

Appendices Contained on Pen Drive

(Pen drive complete with all documents arriving under separate cover)



A49

Warrington's Favourite Car Boot Sale

J1

J2

St Oswald's Church, Winwick

Winwick CE Primary School

Winwick Leisure Centre

Shaws Farm

The Lodge Garding Cattery

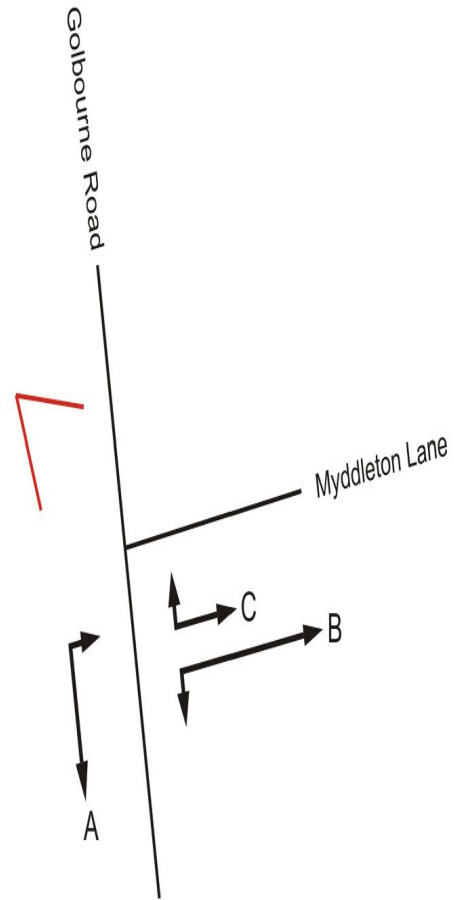
Winwick Farm

Clov Kenn

Warrington Queue Survey, Wednesday 17th July

Produced by Road Data Services Ltd.

SITE 1										
TIME	A	B	C		TIME	TIME	A	B	C	TIME
7:00	5	2	1		7:00	16:00	3	6	3	16:00
7:05	8	3	1		7:05	16:05	1	5	3	16:05
7:10	6	5	1		7:10	16:10	5	3	9	16:10
7:15	7	4	1		7:15	16:15	9	3	13	16:15
7:20	11	3	2		7:20	16:20	2	2	8	16:20
7:25	8	2	2		7:25	16:25	6	3	2	16:25
7:30	8	3	2		7:30	16:30	1	5	2	16:30
7:35	6	3	2		7:35	16:35	5	4	3	16:35
7:40	5	2	2		7:40	16:40	7	12	3	16:40
7:45	6	5	2		7:45	16:45	5	3	9	16:45
7:50	7	3	2		7:50	16:50	6	15	3	16:50
7:55	7	6	2		7:55	16:55	9	3	12	16:55
8:00	5	12	2		8:00	17:00	5	3	6	17:00
8:05	10	3	2		8:05	17:05	7	3	8	17:05
8:10	10	2	2		8:10	17:10	5	3	19	17:10
8:15	7	4	2		8:15	17:15	4	18	3	17:15
8:20	7	7	2		8:20	17:20	4	21	3	17:20
8:25	6	9	2		8:25	17:25	9	33	3	17:25
8:30	8	5	2		8:30	17:30	8	49	1	17:30
8:35	10	2	2		8:35	17:35	6	52	3	17:35
8:40	6	6	2		8:40	17:40	5	3	49	17:40
8:45	5	3	2		8:45	17:45	3	3	20	17:45
8:50	4	4	2		8:50	17:50	11	3	3	17:50
8:55	4	6	2		8:55	17:55	5	3	7	17:55
9:00	4	3	2		9:00	18:00	6	2	13	18:00
9:05	3	2	2		9:05	18:05	2	4	2	18:05
9:10	4	3	1		9:10	18:10	5	3	3	18:10
9:15	2	3	1		9:15	18:15	2	2	5	18:15
9:20	3	5	1		9:20	18:20	7	1	5	18:20
9:25	2	2	1		9:25	18:25	4	5	3	18:25
9:30	2	2	1		9:30	18:30	4	3	2	18:30
9:35	3	4	1		9:35	18:35	3	1	3	18:35
9:40	5	2	1		9:40	18:40	2	2	3	18:40
9:45	2	2	1		9:45	18:45	3	4	4	18:45
9:50	2	4	1		9:50	18:50	2	2	1	18:50
9:55	1	2	1		9:55	18:55	2	1	1	18:55
AVE	5.53	3.83	1.61		AVE	AVE	4.81	8.00	6.67	AVE



Southbound queues on Golbourne Road to the A49 RBT. At these times the queue blocks back to the junction affecting the flow through it.

Queues are maximum vehicle lengths every 5 minutes

Warrington Queue Surve

Produced by Road Data Services Ltd.

SITE 2							
TIME	A	B	TIME	TIME	A	B	TIME
7:00	3	3	7:00	16:00	4	6	16:00
7:05	1	5	7:05	16:05	6	9	16:05
7:10	1	4	7:10	16:10	15	8	16:10
7:15	8	4	7:15	16:15	18	8	16:15
7:20	7	2	7:20	16:20	5	5	16:20
7:25	9	2	7:25	16:25	2	4	16:25
7:30	7	2	7:30	16:30	6	7	16:30
7:35	10	6	7:35	16:35	11	8	16:35
7:40	5	5	7:40	16:40	10	14	16:40
7:45	12	7	7:45	16:45	9	17	16:45
7:50	4	4	7:50	16:50	4	15	16:50
7:55	19	5	7:55	16:55	3	6	16:55
8:00	8	7	8:00	17:00	5	8	17:00
8:05	5	5	8:05	17:05	6	6	17:05
8:10	11	6	8:10	17:10	12	10	17:10
8:15	6	14	8:15	17:15	9	20	17:15
8:20	7	6	8:20	17:20	6	13	17:20
8:25	4	5	8:25	17:25	5	17	17:25
8:30	4	7	8:30	17:30	16	18	17:30
8:35	5	4	8:35	17:35	8	20	17:35
8:40	6	9	8:40	17:40	10	15	17:40
8:45	6	7	8:45	17:45	2	15	17:45
8:50	6	10	8:50	17:50	5	4	17:50
8:55	7	4	8:55	17:55	12	7	17:55
9:00	7	3	9:00	18:00	2	4	18:00
9:05	2	1	9:05	18:05	1	3	18:05
9:10	4	6	9:10	18:10	5	3	18:10
9:15	3	3	9:15	18:15	1	7	18:15
9:20	4	1	9:20	18:20	5	5	18:20
9:25	1	3	9:25	18:25	5	2	18:25
9:30	2	4	9:30	18:30	1	3	18:30
9:35	5	4	9:35	18:35	3	9	18:35
9:40	0	2	9:40	18:40	3	2	18:40
9:45	4	4	9:45	18:45	2	2	18:45
9:50	3	3	9:50	18:50	2	2	18:50
9:55	0	2	9:55	18:55	3	4	18:55
AVE	5.44	4.69	AVE	AVE	6.17	8.50	AVE

Queues are maximum vehicle lengths eve

Warrington ATC A, Mill Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	25	0	0	0	0	0	0	0	0
2	8	0	0	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0	0
6	25	0	0	0	0	0	0	0	0
7	30	0	0	0	0	0	0	0	0
8	69	3	0	0	0	0	0	0	0
9	104	2	0	0	0	0	0	0	0
10	174	2	0	0	0	0	0	0	0
11	240	4	0	0	0	0	0	0	0
12	239	4	0	0	0	0	0	0	0
13	220	3	0	0	0	0	0	0	0
14	235	0	0	0	0	0	0	1	0
15	226	0	0	0	0	0	0	1	0
16	188	3	0	0	0	0	0	0	0
17	177	3	0	0	0	0	0	0	0
18	192	0	0	0	0	0	0	0	0
19	141	3	0	0	0	0	0	1	0
20	98	2	0	0	0	0	0	0	0
21	67	0	0	0	0	0	0	0	0
22	61	0	0	0	0	0	0	0	0
23	44	0	0	0	0	0	0	0	0
24	32	2	0	0	0	0	0	0	0

7-19	2205	27	0	0	0	0	0	3	0
6-22	2461	29	0	0	0	0	0	3	0
6-24	2537	31	0	0	0	0	0	3	0
0-24	2616	31	0	0	0	0	0	3	0

Channel 2 - Southbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	30	0	0	0	0	0	0	0	0
2	13	0	0	0	0	0	0	0	0
3	6	0	0	0	0	0	0	0	0
4	10	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	21	0	0	0	0	0	0	0	0
7	31	2	0	0	0	0	0	0	0
8	63	3	0	0	0	0	0	0	0
9	94	4	0	0	0	0	0	0	0
10	165	2	0	0	0	0	0	0	0
11	213	3	0	0	0	0	0	0	0
12	256	3	0	0	0	0	0	0	0
13	261	2	0	0	0	0	0	0	0
14	251	3	0	0	0	0	0	0	0
15	234	3	0	0	0	0	0	0	0

Warrington ATC A, Mill F

Produced by Road Data Services Ltd

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	25
0	0	0	0	8
0	0	0	0	7
0	0	0	0	6
0	0	0	0	8
0	0	0	0	25
0	0	0	0	30
0	0	0	0	72
0	0	0	0	106
0	0	0	0	176
0	0	0	0	244
0	0	0	0	243
0	0	0	0	223
0	0	0	0	236
0	0	0	0	227
0	0	0	0	191
0	0	0	0	180
0	0	0	0	192
0	0	0	0	145
0	0	0	0	100
0	0	0	0	67
0	0	0	0	61
0	0	0	0	44
0	0	0	0	34

0	0	0	0	2235
0	0	0	0	2493
0	0	0	0	2571
0	0	0	0	2650

03-30-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	1
3	0	0	0
4	0	0	0
5	0	0	0
6	0	1	0
7	0	0	0
8	0	0	1
9	0	3	0
10	0	3	1
11	0	5	12
12	1	2	6
13	0	0	9
14	0	2	6
15	0	0	3
16	0	1	6
17	1	0	8
18	0	2	2
19	0	0	2
20	1	0	4
21	0	0	0
22	0	0	4
23	0	0	5
24	0	0	3

7-19	2	18	56
6-22	3	18	64
6-24	3	18	72
0-24	3	19	73

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	30
0	0	0	0	13
0	0	0	0	6
0	0	0	0	10
0	0	0	0	11
0	0	0	0	21
0	0	0	0	33
0	0	0	0	66
0	0	0	0	98
0	0	0	0	167
0	0	0	0	216
0	0	0	0	259
0	0	0	0	263
0	0	0	0	254
0	0	0	0	237

03-30-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	1
3	0	0	0
4	0	0	1
5	0	0	0
6	0	0	0
7	0	2	0
8	0	3	2
9	0	0	2
10	0	2	3
11	3	3	6
12	0	3	5
13	1	2	4
14	0	0	4
15	0	0	1

