**23**	**2**	**9.9**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	7	0	175	1874:1630	125+81	84.8 : 84.8%	-	-	-	5.1	104.9	5.9
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	78	-	912	1885	1241	73.5%	-	-	-	2.1	8.2	8.5

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	78	5	137	1841	274	50.1%	112	23	2	0.8	20.1	0.8
3/1	Leyland Road SEbound Left	U	C2:A		1	74	-	334	1630	1019	32.8%	-	-	-	0.5	5.2	2.2
3/2	Leyland Road SEbound Ahead	U	C2:A		1	74	-	724	2015	1259	57.5%	-	-	-	1.5	7.3	6.1
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	692	1875	1875	36.9%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	101	2015	2015	5.0%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	1018	2115	2115	48.1%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**	**7**	**93**	**1**	**14.5**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	84	-	692	1875	1328	52.1%	-	-	-	0.2	0.9	2.4
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	84	0	101	1832	235	43.1%	7	93	1	0.8	28.5	1.0
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	71	-	890	2085	1251	71.1%	-	-	-	3.5	14.1	12.5
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	14:27	13	377	1778:1571	188+214	93.8 : 93.8%	-	-	-	10.1	96.2	13.1
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	912	1890	1890	48.3%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	137	2030	2030	6.7%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.0%**	**0**	**0**	**0**	**1.6**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	868	2065	1721	50.4%	-	-	-	0.3	1.1	5.2
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	890	2015	1679	53.0%	-	-	-	1.3	5.3	9.2
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	14.53	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	9.90	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	32.61	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	69.8	Total Delay for Signalled Lanes (pcuHr):	1.56	Cycle Time (s): 120
	PRC Over All Lanes (%):	-9.8	Total Delay Over All Lanes(pcuHr):	58.60	

Basic Results Summary

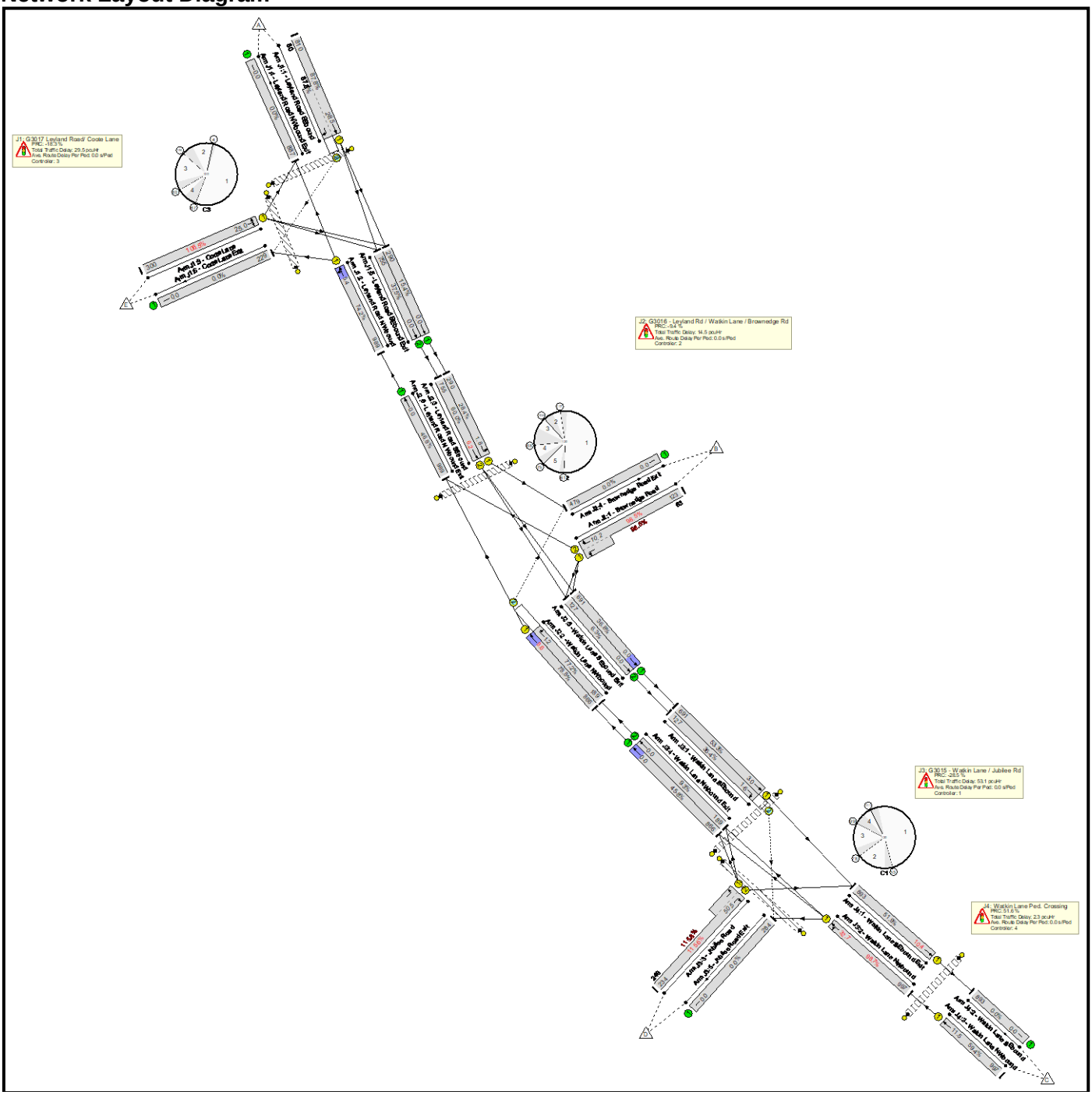
Scenario 6: '2035 PM committed + dev' (FG6: 'PM 2035 base plus dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	236	475	99	80	890
	B	113	0	60	3	10	186
	C	562	165	0	157	113	997
	D	191	28	234	0	30	483
	E	50	57	166	27	0	300
	Tot.	916	486	935	286	233	2856