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
8	4	5	5	2	0	1	0	0	25
4	0	0	1	2	0	0	0	0	8
5	1	1	0	0	0	0	0	0	7
1	4	1	0	0	0	0	0	0	6
1	3	2	2	0	0	0	0	0	8
4	8	8	2	1	1	0	0	0	25
3	7	14	3	3	0	0	0	0	30
10	25	16	13	7	0	0	0	0	72
20	34	36	8	4	0	1	0	0	106
25	70	53	18	3	2	1	0	0	176
54	94	46	23	9	1	0	0	0	244
37	96	63	24	12	1	1	0	0	243
49	82	55	25	2	1	0	0	0	223
38	97	68	19	6	0	0	0	0	236
32	96	75	11	10	0	0	0	0	227
46	72	49	12	5	0	0	0	0	191
36	74	41	16	2	2	0	0	0	180
18	92	51	16	6	3	2	0	0	192
29	54	33	13	11	3	0	0	0	145
24	36	20	15	0	0	0	0	0	100
15	17	24	8	2	1	0	0	0	67
12	19	17	7	1	1	0	0	0	61
12	8	10	5	3	0	1	0	0	44
12	11	6	1	1	0	0	0	0	34

394	886	586	198	77	13	5	0	0	2235
448	965	661	231	83	15	5	0	0	2493
472	984	677	237	87	15	6	0	0	2571
495	1004	694	247	92	16	7	0	0	2650

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
6	12	7	3	2	0	0	0	0	30
1	6	1	2	1	1	0	0	0	13
0	4	2	0	0	0	0	0	0	6
2	4	1	0	1	0	1	0	0	10
1	3	5	1	1	0	0	0	0	11
1	6	1	7	2	4	0	0	0	21
2	5	10	5	9	0	0	0	0	33
9	18	11	16	5	1	1	0	0	66
9	37	31	7	9	2	1	0	0	98
21	53	49	22	15	1	1	0	0	167
47	73	59	21	4	0	0	0	0	216
58	109	60	18	5	1	0	0	0	259
49	120	63	16	6	2	0	0	0	263
30	115	73	17	14	1	0	0	0	254
42	96	72	19	7	0	0	0	0	237

Warrington ATC A, Mill Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	25	17	6	5	4	4
2	8	6	6	4	2	4
3	7	0	0	0	3	1
4	6	7	2	4	10	3
5	8	5	14	10	9	8
6	25	18	44	59	61	50
7	30	23	112	123	120	116
8	72	35	255	274	301	308
9	106	62	332	406	368	351
10	176	131	152	177	171	179
11	244	155	140	136	144	155
12	243	193	156	145	167	157
13	223	216	193	183	146	142
14	236	248	170	187	176	198
15	227	238	233	257	204	203
16	191	185	215	272	294	277
17	180	194	394	467	435	472
18	192	128	449	465	455	582
19	145	125	209	230	250	293
20	100	99	147	128	150	142
21	67	78	96	101	116	116
22	61	48	77	62	74	68
23	44	36	48	58	49	56
24	34	13	8	8	15	18

7-19	2235	1910	2898	3199	3111	3317
6-22	2493	2158	3330	3613	3571	3759
6-24	2571	2207	3386	3679	3635	3833
0-24	2650	2260	3458	3761	3724	3903

Warrington ATC A, Mill Ro

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
6	5	9
2	3	4
3	1	2
4	4	5
13	10	9
49	52	43
112	116	90
260	279	215
297	350	274
178	171	166
147	144	160
193	163	179
185	169	184
207	187	203
305	240	238
362	284	256
478	449	374
447	479	388
247	245	214
145	142	130
76	101	92
67	69	65
52	52	49
23	14	17

3306	3166	2853
3706	3595	3232
3781	3662	3298
3858	3740	3373

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	41.7	38.3
2	40.0	34.1
3	35.6	-
4	38.8	42.4
5	40.6	36.9
6	40.0	36.6
7	42.1	40.4
8	41.2	41.6
9	39.4	40.1
10	39.9	40.5
11	38.4	39.5
12	39.7	39.7
13	38.9	39.3
14	39.3	39.9
15	39.7	38.4
16	38.7	39.7
17	38.6	40.6
18	40.0	41.4
19	40.1	41.2
20	38.4	39.1
21	40.3	40.8
22	39.0	36.8
23	39.6	41.1
24	37.2	36.5

10-12	39.0	39.6
14-16	39.2	39.0
0-24	39.4	39.8

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	49.9	44.8
2	51.0	40.0
3	36.9	-
4	41.7	53.1
5	46.3	41.8
6	45.6	43.2
7	47.1	44.3
8	47.3	47.2
9	44.3	47.0
10	45.0	45.6
11	44.7	44.6
12	45.6	45.8
13	44.7	44.9
14	44.3	44.9
15	44.2	44.5

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
36.2	43.4	45.1	46.0	40.9
43.8	41.7	52.8	42.2	40.6
-	-	36.6	43.0	37.4
43.4	40.6	44.8	38.1	38.3
40.1	37.4	40.9	40.7	41.4
43.2	41.5	42.0	41.8	40.4
41.1	40.9	41.1	42.8	41.3
40.6	39.2	39.8	40.8	40.0
39.7	37.8	38.5	38.9	39.4
39.4	38.6	38.1	39.0	38.6
37.7	37.3	37.2	37.8	38.7
36.8	37.8	38.6	38.3	38.0
38.7	38.7	38.4	38.9	39.3
39.5	38.1	38.9	37.6	40.2
39.1	38.4	38.7	37.7	39.9
39.4	37.7	39.3	38.4	39.3
39.6	38.7	39.7	38.2	39.3
39.8	39.0	39.2	38.3	39.5
39.8	39.5	39.3	39.0	40.0
39.9	39.4	40.3	39.5	39.2
40.2	40.0	39.5	38.9	38.9
40.0	39.6	38.3	40.0	38.5
40.0	40.3	40.4	38.7	41.5
43.4	41.4	40.1	38.9	36.1

Speed (MPH)
0-30
31-45
46-60
61-

TOTAL

37.2	37.6	37.9	38.1	38.3
39.2	38.0	39.1	38.1	39.6
39.6	38.7	39.2	38.9	39.5

Average 39.2

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
41.4	48.7	52.1	50.6	49.7
52.1	44.2	57.8	48.0	42.0
-	-	38.8	-	41.0
45.4	45.0	53.1	41.0	45.0
49.1	41.7	42.9	47.7	45.7
49.8	49.2	47.5	48.3	48.3
46.9	45.8	45.9	47.5	46.6
45.9	43.1	45.1	46.6	44.9
44.7	42.5	43.2	44.1	45.2
45.4	43.4	43.5	43.6	43.8
43.6	42.7	41.8	42.2	45.0
42.7	43.0	44.0	43.5	42.9
44.0	43.4	44.8	44.6	44.5
45.4	43.4	44.7	43.6	46.3
43.7	43.9	44.0	42.7	46.3

Channel 1 - Northbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
95	74	128	153	152	154
2193	1847	2846	3238	3103	3346
355	333	476	363	466	399
7	6	8	7	3	4
2650	2260	3458	3761	3724	3903

Warrington ATC A, Mill Road

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Northbound

04-05-19 Friday
132
3199
516
11
3858

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	2205	27
6-22	2461	29
6-24	2537	31
0-24	2616	31
03-31-19		
7-19	1894	12
6-22	2142	12
6-24	2191	12
0-24	2244	12
04-01-19		
7-19	2836	51
6-22	3268	51
6-24	3324	51
0-24	3396	51
04-02-19		
7-19	3148	39
6-22	3559	41
6-24	3625	41
0-24	3705	42
04-03-19		
7-19	3068	38
6-22	3526	39
6-24	3590	39
0-24	3678	40
04-04-19		
7-19	3264	43
6-22	3706	43
6-24	3780	43
0-24	3849	44
04-05-19		
7-19	3262	41
6-22	3660	43
6-24	3734	43
0-24	3811	43
Average		
7-19	2811	35
6-22	3188	36
6-24	3254	37
0-24	3328	37

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
3	2235
3	2493
3	2571
3	2650
4	1910
4	2158
4	2207
4	2260
11	2898
11	3330
11	3386
11	3458
12	3199
13	3613
13	3679
14	3761
5	3111
6	3571
6	3635
6	3724
10	3317
10	3759
10	3833
10	3903
3	3306
3	3706
4	3781
4	3858

6	2853
7	3232
7	3298
7	3373

0	0	0	0	214
0	0	0	0	235
0	0	0	0	232
0	0	0	0	155
0	0	0	0	110
0	0	0	0	64
0	0	0	0	48
0	0	0	0	51
0	0	0	0	54

16	0	0	9
17	0	1	4
18	0	0	0
19	0	0	6
20	0	0	1
21	0	0	4
22	0	0	1
23	0	0	1
24	0	0	4

0	0	0	0	2396
0	0	0	0	2651
0	0	0	0	2756
0	0	0	0	2847

7-19	4	14	46
6-22	4	16	52
6-24	4	16	57
0-24	4	16	59

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	17
0	0	0	0	6
0	0	0	0	0
0	0	0	0	7
0	0	0	0	5
0	0	0	0	18
0	0	0	0	23
0	0	0	0	35
0	0	0	0	62
0	0	0	0	131
0	0	0	0	155
0	0	0	0	193
0	0	0	0	216
0	0	0	0	248
0	0	0	0	238
0	0	0	0	185
0	0	0	0	194
0	0	0	0	128
0	0	0	0	125
0	0	0	0	99
0	0	0	0	78
0	0	0	0	48
0	0	0	0	36
0	0	0	0	13

03-31-19			
Hr Ending	0-10	11-20	21-30
1	0	0	1
2	0	0	2
3	0	0	0
4	0	0	1
5	0	0	1
6	0	0	3
7	0	0	1
8	0	0	0
9	0	0	1
10	1	1	0
11	0	1	4
12	0	1	4
13	0	1	9
14	0	1	5
15	2	5	7
16	0	0	6
17	0	1	1
18	0	0	0
19	0	0	2
20	0	0	2
21	0	0	0
22	0	0	7
23	0	0	1
24	0	0	2

0	0	0	0	1910
0	0	0	0	2158
0	0	0	0	2207
0	0	0	0	2260

7-19	3	11	39
6-22	3	11	49
6-24	3	11	52
0-24	3	11	60

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	26
0	0	0	0	12
0	0	0	0	0
0	0	0	0	10
0	0	0	0	12

03-31-19			
Hr Ending	0-10	11-20	21-30
1	0	0	2
2	0	0	1
3	0	0	0
4	1	0	0
5	0	0	0

42	80	46	25	9	3	0	0	0	214
31	92	73	26	8	0	0	0	0	235
43	82	73	27	7	0	0	0	0	232
17	60	45	18	7	1	1	0	0	155
29	45	25	8	1	1	0	0	0	110
12	21	13	8	3	1	2	0	0	64
6	17	14	5	1	4	0	0	0	48
15	19	8	1	3	2	2	0	0	51
15	21	10	2	1	1	0	0	0	54

398	935	655	232	96	12	4	0	0	2396
447	1023	717	258	110	18	6	0	0	2651
477	1063	735	261	114	21	8	0	0	2756
488	1098	752	274	121	26	9	0	0	2847

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
4	6	4	1	1	0	0	0	0	17
1	2	1	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0	0
2	1	0	0	2	1	0	0	0	7
1	2	0	1	0	0	0	0	0	5
4	6	3	2	0	0	0	0	0	18
1	8	10	2	1	0	0	0	0	23
2	11	12	10	0	0	0	0	0	35
12	20	15	9	5	0	0	0	0	62
21	39	47	13	8	1	0	0	0	131
23	66	42	16	1	2	0	0	0	155
35	65	58	25	4	1	0	0	0	193
41	70	65	23	7	0	0	0	0	216
44	86	78	25	8	0	1	0	0	248
50	88	58	19	7	2	0	0	0	238
27	79	48	19	3	2	1	0	0	185
33	65	62	16	14	1	1	0	0	194
9	49	48	16	4	2	0	0	0	128
18	41	41	17	4	0	2	0	0	125
16	45	23	9	3	1	0	0	0	99
18	24	20	7	5	3	1	0	0	78
13	15	11	1	1	0	0	0	0	48
4	11	12	8	0	0	0	0	0	36
3	5	3	0	0	0	0	0	0	13

315	679	574	208	65	11	5	0	0	1910
363	771	638	227	75	15	6	0	0	2158
370	787	653	235	75	15	6	0	0	2207
382	804	661	239	78	16	6	0	0	2260

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
4	10	4	4	2	0	0	0	0	26
4	0	3	1	2	1	0	0	0	12
0	0	0	0	0	0	0	0	0	0
0	4	3	1	1	0	0	0	0	10
2	4	3	2	1	0	0	0	0	12

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	30	26	6	8	7	6
2	13	12	5	4	3	5
3	6	0	3	6	4	8
4	10	10	4	3	2	0
5	11	12	8	10	20	10
6	21	17	63	65	51	58
7	33	13	172	200	196	184
8	66	28	432	404	455	438
9	98	52	477	574	554	490
10	167	92	262	346	375	240
11	216	153	149	174	193	156
12	259	204	154	164	166	159
13	263	252	174	183	169	165
14	254	263	142	190	189	182
15	237	246	207	187	196	198
16	214	233	258	243	273	231
17	235	210	378	338	309	348
18	232	169	346	368	401	362
19	155	140	221	221	234	228
20	110	141	129	149	183	152
21	64	111	100	99	126	84
22	48	61	73	71	81	66
23	51	48	45	76	54	43
24	54	18	20	22	18	41
7-19	2396	2042	3200	3392	3514	3197
6-22	2651	2368	3674	3911	4100	3683
6-24	2756	2434	3739	4009	4172	3767
0-24	2847	2511	3828	4105	4259	3854

16	43.8	45.1
17	43.9	46.2
18	45.1	46.4
19	46.5	46.0
20	45.4	44.1
21	45.7	46.8
22	45.4	42.1
23	47.0	46.6
24	42.1	41.1

10-12	45.0	45.1
14-16	44.0	44.8
0-24	44.9	45.4

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
9	7	13
8	5	7
1	4	4
2	2	4
13	12	12
47	56	46
183	187	140
398	425	317
404	499	378
243	293	246
171	168	173
297	188	200
216	181	203
241	188	208
250	207	217
305	262	251
322	339	305
312	357	312
222	225	203
130	148	142
87	99	95
77	73	68
70	57	55
42	28	30
3381	3336	3017
3858	3845	3463
3970	3931	3549
4050	4019	3636

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	39.9	39.7
2	40.8	41.9
3	40.5	-
4	40.3	39.2
5	42.4	42.2
6	46.1	40.3
7	43.4	44.4
8	41.2	40.0
9	41.8	40.3
10	41.5	38.8
11	38.8	39.9
12	39.0	40.3
13	39.4	39.9
14	40.5	39.1
15	40.1	39.6
16	39.9	39.8
17	40.4	40.4
18	40.5	39.2
19	40.6	41.0
20	38.9	40.3
21	40.6	39.7
22	41.7	39.2
23	40.2	41.1
24	37.8	39.9
10-12	38.9	40.1
14-16	40.0	39.7
0-24	40.1	39.9

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	44.7	47.6
2	48.9	52.3
3	44.1	-
4	49.7	46.6
5	46.5	49.2

44.8	42.7	44.8	43.2	44.8
44.4	42.9	45.0	42.8	44.1
44.8	44.0	44.2	42.8	43.7
45.9	45.8	44.9	43.7	46.0
45.8	44.3	46.9	46.0	44.6
46.7	46.6	46.1	44.6	43.8
48.8	45.6	43.2	45.4	44.8
46.4	47.1	48.0	42.7	50.1
46.9	47.0	44.1	43.6	39.4

43.1	42.8	43.4	43.2	43.9
43.9	43.5	44.2	42.9	45.5
45.2	43.8	44.7	43.9	44.9

85th %ile	44.6
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
31.1	41.7	41.9	43.6	41.1
45.2	52.3	49.6	39.9	41.1
38.4	34.6	38.3	43.5	30.6
32.0	37.2	36.4	-	32.5
42.4	39.0	38.8	45.1	39.3
42.1	41.0	43.0	40.1	41.7
40.8	40.7	41.5	43.1	41.9
39.5	39.6	40.0	40.3	39.7
38.6	38.7	38.9	39.8	39.3
39.7	38.2	40.3	41.1	39.5
39.1	39.0	38.7	39.3	38.2
40.0	37.9	39.0	38.7	39.8
38.4	39.1	38.9	38.8	39.7
39.9	39.3	38.6	38.6	39.1
38.4	40.0	39.2	37.4	39.1
39.5	39.2	38.5	37.7	40.1
39.6	40.2	39.4	39.0	41.0
40.7	40.3	40.1	38.4	41.5
40.9	41.1	39.9	40.4	40.1
40.2	40.8	40.3	38.2	39.7
40.6	39.3	39.4	39.2	39.7
40.1	40.4	39.7	37.8	41.0
41.3	40.7	39.4	38.3	39.1
41.6	41.8	38.9	41.0	38.2

Speed (MPH)
0-30
31-45
46-60
61-

TOTAL

39.6	38.4	38.8	39.0	39.2
39.0	39.5	38.8	37.6	39.6
39.7	39.6	39.6	39.4	39.9

Average	39.7
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
36.4	44.2	47.4	48.9	51.3
54.0	59.9	57.6	42.0	50.3
39.3	40.1	41.2	53.5	-
42.6	38.1	37.8	-	36.8
50.1	46.4	43.4	52.4	47.4

Channel 2 - Southbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
79	89	100	113	137	120
2338	2056	3304	3545	3654	3310
421	360	417	440	460	421
9	6	7	7	8	3
2847	2511	3828	4105	4259	3854

Week 1

Channel 2 - Southbound

04-05-19 Friday
127
3381
537
5
4050

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	2368	28
6-22	2616	35
6-24	2719	37
0-24	2810	37
03-31-19		
7-19	2028	8
6-22	2353	9
6-24	2419	9
0-24	2496	9
04-01-19		
7-19	3153	37
6-22	3624	40
6-24	3689	40
0-24	3778	40
04-02-19		
7-19	3338	49
6-22	3854	52
6-24	3952	52
0-24	4047	53
04-03-19		
7-19	3464	43
6-22	4048	45
6-24	4120	45
0-24	4207	45
04-04-19		
7-19	3135	52
6-22	3618	55
6-24	3702	55
0-24	3789	55
04-05-19		
7-19	3326	44
6-22	3798	48
6-24	3910	48
0-24	3989	48
Average		
7-19	2973	37
6-22	3415	40
6-24	3501	40

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	2396
0	2651
0	2756
0	2847
6	2042
6	2368
6	2434
6	2511
10	3200
10	3674
10	3739
10	3828
5	3392
5	3911
5	4009
5	4105
7	3514
7	4100
7	4172
7	4259
10	3197
10	3683
10	3767
10	3854
11	3381
12	3858
12	3970
13	4050

7	3017
7	3463
7	3549

6	17	0	0	0	0	0	0	0	0
7	13	0	0	0	0	0	0	0	0
8	28	0	0	0	0	0	0	0	0
9	52	0	0	0	0	0	0	0	0
10	92	0	0	0	0	0	0	0	0
11	153	0	0	0	0	0	0	0	0
12	204	0	0	0	0	0	0	0	0
13	247	2	0	0	0	0	0	1	0
14	260	2	0	0	0	0	0	0	0
15	246	0	0	0	0	0	0	0	0
16	232	0	0	0	0	0	0	0	0
17	207	1	0	0	0	0	0	1	0
18	168	1	0	0	0	0	0	0	0
19	139	1	0	0	0	0	0	0	0
20	140	1	0	0	0	0	0	0	0
21	111	0	0	0	0	0	0	0	0
22	61	0	0	0	0	0	0	0	0
23	48	0	0	0	0	0	0	0	0
24	18	0	0	0	0	0	0	0	0

7-19	2028	7	0	0	0	0	0	2	0
6-22	2353	8	0	0	0	0	0	2	0
6-24	2419	8	0	0	0	0	0	2	0
0-24	2496	8	0	0	0	0	0	2	0

Channel 1 - Northbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	6	0	0	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	0	0	0
6	44	0	0	0	0	0	0	0	0
7	112	0	0	0	0	0	0	0	0
8	250	5	0	0	0	0	0	0	0
9	323	6	0	0	0	0	0	2	0
10	149	3	0	0	0	0	0	0	0
11	134	3	0	1	0	0	0	2	0
12	154	2	0	0	0	0	0	0	0
13	187	5	0	0	0	0	0	0	0
14	166	4	0	0	0	0	0	0	0
15	229	4	0	0	0	0	0	0	0
16	208	5	0	1	0	0	0	1	0
17	386	6	0	0	0	0	0	1	0
18	443	3	0	3	0	0	0	0	0
19	207	2	0	0	0	0	0	0	0
20	147	0	0	0	0	0	0	0	0
21	96	0	0	0	0	0	0	0	0
22	77	0	0	0	0	0	0	0	0
23	48	0	0	0	0	0	0	0	0
24	8	0	0	0	0	0	0	0	0

7-19	2836	48	0	5	0	0	0	6	0
6-22	3268	48	0	5	0	0	0	6	0
6-24	3324	48	0	5	0	0	0	6	0
0-24	3396	48	0	5	0	0	0	6	0

0	0	0	0	17
0	0	0	0	13
0	0	0	0	28
0	0	0	0	52
0	0	0	0	92
0	0	0	0	153
0	0	0	0	204
1	0	1	0	252
1	0	0	0	263
0	0	0	0	246
1	0	0	0	233
1	0	0	0	210
0	0	0	0	169
0	0	0	0	140
0	0	0	0	141
0	0	0	0	111
0	0	0	0	61
0	0	0	0	48
0	0	0	0	18