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Review of Tardy Gate junctions - Watkin Lane, Coote Lane, Brownedge Road, Jubilee Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.6%**	**210**	**161**	**25**	**99.4**	**-**	**-**
J1: G3017 Leyland Road/ Coote Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.5%**	**79**	**0**	**1**	**29.5**	**-**	**-**
1/1+1/2	Leyland Road SEbound Ahead Right	U+O	C3:A		1	61	-	890	1885:1859	922+91	87.8 : 87.8%	79	0	1	9.6	38.8	28.5
2/1	Leyland Road NWbound Ahead Left	U	C3:B		1	76	-	1019	2078	1333	74.2%	-	-	-	0.6	2.2	5.4
3/1	Coote Lane Left Right	U	C3:C		1	19	-	300	1690	282	106.5%	-	-	-	19.3	231.3	25.0
5/1	Leyland Road SEbound Exit Ahead	U	-		-	-	-	293	1875	1875	15.4%	-	-	-	0.0	0.0	0.0
5/2	Leyland Road SEbound Exit Ahead	U	-		-	-	-	767	2015	2015	37.5%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C3:D		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
J2: G3016 - Leyland Rd / Watkin Lane / Brownedge Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.5%**	**131**	**35**	**23**	**14.5**	**-**	**-**
1/2+1/1	Brownedge Road Left Right	U	C2:C	C2:F	1	7	0	186	1874:1630	125+64	98.5 : 98.5%	-	-	-	9.0	174.0	10.2
2/1	Watkin Lane NWbound Ahead	U	C2:B		1	69	-	896	1885	1100	78.8%	-	-	-	2.6	10.9	8.6

Basic Results Summary

2/2	Watkin Lane NWbound Right	O	C2:B	C2:E	1	69	5	193	1841	245	77.2%	131	35	23	1.3	25.3	1.2
3/1	Leyland Road SEbound Left	U	C2:A		1	74	-	293	1630	1019	28.4%	-	-	-	0.3	4.0	1.8
3/2	Leyland Road SEbound Ahead	U	C2:A		1	74	-	767	2015	1259	60.0%	-	-	-	1.3	6.0	6.2
5/1	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	701	1875	1875	36.8%	-	-	-	0.0	0.0	0.0
5/2	Watkin Lane SEbound Exit Ahead	U	-		-	-	-	129	2015	2015	6.3%	-	-	-	0.0	0.0	0.0
6/1	Leyland Road NWbound Exit Ahead	U	-		-	-	-	1019	2115	2115	46.8%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C2:D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
J3: G3015 - Watkin Lane / Jubilee Rd	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.6%**	**0**	**126**	**2**	**53.1**	**-**	**-**
1/1	Watkin Lane SEbound Ahead	U	C1:A		1	82	-	701	1875	1297	53.3%	-	-	-	0.4	2.0	3.0
1/2	Watkin Lane SEbound Right	O	C1:A	C1:D	1	82	0	129	1832	350	36.4%	0	126	2	0.8	23.5	1.6
2/1	Watkin Lane NWbound Ahead Left	U	C1:B		1	59	-	997	2020	1010	98.7%	-	-	-	7.3	26.3	32.7
3/2+3/1	Jubilee Road Left Right	U	C1:C	C1:E	1	16:39	23	483	1778:1571	202+215	115.6 : 115.6%	-	-	-	44.5	332.0	50.5
4/1	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	896	1890	1890	45.8%	-	-	-	0.0	0.0	0.0
4/2	Watkin Lane NWbound Exit Ahead	U	-		-	-	-	193	2030	2030	9.3%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J4: Watkin Lane Ped. Crossing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**	**0**	**0**	**0**	**2.3**	**-**	**-**
1/1	Watkin Lane SEbound Exit Ahead	U	C4:A		1	99	-	935	2065	1721	51.9%	-	-	-	0.7	2.7	10.4
3/1	Watkin Lane NWbound Ahead	U	C4:A		1	99	-	997	2015	1679	59.4%	-	-	-	1.6	5.9	11.5
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-28.5	Total Delay for Signalled Lanes (pcuHr):	53.06	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-9.4	Total Delay for Signalled Lanes (pcuHr):	14.53	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-18.3	Total Delay for Signalled Lanes (pcuHr):	29.49	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	51.6	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s): 120
	PRC Over All Lanes (%):	-28.5	Total Delay Over All Lanes(pcuHr):	99.40	