6	0	0	2
7	0	0	0
8	0	1	0
9	0	0	2
10	0	4	1
11	0	1	3
12	0	2	4
13	0	2	2
14	0	3	7
15	0	1	3
16	0	1	2
17	0	2	3
18	0	2	16
19	0	0	1
20	0	0	6
21	0	0	8
22	0	0	2
23	0	0	1
24	0	0	3

4	0	1	0	2042
4	0	1	0	2368
4	0	1	0	2434
4	0	1	0	2511

7-19	0	19	44
6-22	0	19	60
6-24	0	19	64
0-24	1	19	69

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	6
0	0	0	0	6
0	0	0	0	0
0	0	0	0	2
0	0	0	0	14
0	0	0	0	44
0	0	0	0	112
0	0	0	0	255
0	0	1	0	332
0	0	0	0	152
0	0	0	0	140
0	0	0	0	156
0	0	1	0	193
0	0	0	0	170
0	0	0	0	233
0	0	0	0	215
0	0	1	0	394
0	0	0	0	449
0	0	0	0	209
0	0	0	0	147
0	0	0	0	96
0	0	0	0	77
0	0	0	0	48
0	0	0	0	8

04-01-19			
Hr Ending	0-10	11-20	21-30
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	1	1
6	0	0	0
7	0	0	2
8	0	0	1
9	0	0	8
10	0	0	8
11	0	1	17
12	0	3	17
13	0	0	4
14	0	0	6
15	0	0	13
16	1	1	4
17	0	0	3
18	0	3	6
19	0	0	11
20	0	0	2
21	0	0	5
22	0	0	7
23	0	0	2
24	0	0	0

0	0	3	0	2898
0	0	3	0	3330
0	0	3	0	3386
0	0	3	0	3458

7-19	1	8	98
6-22	1	8	114
6-24	1	8	116
0-24	1	9	118

0	7	4	3	0	1	0	0	0	17
0	3	4	6	0	0	0	0	0	13
6	6	10	4	1	0	0	0	0	28
10	11	20	7	2	0	0	0	0	52
20	35	23	5	3	1	0	0	0	92
34	49	42	20	1	2	1	0	0	153
29	85	56	19	6	1	2	0	0	204
44	100	75	24	5	0	0	0	0	252
50	113	64	16	8	1	1	0	0	263
50	101	61	22	7	1	0	0	0	246
44	91	70	19	6	0	0	0	0	233
25	82	68	23	6	1	0	0	0	210
25	59	37	22	7	1	0	0	0	169
27	35	49	20	7	1	0	0	0	140
20	45	49	18	3	0	0	0	0	141
19	39	25	12	8	0	0	0	0	111
20	18	9	9	2	0	1	0	0	61
10	15	11	6	3	1	1	0	0	48
3	5	3	2	2	0	0	0	0	18

364	767	575	201	59	9	4	0	0	2042
423	872	662	246	72	9	5	0	0	2368
436	892	676	254	77	10	6	0	0	2434
446	917	693	265	83	12	6	0	0	2511

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
2	2	1	0	0	0	0	0	0	6
1	1	2	1	0	1	0	0	0	6
0	0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	2
1	2	3	5	1	0	0	0	0	14
3	12	15	9	3	2	0	0	0	44
13	37	40	12	5	3	0	0	0	112
35	98	80	26	13	2	0	0	0	255
62	120	97	30	13	2	0	0	0	332
29	49	44	15	5	2	0	0	0	152
33	44	30	9	3	2	1	0	0	140
37	53	34	12	0	0	0	0	0	156
47	86	34	18	3	0	1	0	0	193
28	69	41	20	5	0	1	0	0	170
33	98	68	13	7	1	0	0	0	233
41	75	68	19	3	2	1	0	0	215
75	156	116	35	7	2	0	0	0	394
63	195	124	38	15	4	1	0	0	449
29	85	49	23	11	1	0	0	0	209
33	44	43	17	7	1	0	0	0	147
14	35	22	18	0	0	2	0	0	96
16	19	15	14	6	0	0	0	0	77
8	15	15	7	1	0	0	0	0	48
2	2	2	1	0	0	1	0	0	8

512	1128	785	258	85	18	5	0	0	2898
588	1263	905	319	103	22	7	0	0	3330
598	1280	922	327	104	22	8	0	0	3386
605	1298	943	343	108	25	8	0	0	3458

6	56.2	46.2
7	52.8	46.9
8	48.7	45.9
9	47.5	46.5
10	48.2	44.6
11	45.2	45.7
12	44.7	45.4
13	44.6	44.8
14	45.3	44.7
15	45.0	44.8
16	46.2	44.7
17	45.5	45.6
18	45.5	47.7
19	46.2	46.5
20	44.1	45.7
21	46.9	45.6
22	48.2	47.5
23	47.5	48.8
24	42.2	47.2

10-12	44.9	45.6
14-16	45.4	44.8
0-24	45.7	45.6

48.2	49.6	49.9	45.4	46.0
45.9	45.7	46.9	49.8	49.3
44.1	43.8	45.0	44.7	44.4
43.4	43.1	43.8	44.7	44.5
45.1	42.7	44.8	46.1	44.2
44.7	43.7	45.2	44.3	44.0
45.4	43.9	43.9	45.0	44.9
43.3	45.1	44.0	44.6	45.0
44.4	44.8	44.4	43.4	44.5
44.3	44.4	43.8	43.0	44.6
44.5	44.5	44.0	43.8	44.9
44.8	45.5	44.8	44.2	46.5
45.2	45.0	44.6	43.1	47.7
46.1	45.9	44.8	45.0	45.3
46.1	46.6	45.5	45.2	46.4
46.6	44.4	44.8	43.8	45.8
45.8	46.8	45.9	42.1	45.4
47.4	47.7	45.5	44.1	46.6
44.9	47.3	45.7	49.9	43.7

44.9	43.9	44.4	44.5	44.6
44.3	44.5	43.8	43.3	44.8
44.8	44.7	44.8	44.7	45.3

85th %ile	45.0
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0-24	3588	41
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7

3636

Channel 2 - Southbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	6	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0	0
6	63	0	0	0	0	0	0	0	0
7	170	2	0	0	0	0	0	0	0
8	426	4	0	1	0	0	0	1	0
9	472	4	0	0	0	0	0	0	1
10	260	2	0	0	0	0	0	0	0
11	144	3	0	1	0	0	0	0	0
12	151	3	0	0	0	0	0	0	0
13	171	3	0	0	0	0	0	0	0
14	139	3	0	0	0	0	0	0	0
15	205	2	0	0	0	0	0	0	0
16	254	3	0	1	0	0	0	0	0
17	373	4	0	0	0	0	0	0	1
18	341	2	0	1	0	0	0	1	0
19	217	2	0	0	0	0	0	2	0
20	129	0	0	0	0	0	0	0	0
21	100	0	0	0	0	0	0	0	0
22	72	1	0	0	0	0	0	0	0
23	45	0	0	0	0	0	0	0	0
24	20	0	0	0	0	0	0	0	0

7-19	3153	35	0	4	0	0	0	4	2
6-22	3624	38	0	4	0	0	0	4	2
6-24	3689	38	0	4	0	0	0	4	2
0-24	3778	38	0	4	0	0	0	4	2

Channel 1 - Northbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	5	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0
5	10	0	0	0	0	0	0	0	0
6	57	1	0	0	0	0	0	1	0
7	123	0	0	0	0	0	0	0	0
8	270	4	0	0	0	0	0	0	0
9	398	4	0	0	0	0	0	3	0
10	173	3	0	0	0	0	0	0	0
11	133	3	0	0	0	0	0	0	0
12	142	2	0	0	0	0	0	0	0
13	181	2	0	0	0	0	0	0	0
14	181	2	0	4	0	0	0	0	0
15	254	2	0	1	0	0	0	0	0
16	267	4	0	1	0	0	0	0	0
17	459	4	0	0	0	0	0	3	0
18	463	1	0	0	0	0	0	0	0
19	227	2	0	0	0	0	0	0	0
20	127	1	0	0	0	0	0	0	0

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	6
0	0	0	0	5
0	0	0	0	3
0	0	0	0	4
0	0	0	0	8
0	0	0	0	63
0	0	0	0	172
0	0	0	0	432
0	0	0	0	477
0	0	0	0	262
0	0	1	0	149
0	0	0	0	154
0	0	0	0	174
0	0	0	0	142
0	0	0	0	207
0	0	0	0	258
0	0	0	0	378
0	0	1	0	346
0	0	0	0	221
0	0	0	0	129
0	0	0	0	100
0	0	0	0	73
0	0	0	0	45
0	0	0	0	20

0	0	2	0	3200
0	0	2	0	3674
0	0	2	0	3739
0	0	2	0	3828

04-01-19			
Hr Ending	0-10	11-20	21-30
1	0	0	2
2	0	0	0
3	0	0	0
4	1	0	0
5	0	0	0
6	0	1	1
7	0	0	3
8	0	1	13
9	0	0	6
10	0	0	9
11	0	2	6
12	0	1	3
13	0	3	5
14	0	0	4
15	0	2	8
16	0	0	2
17	0	2	6
18	0	1	3
19	0	0	2
20	0	2	2
21	0	1	0
22	0	0	5
23	0	0	3
24	0	0	0

7-19	0	12	67
6-22	0	15	77
6-24	0	15	80
0-24	1	16	83

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	5
0	0	0	0	4
0	0	0	0	0
0	0	0	0	4
0	0	0	0	10
0	0	0	0	59
0	0	0	0	123
0	0	0	0	274
0	0	1	0	406
0	0	1	0	177
0	0	0	0	136
0	0	1	0	145
0	0	0	0	183
0	0	0	0	187
0	0	0	0	257
0	0	0	0	272
0	0	1	0	467
0	0	1	0	465
0	0	1	0	230
0	0	0	0	128

04-02-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	2
7	0	0	3
8	0	0	0
9	0	1	27
10	0	0	5
11	0	0	6
12	0	0	12
13	0	0	8
14	0	0	11
15	0	0	15
16	0	1	15
17	0	0	7
18	0	2	13
19	0	1	8
20	0	0	2

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
2	2	0	0	0	0	0	0	0	6
1	1	0	1	1	1	0	0	0	5
0	3	0	0	0	0	0	0	0	3
1	1	1	0	0	0	0	0	0	4
1	3	2	1	1	0	0	0	0	8
9	14	19	13	3	1	2	0	0	63
20	59	63	24	3	0	0	0	0	172
67	182	136	28	5	0	0	0	0	432
123	220	108	16	2	2	0	0	0	477
56	100	65	20	9	2	1	0	0	262
25	60	41	10	5	0	0	0	0	149
37	53	42	9	4	4	1	0	0	154
41	71	41	13	0	0	0	0	0	174
25	56	45	6	4	2	0	0	0	142
49	85	49	11	3	0	0	0	0	207
58	102	70	21	4	1	0	0	0	258
66	164	98	30	10	2	0	0	0	378
37	151	110	33	9	2	0	0	0	346
31	90	58	25	12	2	1	0	0	221
20	48	35	17	3	2	0	0	0	129
17	38	26	11	5	1	1	0	0	100
13	23	20	7	4	0	1	0	0	73
6	8	18	7	3	0	0	0	0	45
1	6	11	1	1	0	0	0	0	20

615	1334	863	222	67	17	3	0	0	3200
685	1502	1007	281	82	20	5	0	0	3674
692	1516	1036	289	86	20	5	0	0	3739
706	1540	1058	304	91	22	7	0	0	3828

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
0	3	0	1	1	0	0	0	0	5
0	2	2	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	0
1	2	0	1	0	0	0	0	0	4
3	2	4	0	0	0	0	0	0	10
9	16	18	8	5	0	1	0	0	59
11	47	42	16	3	1	0	0	0	123
43	135	77	17	2	0	0	0	0	274
88	171	90	21	7	0	1	0	0	406
46	73	35	14	3	1	0	0	0	177
51	47	24	5	3	0	0	0	0	136
38	51	33	8	1	1	1	0	0	145
58	49	50	9	7	2	0	0	0	183
46	76	38	9	7	0	0	0	0	187
65	86	71	15	4	1	0	0	0	257
82	97	55	18	2	1	1	0	0	272
106	206	113	26	7	2	0	0	0	467
93	179	131	37	9	1	0	0	0	465
47	79	60	26	7	1	1	0	0	230
24	54	35	10	2	0	1	0	0	128

21	101	0	0	0	0	0	0	0	0
22	60	1	0	0	0	0	0	1	0
23	58	0	0	0	0	0	0	0	0
24	8	0	0	0	0	0	0	0	0

7-19	3148	33	0	6	0	0	0	6	0
6-22	3559	35	0	6	0	0	0	7	0
6-24	3625	35	0	6	0	0	0	7	0
0-24	3705	36	0	6	0	0	0	8	0

Channel 2 - Southbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	8	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	6	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0
5	9	0	0	0	0	0	0	0	0
6	65	0	0	0	0	0	0	0	0
7	198	2	0	0	0	0	0	0	0
8	397	5	0	0	0	0	0	0	0
9	567	6	0	0	0	0	0	1	0
10	340	4	0	0	0	0	0	1	0
11	171	3	0	0	0	0	0	0	0
12	160	4	0	0	0	0	0	0	0
13	181	2	0	0	0	0	0	0	0
14	186	4	0	0	0	0	0	0	0
15	183	4	0	0	0	0	0	0	0
16	237	4	0	2	0	0	0	0	0
17	333	5	0	0	0	0	0	0	0
18	364	3	0	0	0	0	0	0	1
19	219	2	0	0	0	0	0	0	0
20	149	0	0	0	0	0	0	0	0
21	99	0	0	0	0	0	0	0	0
22	70	1	0	0	0	0	0	0	0
23	76	0	0	0	0	0	0	0	0
24	22	0	0	0	0	0	0	0	0

7-19	3338	46	0	2	0	0	0	2	1
6-22	3854	49	0	2	0	0	0	2	1
6-24	3952	49	0	2	0	0	0	2	1
0-24	4047	49	0	2	0	0	0	2	1

Channel 1 - Northbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	4	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	10	0	0	0	0	0	0	0	0
5	9	0	0	0	0	0	0	0	0
6	60	1	0	0	0	0	0	0	0
7	120	0	0	0	0	0	0	0	0
8	297	4	0	0	0	0	0	0	0
9	364	4	0	0	0	0	0	0	0
10	166	4	0	0	0	0	0	1	0

0	0	0	0	101
0	0	0	0	62
0	0	0	0	58
0	0	0	0	8

21	0	0	8
22	0	0	2
23	0	0	3
24	0	0	0

0	0	6	0	3199
0	0	6	0	3613
0	0	6	0	3679
0	0	6	0	3761

7-19	0	5	127
6-22	0	5	142
6-24	0	5	145
0-24	0	5	148

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	8
0	0	0	0	4
0	0	0	0	6
0	0	0	0	3
0	0	1	0	10
0	0	0	0	65
0	0	0	0	200
0	0	2	0	404
0	0	0	0	574
0	0	1	0	346
0	0	0	0	174
0	0	0	0	164
0	0	0	0	183
0	0	0	0	190
0	0	0	0	187
0	0	0	0	243
0	0	0	0	338
0	0	0	0	368
0	0	0	0	221
0	0	0	0	149
0	0	0	0	99
0	0	0	0	71
0	0	0	0	76
0	0	0	0	22

04-02-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	1
4	0	0	0
5	0	1	0
6	0	1	0
7	0	0	2
8	0	0	9
9	0	0	12
10	0	1	6
11	0	1	4
12	0	0	17
13	0	1	5
14	0	1	4
15	0	0	4
16	0	0	6
17	0	0	13
18	0	0	4
19	0	2	1
20	0	1	7
21	0	0	5
22	0	0	1
23	0	0	3
24	0	0	0

0	0	3	0	3392
0	0	3	0	3911
0	0	3	0	4009
0	0	4	0	4105

7-19	0	6	85
6-22	0	7	100
6-24	0	7	103
0-24	0	9	104

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	4
0	0	0	0	2
0	0	0	0	3
0	0	0	0	10
0	0	0	0	9
0	0	0	0	61
0	0	0	0	120
0	0	0	0	301
0	0	0	0	368
0	0	0	0	171

04-03-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	1	0
8	0	0	9
9	0	3	16
10	1	0	9

18	25	31	14	1	3	1	0	0	101
15	19	16	6	3	1	0	0	0	62
6	23	16	7	1	2	0	0	0	58
1	4	0	3	0	0	0	0	0	8

763	1249	777	205	59	10	4	0	0	3199
831	1394	901	251	68	15	6	0	0	3613
838	1421	917	261	69	17	6	0	0	3679
851	1446	941	271	75	17	7	0	0	3761

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
1	3	3	0	0	1	0	0	0	8
0	1	0	0	2	0	1	0	0	4
2	2	1	0	0	0	0	0	0	6
0	3	0	0	0	0	0	0	0	3
2	2	3	1	1	0	0	0	0	10
17	19	15	4	7	1	1	0	0	65
27	72	70	25	4	0	0	0	0	200
67	179	116	23	9	1	0	0	0	404
110	300	127	22	2	1	0	0	0	574
95	161	62	15	4	2	0	0	0	346
35	82	36	13	3	0	0	0	0	174
35	60	40	9	2	1	0	0	0	164
42	72	41	18	3	1	0	0	0	183
37	85	41	16	6	0	0	0	0	190
32	79	50	13	7	2	0	0	0	187
60	90	65	16	6	0	0	0	0	243
44	134	94	40	10	3	0	0	0	338
58	133	135	28	10	0	0	0	0	368
20	80	83	23	9	3	0	0	0	221
20	49	44	18	6	1	3	0	0	149
26	33	23	8	2	1	1	0	0	99
17	19	20	10	2	2	0	0	0	71
12	29	14	14	4	0	0	0	0	76
3	11	2	4	1	0	1	0	0	22

635	1455	890	236	71	14	0	0	0	3392
725	1628	1047	297	85	18	4	0	0	3911
740	1668	1063	315	90	18	5	0	0	4009
762	1698	1085	320	100	20	7	0	0	4105

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
1	0	1	1	1	0	0	0	0	4
0	0	1	0	0	1	0	0	0	2
1	1	1	0	0	0	0	0	0	3
1	2	3	0	4	0	0	0	0	10
0	4	4	1	0	0	0	0	0	9
6	20	19	12	4	0	0	0	0	61
8	48	43	14	6	0	0	0	0	120
43	116	92	30	10	1	0	0	0	301
69	162	86	23	9	0	0	0	0	368
53	46	45	14	2	0	1	0	0	171

11	139	3	0	1	0	0	0	0	0
12	165	2	0	0	0	0	0	0	0
13	144	1	0	0	0	0	0	0	1
14	174	2	0	0	0	0	0	0	0
15	200	3	0	1	0	0	0	0	0
16	289	5	0	0	0	0	0	0	0
17	430	5	0	0	0	0	0	0	0
18	451	3	0	0	0	0	0	1	0
19	249	1	0	0	0	0	0	0	0
20	148	1	0	0	0	0	0	1	0
21	116	0	0	0	0	0	0	0	0
22	74	0	0	0	0	0	0	0	0
23	49	0	0	0	0	0	0	0	0
24	15	0	0	0	0	0	0	0	0

7-19	3068	37	0	2	0	0	0	2	1
6-22	3526	38	0	2	0	0	0	3	1
6-24	3590	38	0	2	0	0	0	3	1
0-24	3678	39	0	2	0	0	0	3	1

Channel 2 - Southbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	7	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	20	0	0	0	0	0	0	0	0
6	51	0	0	0	0	0	0	0	0
7	194	2	0	0	0	0	0	0	0
8	449	5	0	0	0	0	0	0	0
9	548	4	0	1	0	0	0	1	0
10	368	5	0	0	0	0	0	1	0
11	190	2	0	1	0	0	0	0	0
12	161	4	0	0	0	0	0	0	0
13	167	2	0	0	0	0	0	0	0
14	185	3	0	1	0	0	0	0	0
15	192	3	0	0	0	0	0	1	0
16	270	3	0	0	0	0	0	0	0
17	304	5	0	0	0	0	0	0	0
18	399	2	0	0	0	0	0	0	0
19	231	2	0	0	0	0	0	1	0
20	183	0	0	0	0	0	0	0	0
21	126	0	0	0	0	0	0	0	0
22	81	0	0	0	0	0	0	0	0
23	54	0	0	0	0	0	0	0	0
24	18	0	0	0	0	0	0	0	0

7-19	3464	40	0	3	0	0	0	4	0
6-22	4048	42	0	3	0	0	0	4	0
6-24	4120	42	0	3	0	0	0	4	0
0-24	4207	42	0	3	0	0	0	4	0

Channel 1 - Northbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	1	0	144
0	0	0	0	167
0	0	0	0	146
0	0	0	0	176
0	0	0	0	204
0	0	0	0	294
0	0	0	0	435
0	0	0	0	455
0	0	0	0	250
0	0	0	0	150
0	0	0	0	116
0	0	0	0	74
0	0	0	0	49
0	0	0	0	15

11	1	0	11
12	0	0	3
13	0	0	17
14	0	0	8
15	0	0	4
16	0	0	14
17	0	1	8
18	0	0	16
19	0	3	7
20	0	0	5
21	1	1	5
22	0	1	3
23	0	0	3
24	0	0	1

0	0	1	0	3111
0	0	1	0	3571
0	0	1	0	3635
0	0	1	0	3724

7-19	2	7	122
6-22	3	10	135
6-24	3	10	139
0-24	3	10	139

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	7
0	0	0	0	3
0	0	0	0	4
0	0	0	0	2
0	0	0	0	20
0	0	0	0	51
0	0	0	0	196
0	0	1	0	455
0	0	0	0	554
0	0	1	0	375
0	0	0	0	193
0	0	1	0	166
0	0	0	0	169
0	0	0	0	189
0	0	0	0	196
0	0	0	0	273
0	0	0	0	309
0	0	0	0	401
0	0	0	0	234
0	0	0	0	183
0	0	0	0	126
0	0	0	0	81
0	0	0	0	54
0	0	0	0	18

04-03-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	0
7	0	1	2
8	0	0	3
9	0	0	23
10	0	0	6
11	0	0	20
12	0	1	7
13	0	0	5
14	0	0	10
15	0	0	1
16	0	1	15
17	0	1	10
18	0	0	8
19	0	0	5
20	0	1	9
21	0	0	2
22	0	0	2
23	0	0	1
24	0	0	2

0	0	3	0	3514
0	0	3	0	4100
0	0	3	0	4172
0	0	3	0	4259

7-19	0	3	113
6-22	0	5	128
6-24	0	5	131
0-24	0	5	132

Channel 1 - Northbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-20	21-30

42	58	24	6	1	1	0	0	0	144
49	61	35	16	3	0	0	0	0	167
25	53	33	14	4	0	0	0	0	146
35	70	41	12	10	0	0	0	0	176
52	76	53	18	1	0	0	0	0	204
52	113	78	30	7	0	0	0	0	294
86	160	119	45	12	4	0	0	0	435
85	190	112	37	12	3	0	0	0	455
44	90	75	25	4	0	2	0	0	250
24	50	42	21	7	1	0	0	0	150
22	34	32	14	5	2	0	0	0	116
16	31	16	5	2	0	0	0	0	74
6	18	13	4	4	1	0	0	0	49
2	4	6	1	0	1	0	0	0	15

635	1195	793	270	75	9	3	0	0	3111
705	1358	926	324	95	12	3	0	0	3571
713	1380	945	329	99	14	3	0	0	3635
722	1407	974	343	108	15	3	0	0	3724

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
2	1	2	1	1	0	0	0	0	7
0	1	0	0	1	1	0	0	0	3
1	2	1	0	0	0	0	0	0	4
1	1	0	0	0	0	0	0	0	2
4	6	8	1	0	0	0	0	0	20
9	12	17	5	5	1	2	0	0	51
22	64	67	32	6	1	1	0	0	196
82	176	145	41	7	1	0	0	0	455
111	239	134	38	8	0	1	0	0	554
44	159	129	29	8	0	0	0	0	375
38	73	33	21	7	1	0	0	0	193
30	77	37	8	4	2	0	0	0	166
44	71	31	10	7	0	1	0	0	169
50	68	40	17	4	0	0	0	0	189
45	81	59	9	1	0	0	0	0	196
68	94	76	14	5	0	0	0	0	273
59	122	84	22	10	1	0	0	0	309
51	168	131	36	7	0	0	0	0	401
42	93	65	23	6	0	0	0	0	234
22	67	61	14	4	4	1	0	0	183
33	49	27	10	5	0	0	0	0	126
21	30	15	8	4	0	1	0	0	81
13	25	8	3	3	1	0	0	0	54
4	7	2	2	0	0	1	0	0	18

664	1421	964	268	74	5	2	0	0	3514
762	1631	1134	332	93	10	5	0	0	4100
779	1663	1144	337	96	11	6	0	0	4172
796	1686	1172	344	103	13	8	0	0	4259

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
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0	0	0	0	4
0	0	0	0	4
0	0	0	0	1
0	0	0	0	3
0	0	0	0	8
0	0	0	0	50
0	0	0	0	116
0	0	0	0	308
0	0	0	0	351
0	0	0	0	179
0	0	0	0	155
0	0	1	0	157
0	0	0	0	142
0	0	0	0	198
0	0	0	0	203
0	0	1	0	277
0	0	1	0	472
0	0	0	0	582
0	0	0	0	293
0	0	0	0	142
0	0	0	0	116
0	0	0	0	68
0	0	0	0	56
0	0	0	0	18

1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	0
7	1	0	0
8	0	0	0
9	0	0	17
10	0	0	5
11	0	0	7
12	0	0	10
13	0	2	4
14	0	0	23
15	0	0	12
16	1	0	14
17	0	0	15
18	0	1	14
19	0	1	9
20	0	0	5
21	1	0	7
22	0	0	1
23	0	0	3
24	0	0	0

0	0	3	0	3317
0	0	3	0	3759
0	0	3	0	3833
0	0	3	0	3903

7-19	1	4	130
6-22	3	4	143
6-24	3	4	146
0-24	3	4	147

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	6
0	0	0	0	5
0	0	0	0	8
0	0	0	0	0
0	0	0	0	10
0	0	0	0	58
0	0	0	0	184
0	0	1	0	438
0	0	2	0	490
0	0	0	0	240
0	0	0	0	156
0	0	2	0	159
0	0	0	0	165
0	0	0	0	182
0	0	0	0	198
0	0	0	0	231
0	0	0	0	348
0	0	1	0	362
0	0	0	0	228
0	0	0	0	152
0	0	0	0	84
0	0	0	0	66
0	0	0	0	43
0	0	0	0	41

04-04-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	1	0
7	0	0	0
8	0	2	8
9	0	0	6
10	0	1	1
11	0	0	6
12	0	1	10
13	0	0	7
14	0	1	8
15	0	0	12
16	0	0	13
17	0	0	10
18	0	0	10
19	0	0	1
20	0	0	10
21	0	0	4
22	0	0	3
23	0	0	3
24	0	0	2

0	0	2	1	1	0	0	0	0	4
1	0	2	1	0	0	0	0	0	4
0	0	1	0	0	0	0	0	0	1
1	1	1	0	0	0	0	0	0	3
1	1	3	2	0	0	0	0	0	8
3	17	20	5	5	0	0	0	0	50
2	33	48	19	8	5	0	0	0	116
39	118	93	48	8	1	1	0	0	308
74	135	87	28	9	1	0	0	0	351
40	63	55	12	4	0	0	0	0	179
41	71	24	9	3	0	0	0	0	155
44	50	41	8	2	1	1	0	0	157
28	56	34	15	3	0	0	0	0	142
47	70	39	14	4	1	0	0	0	198
61	73	42	11	4	0	0	0	0	203
50	117	72	21	2	0	0	0	0	277
110	214	109	24	0	0	0	0	0	472
155	238	137	25	12	0	0	0	0	582
56	120	80	20	6	1	0	0	0	293
28	51	34	18	4	2	0	0	0	142
22	42	30	9	2	2	1	0	0	116
13	18	24	12	0	0	0	0	0	68
14	20	14	3	0	1	1	0	0	56
4	8	4	2	0	0	0	0	0	18

745	1325	813	235	57	5	2	0	0	3317
810	1469	949	293	71	14	3	0	0	3759
828	1497	967	298	71	15	4	0	0	3833
834	1516	996	307	77	15	4	0	0	3903

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
1	1	1	3	0	0	0	0	0	6
0	3	2	0	0	0	0	0	0	5
2	2	1	1	1	1	0	0	0	8
0	0	0	0	0	0	0	0	0	0
0	3	3	1	2	1	0	0	0	10
11	19	19	7	1	0	0	0	0	58
15	50	67	27	23	2	0	0	0	184
54	176	156	32	7	3	0	0	0	438
84	195	154	38	13	0	0	0	0	490
32	80	87	28	8	3	0	0	0	240
34	60	42	8	5	1	0	0	0	156
38	59	31	12	5	3	0	0	0	159
40	67	34	12	3	2	0	0	0	165
40	80	36	9	6	2	0	0	0	182
63	84	28	9	2	0	0	0	0	198
76	89	39	13	1	0	0	0	0	231
86	138	85	22	7	0	0	0	0	348
95	169	61	24	1	1	1	0	0	362
30	104	64	22	7	0	0	0	0	228
41	55	25	19	1	1	0	0	0	152
14	39	22	3	0	2	0	0	0	84
22	21	19	1	0	0	0	0	0	66
14	10	12	3	1	0	0	0	0	43
13	9	4	7	3	1	2	0	0	41

7-19	3135	46	0	3	0	0	0	6	1
6-22	3618	49	0	3	0	0	0	6	1
6-24	3702	49	0	3	0	0	0	6	1
0-24	3789	49	0	3	0	0	0	6	1

Channel 1 - Northbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	6	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0
5	13	0	0	0	0	0	0	0	0
6	49	0	0	0	0	0	0	0	0
7	111	1	0	0	0	0	0	0	0
8	256	4	0	0	0	0	0	0	0
9	293	4	0	0	0	0	0	0	0
10	175	3	0	0	0	0	0	0	0
11	144	2	0	0	0	0	0	0	0
12	189	3	0	0	0	0	0	0	0
13	181	3	0	0	0	0	0	0	0
14	205	2	0	0	0	0	0	0	0
15	300	4	0	0	0	0	0	0	0
16	358	4	0	0	0	0	0	0	0
17	472	4	0	1	0	0	0	1	0
18	443	3	0	0	0	0	0	1	0
19	246	1	0	0	0	0	0	0	0
20	144	1	0	0	0	0	0	0	0
21	76	0	0	0	0	0	0	0	0
22	67	0	0	0	0	0	0	0	0
23	52	0	0	0	0	0	0	0	0
24	22	0	0	0	0	0	0	1	0

7-19	3262	37	0	1	0	0	0	2	0
6-22	3660	39	0	1	0	0	0	2	0
6-24	3734	39	0	1	0	0	0	3	0
0-24	3811	39	0	1	0	0	0	3	0

Channel 2 - Southbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	8	0	0	1	0	0	0	0	0
2	8	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	13	0	0	0	0	0	0	0	0
6	47	0	0	0	0	0	0	0	0
7	180	2	0	0	0	0	0	0	0
8	391	5	0	0	0	0	0	0	0
9	397	6	0	0	0	0	0	0	0
10	240	3	0	0	0	0	0	0	0
11	166	5	0	0	0	0	0	0	0
12	290	6	0	1	0	0	0	0	0
13	210	4	0	0	0	0	0	1	0
14	238	2	0	0	0	0	0	0	0
15	246	2	0	2	0	0	0	0	0

0	0	6	0	3197
0	0	6	0	3683
0	0	6	0	3767
0	0	6	0	3854

7-19	0	5	92
6-22	0	5	109
6-24	0	5	114
0-24	0	6	114

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	6
0	0	0	0	2
0	0	0	0	3
0	0	0	0	4
0	0	0	0	13
0	0	0	0	49
0	0	0	0	112
0	0	0	0	260
0	0	0	0	297
0	0	0	0	178
0	0	1	0	147
0	0	1	0	193
0	0	1	0	185
0	0	0	0	207
0	0	1	0	305
0	0	0	0	362
0	0	0	0	478
0	0	0	0	447
0	0	0	0	247
0	0	0	0	145
0	0	0	0	76
0	0	0	0	67
0	0	0	0	52
0	0	0	0	23

04-05-19			
Hr Ending	0-10	11-20	21-30
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	1	0	1
7	0	0	3
8	0	0	9
9	0	1	8
10	0	0	14
11	0	2	4
12	1	0	3
13	0	1	3
14	0	0	11
15	0	0	9
16	2	1	12
17	1	3	13
18	0	0	5
19	0	0	5
20	0	0	5
21	0	0	4
22	0	0	3
23	0	0	4
24	0	0	3

0	0	4	0	3306
0	0	4	0	3706
0	0	4	0	3781
0	0	4	0	3858

7-19	4	8	96
6-22	4	8	111
6-24	4	8	118
0-24	5	8	119

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	9
0	0	0	0	8
0	0	0	0	1
0	0	0	0	2
0	0	0	0	13
0	0	0	0	47
0	0	1	0	183
1	0	1	0	398
0	1	0	0	404
0	0	0	0	243
0	0	0	0	171
0	0	0	0	297
0	0	1	0	216
0	0	1	0	241
0	0	0	0	250

04-05-19			
Hr Ending	0-10	11-20	21-30
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	1
5	0	0	1
6	0	0	0
7	0	0	4
8	0	1	11
9	0	0	8
10	0	0	10
11	0	2	14
12	0	1	9
13	0	2	2
14	0	1	14
15	0	2	9

672	1301	817	229	65	15	1	0	0	3197
764	1466	950	279	89	20	1	0	0	3683
791	1485	966	289	93	21	3	0	0	3767
805	1513	992	301	97	23	3	0	0	3854

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
2	1	1	1	1	0	0	0	0	6
0	1	1	0	0	0	0	0	0	2
1	1	1	0	0	0	0	0	0	3
3	0	0	0	1	0	0	0	0	4
0	6	5	2	0	0	0	0	0	13
7	13	15	10	2	0	0	0	0	49
4	47	37	14	4	3	0	0	0	112
26	106	86	23	8	2	0	0	0	260
66	92	89	34	5	0	2	0	0	297
34	70	38	19	3	0	0	0	0	178
38	54	29	15	3	2	0	0	0	147
67	67	38	16	0	1	0	0	0	193
34	79	45	16	6	1	0	0	0	185
28	79	49	23	12	4	1	0	0	207
50	125	68	35	16	1	1	0	0	305
69	138	90	38	9	2	1	0	0	362
99	177	129	44	8	4	0	0	0	478
78	187	137	31	6	2	1	0	0	447
45	94	61	34	4	2	2	0	0	247
36	47	39	11	6	0	1	0	0	145
20	25	17	6	2	2	0	0	0	76
15	25	16	8	0	0	0	0	0	67
10	13	10	7	3	3	2	0	0	52
6	11	2	1	0	0	0	0	0	23

634	1268	859	328	80	21	8	0	0	3306
709	1412	968	367	92	26	9	0	0	3706
725	1436	980	375	95	29	11	0	0	3781
738	1458	1003	388	99	29	11	0	0	3858

31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
1	3	0	1	1	0	1	0	0	9
3	1	2	0	1	1	0	0	0	8
1	0	0	0	0	0	0	0	0	1
0	1	0	0	0	0	0	0	0	2
3	5	1	2	0	1	0	0	0	13
6	13	19	8	0	1	0	0	0	47
19	61	48	28	19	4	0	0	0	183
55	181	114	26	7	3	0	0	0	398
97	154	107	34	4	0	0	0	0	404
40	106	63	17	6	1	0	0	0	243
40	61	38	12	4	0	0	0	0	171
47	118	88	27	6	1	0	0	0	297
46	76	63	20	7	0	0	0	0	216
53	84	64	15	7	2	1	0	0	241
54	97	65	14	7	2	0	0	0	250

16	302	2	0	1	0	0	0	0	0
17	319	2	0	0	0	0	0	1	0
18	308	2	0	0	0	0	0	2	0
19	219	2	0	0	0	0	0	1	0
20	129	1	0	0	0	0	0	0	0
21	86	0	0	0	0	0	0	1	0
22	77	0	0	0	0	0	0	0	0
23	70	0	0	0	0	0	0	0	0
24	42	0	0	0	0	0	0	0	0

7-19	3326	41	0	4	0	0	0	5	0
6-22	3798	44	0	4	0	0	0	6	0
6-24	3910	44	0	4	0	0	0	6	0
0-24	3989	44	0	5	0	0	0	6	0

0	0	0	0	305
0	0	0	0	322
0	0	0	0	312
0	0	0	0	222
0	0	0	0	130
0	0	0	0	87
0	0	0	0	77
0	0	0	0	70
0	0	0	0	42

16	0	1	2
17	0	1	5
18	0	1	1
19	0	0	5
20	0	0	6
21	1	0	4
22	0	0	0
23	0	0	2
24	0	0	4

1	1	3	0	3381
1	1	4	0	3858
1	1	4	0	3970
1	1	4	0	4050

7-19	0	12	90
6-22	1	12	104
6-24	1	12	110
0-24	1	12	114

57	116	92	26	7	4	0	0	0	305
38	116	106	42	14	0	0	0	0	322
34	122	89	42	20	3	0	0	0	312
32	98	59	21	6	1	0	0	0	222
33	41	28	12	8	0	2	0	0	130
16	26	25	12	2	1	0	0	0	87
11	29	27	8	1	0	1	0	0	77
21	23	11	9	4	0	0	0	0	70
9	18	6	3	2	0	0	0	0	42

593	1329	948	296	95	17	1	0	0	3381
672	1486	1076	356	125	22	4	0	0	3858
702	1527	1093	368	131	22	4	0	0	3970
716	1550	1115	379	133	25	5	0	0	4050

Warrington ATC B, Mill L

Produced by Road Data Services Ltd

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	3
0	0	0	0	11
0	0	0	0	18
0	0	0	0	24
0	0	0	0	39
0	0	0	0	29
0	0	0	0	38
0	0	0	0	30
0	0	0	0	36
0	0	0	0	53
0	0	0	0	30
0	0	0	0	27
0	0	0	0	20
0	0	0	0	8
0	0	0	0	2
0	0	0	0	2

0	0	0	0	312
0	0	0	0	367
0	0	0	0	371
0	0	0	0	378

03-30-19			
Hr Ending	0-10	11-15	16-20
1	1	1	0
2	0	0	2
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	1
7	0	0	0
8	0	0	1
9	0	1	2
10	1	0	5
11	0	0	9
12	3	3	11
13	1	7	16
14	0	6	12
15	2	4	21
16	1	9	12
17	2	3	18
18	3	12	23
19	1	4	13
20	0	0	13
21	0	3	11
22	0	3	2
23	0	0	2
24	0	0	2

7-19	14	49	143
6-22	14	55	169
6-24	14	55	173
0-24	15	56	176

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	6
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	3
0	0	0	0	5
0	0	0	0	15
0	0	0	0	15
0	0	0	0	24
0	0	0	0	17
0	0	0	0	16
0	0	0	0	20
0	0	0	0	27

03-30-19			
Hr Ending	0-10	11-15	16-20
1	1	3	2
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	1
7	0	0	1
8	0	2	3
9	2	2	6
10	0	1	4
11	2	3	12
12	0	3	7
13	0	2	5
14	0	6	4
15	2	3	12

Warrington ATC B, Mill Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	3	5	1	3	0	2
2	3	4	0	0	0	1
3	0	0	0	0	0	0
4	0	0	1	0	0	0
5	0	1	0	1	1	1
6	1	0	0	0	1	0
7	0	0	1	2	1	1
8	1	0	12	8	10	5
9	3	1	12	13	13	9
10	11	6	10	12	11	11
11	18	9	15	6	9	10
12	24	14	12	19	16	14
13	39	34	26	28	18	18
14	29	33	20	18	20	25
15	38	35	32	22	17	28
16	30	44	22	19	24	25
17	36	36	32	41	41	37
18	53	50	56	43	55	32
19	30	26	42	30	54	45
20	27	22	26	29	30	32
21	20	11	22	11	12	27
22	8	8	10	4	9	21
23	2	7	4	3	5	7
24	2	2	2	2	3	8

7-19	312	288	291	259	288	259
6-22	367	329	350	305	340	340
6-24	371	338	356	310	348	355
0-24	378	348	358	314	350	359

Warrington ATC B, Mill La

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
0	1	2
1	0	1
0	0	0
0	0	0
1	0	0
0	0	0
1	1	0
5	8	5
8	11	8
14	11	10
16	11	11
23	16	17
31	24	27
24	21	24
33	26	29
27	23	27
67	43	41
66	50	50
50	44	39
31	29	28
20	18	17
15	11	10
15	6	6
6	4	3

364	292	294
431	353	351
452	364	361
454	367	365

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	15.9	16.7
2	20.5	22.1
3	-	-
4	-	-
5	-	16.0
6	17.0	-
7	-	-
8	19.8	-
9	16.3	14.9
10	20.0	21.0
11	20.8	18.6
12	17.6	19.5
13	19.7	19.8
14	19.5	18.0
15	18.4	17.7
16	17.7	18.1
17	19.0	20.4
18	17.7	18.3
19	18.7	18.1
20	21.6	19.1
21	19.0	18.9
22	18.1	18.5
23	17.9	20.1
24	16.8	21.3

10-12	18.9	19.1
14-16	18.1	17.9
0-24	18.9	18.8

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	23.6	21.3
2	23.8	24.1
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	18.9	-
10	24.9	24.9
11	24.5	27.4
12	22.4	21.5
13	24.7	24.1
14	23.4	22.7
15	21.6	21.0

Warringt

Produced by

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
12.5	20.2	-	17.9	-
-	-	-	7.0	28.3
-	-	-	-	-
19.9	-	-	-	-
-	22.9	17.1	26.5	22.0
-	-	13.7	-	-
20.6	21.8	17.6	29.4	9.1
21.6	21.1	23.5	24.9	18.3
18.5	20.1	19.6	19.6	21.9
18.4	15.1	20.9	18.4	18.4
20.0	14.9	16.6	19.4	20.1
17.8	16.4	17.7	19.6	21.8
19.2	18.2	19.4	18.9	18.9
20.5	17.7	19.7	20.7	18.9
18.8	20.2	18.1	18.3	16.3
19.9	17.8	17.8	20.4	18.2
19.4	18.7	20.7	20.5	18.7
19.2	19.3	18.8	23.2	18.9
19.2	18.4	19.3	21.9	18.7
20.1	18.9	17.6	23.5	19.8
19.2	21.9	21.4	21.1	18.1
19.0	21.0	21.8	22.8	18.7
24.7	23.2	16.4	19.7	19.6
22.0	19.3	22.6	22.2	17.0

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

19.0	16.0	17.3	19.5	21.1
19.3	19.1	17.9	19.3	17.1
19.4	18.7	19.3	21.0	18.8

Average **19.3**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	21.3	-	18.9	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	22.5	-	-	-
25.5	23.6	27.0	28.8	24.3
21.1	24.0	23.7	25.2	28.4
21.0	17.5	22.4	20.9	24.3
24.5	16.6	20.1	22.7	24.3
22.6	19.8	21.1	24.3	25.9
23.5	21.9	23.3	24.6	24.8
24.8	20.4	21.9	26.7	21.7
23.3	24.0	22.6	23.8	19.9

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
247	226	204	205	216	167
131	122	154	109	134	192
0	0	0	0	0	0
0	0	0	0	0	0
378	348	358	314	350	359

Warrington ATC B, Mill Lane

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
302
152
0
0
454

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	306	6
6-22	357	10
6-24	361	10
0-24	368	10
03-31-19		
7-19	284	4
6-22	325	4
6-24	334	4
0-24	344	4
04-01-19		
7-19	278	13
6-22	337	13
6-24	343	13
0-24	345	13
04-02-19		
7-19	252	7
6-22	298	7
6-24	303	7
0-24	307	7
04-03-19		
7-19	279	9
6-22	331	9
6-24	339	9
0-24	341	9
04-04-19		
7-19	227	32
6-22	304	36
6-24	318	37
0-24	322	37
04-05-19		
7-19	350	13
6-22	417	13
6-24	438	13
0-24	440	13

Average		
7-19	282	12
6-22	338	13
6-24	348	13
0-24	352	13

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	312
0	367
0	371
0	378
0	288
0	329
0	338
0	348
0	291
0	350
0	356
0	358
0	259
0	305
0	310
0	314
0	288
0	340
0	348
0	350
0	259
0	340
0	355
0	359
1	364
1	431
1	452
1	454

0	294
0	351
0	361
0	365

0	0	0	0	27
0	0	0	0	48
0	0	0	0	41
0	0	0	0	30
0	0	0	0	27
0	0	0	0	21
0	0	0	0	14
0	0	0	0	9
0	0	0	0	10

16	2	9	9
17	0	6	27
18	0	5	24
19	0	6	18
20	1	4	14
21	0	3	11
22	0	2	6
23	0	2	5
24	0	1	5

0	0	0	0	285
0	0	0	0	350
0	0	0	0	369
0	0	0	0	377

7-19	8	48	131
6-22	9	57	163
6-24	9	60	173
0-24	10	63	176

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	5
0	0	0	0	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	6
0	0	0	0	9
0	0	0	0	14
0	0	0	0	34
0	0	0	0	33
0	0	0	0	35
0	0	0	0	44
0	0	0	0	36
0	0	0	0	50
0	0	0	0	26
0	0	0	0	22
0	0	0	0	11
0	0	0	0	8
0	0	0	0	7
0	0	0	0	2

03-31-19			
Hr Ending	0-10	11-15	16-20
1	1	0	3
2	0	0	1
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	0
7	0	0	0
8	0	0	0
9	0	1	0
10	0	1	1
11	0	5	0
12	0	1	7
13	0	4	17
14	1	9	15
15	1	7	18
16	1	10	22
17	0	4	15
18	2	8	22
19	0	7	13
20	0	4	10
21	1	0	4
22	0	1	4
23	0	1	2
24	0	0	1

0	0	0	0	288
0	0	0	0	329
0	0	0	0	338
0	0	0	0	348

7-19	5	57	130
6-22	6	62	148
6-24	6	63	151
0-24	7	63	156

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	6	2	1	3	0	1
2	1	3	0	0	0	0
3	0	0	0	0	2	0
4	0	0	2	0	0	0
5	0	1	0	2	2	1
6	1	0	2	1	3	1
7	3	1	5	8	6	8
8	5	1	21	26	27	19
9	15	2	31	32	27	28
10	15	11	16	13	18	12
11	24	28	10	9	7	15
12	17	10	15	17	16	17
13	16	18	18	26	14	9
14	20	34	23	18	23	16
15	27	28	17	21	21	30
16	27	38	14	16	18	17
17	48	23	31	22	27	23
18	41	41	22	26	31	28
19	30	33	35	30	33	27
20	27	23	29	24	34	27
21	21	25	13	13	19	26
22	14	14	7	14	16	22
23	9	13	25	5	5	8
24	10	1	4	1	8	31
7-19	285	267	253	256	262	241
6-22	350	330	307	315	337	324
6-24	369	344	336	321	350	363
0-24	377	350	341	327	357	366

16	22.5	21.7
17	23.1	24.1
18	22.0	22.2
19	22.8	21.5
20	26.4	22.0
21	22.6	22.6
22	23.0	22.3
23	19.0	22.0
24	16.8	23.5

10-12	24.3	23.5
14-16	21.7	21.3
0-24	23.3	22.9

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
3	1	2
0	0	0
0	0	0
0	0	0
2	1	1
2	1	1
5	6	5
21	22	17
23	28	22
11	14	13
21	12	16
13	15	15
19	17	17
28	21	23
25	22	24
25	18	22
35	27	29
31	27	31
69	38	36
31	29	27
21	18	19
23	16	15
11	10	10
12	11	9

321	266	269
401	336	337
424	358	358
431	364	364

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	15.3	17.4
2	23.2	25.4
3	-	-
4	-	-
5	-	18.6
6	18.3	-
7	21.8	12.2
8	16.2	8.5
9	18.6	20.0
10	22.1	18.6
11	18.8	19.3
12	20.4	17.9
13	20.8	21.9
14	19.6	17.7
15	18.9	17.1
16	17.5	18.3
17	20.1	20.2
18	19.7	18.6
19	18.9	17.9
20	19.1	20.2
21	19.6	18.4
22	20.2	18.7
23	18.7	18.2
24	20.0	28.1

10-12	19.5	18.9
14-16	18.2	17.8
0-24	19.4	18.7

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	19.7	17.8
2	-	26.3
3	-	-
4	-	-
5	-	-

24.2	21.0	21.4	22.3	23.3
23.7	22.7	24.6	23.9	22.0
23.1	23.3	22.5	27.4	22.7
23.1	22.7	23.9	26.4	22.2
24.4	21.7	21.3	30.2	21.9
23.5	26.9	25.9	28.0	22.1
23.1	24.3	25.3	25.5	23.3
27.1	28.0	22.6	24.2	22.4
23.1	20.0	25.6	26.9	19.4

23.9	19.4	20.9	23.6	25.7
23.4	23.6	22.6	23.5	21.3
23.5	22.8	23.3	26.8	23.3

85th %ile	23.7
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
15.5	20.7	-	22.7	24.5
-	-	-	-	-
-	-	25.1	-	-
16.8	-	-	-	-
-	21.4	25.7	29.7	24.8
19.5	20.2	19.6	24.2	26.4
20.9	22.7	23.7	24.5	20.2
21.1	20.3	20.5	20.9	23.9
20.8	20.1	21.4	23.5	21.2
20.1	18.2	18.3	20.4	20.2
19.9	17.0	20.3	17.9	20.6
19.1	18.8	19.0	21.3	23.8
19.9	21.9	22.3	21.4	19.0
17.8	18.0	18.8	21.9	19.4
18.0	18.7	20.9	20.0	18.4
19.6	18.8	19.3	19.5	16.2
18.6	18.9	18.2	19.5	16.6
19.0	20.8	19.5	21.0	18.3
20.0	20.0	19.8	20.5	18.9
18.9	18.7	19.3	22.5	18.8
17.3	17.6	20.5	21.6	17.3
18.5	19.3	21.6	21.0	17.7
20.6	17.9	18.8	16.7	17.8
20.3	21.3	20.0	22.5	19.9

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

19.5	18.2	19.4	19.7	21.9
18.7	18.7	20.2	19.8	17.3
19.4	19.5	20.0	21.1	19.1

Average	19.6
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	24.4	-	-	27.0
-	-	-	-	-
-	-	25.7	-	-
19.3	-	-	-	-
-	23.2	27.7	-	25.7

Channel 2 - Eastbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
249	244	209	206	213	166
128	105	132	121	144	199
0	1	0	0	0	1
0	0	0	0	0	0
377	350	341	327	357	366

Week 1

Channel 2 - Eastbound

04-05-19 Friday
289
141
1
0
431

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	281	4
6-22	344	6
6-24	363	6
0-24	371	6
03-31-19		
7-19	259	8
6-22	322	8
6-24	336	8
0-24	342	8
04-01-19		
7-19	243	10
6-22	297	10
6-24	325	10
0-24	330	10
04-02-19		
7-19	249	7
6-22	308	7
6-24	314	7
0-24	320	7
04-03-19		
7-19	252	9
6-22	326	10
6-24	339	10
0-24	346	10
04-04-19		
7-19	211	30
6-22	287	37
6-24	325	38
0-24	327	39
04-05-19		
7-19	304	15
6-22	384	15
6-24	407	15
0-24	413	16
Average		
7-19	257	11
6-22	324	13
6-24	344	13

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	285
0	350
0	369
0	377
0	267
0	330
0	344
0	350
0	253
0	307
1	336
1	341
0	256
0	315
0	321
0	327
1	262
1	337
1	350
1	357
0	241
0	324
0	363
0	366
2	321
2	401
2	424
2	431

0	269
0	337
0	358

6	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0	0
10	11	0	0	0	0	0	0	0	0
11	26	2	0	0	0	0	0	0	0
12	10	0	0	0	0	0	0	0	0
13	16	2	0	0	0	0	0	0	0
14	32	2	0	0	0	0	0	0	0
15	28	0	0	0	0	0	0	0	0
16	38	0	0	0	0	0	0	0	0
17	23	0	0	0	0	0	0	0	0
18	39	2	0	0	0	0	0	0	0
19	33	0	0	0	0	0	0	0	0
20	23	0	0	0	0	0	0	0	0
21	25	0	0	0	0	0	0	0	0
22	14	0	0	0	0	0	0	0	0
23	13	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0

7-19	259	8	0	0	0	0	0	0	0
6-22	322	8	0	0	0	0	0	0	0
6-24	336	8	0	0	0	0	0	0	0
0-24	342	8	0	0	0	0	0	0	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0
8	12	0	0	0	0	0	0	0	0
9	12	0	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0	0
11	13	2	0	0	0	0	0	0	0
12	10	2	0	0	0	0	0	0	0
13	26	0	0	0	0	0	0	0	0
14	18	2	0	0	0	0	0	0	0
15	30	2	0	0	0	0	0	0	0
16	20	2	0	0	0	0	0	0	0
17	32	0	0	0	0	0	0	0	0
18	54	2	0	0	0	0	0	0	0
19	41	1	0	0	0	0	0	0	0
20	26	0	0	0	0	0	0	0	0
21	22	0	0	0	0	0	0	0	0
22	10	0	0	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0	0

7-19	278	13	0	0	0	0	0	0	0
6-22	337	13	0	0	0	0	0	0	0
6-24	343	13	0	0	0	0	0	0	0
0-24	345	13	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	2
0	0	0	0	11
0	0	0	0	28
0	0	0	0	10
0	0	0	0	18
0	0	0	0	34
0	0	0	0	28
0	0	0	0	38
0	0	0	0	23
0	0	0	0	41
0	0	0	0	33
0	0	0	0	23
0	0	0	0	25
0	0	0	0	14
0	0	0	0	13
0	0	0	0	1

0	0	0	0	267
0	0	0	0	330
0	0	0	0	344
0	0	0	0	350

6	0	0	0
7	0	1	0
8	1	0	0
9	0	0	1
10	0	4	3
11	1	4	16
12	0	4	4
13	0	2	4
14	1	11	17
15	1	9	12
16	1	9	18
17	0	4	9
18	1	9	20
19	1	8	16
20	0	4	8
21	1	5	14
22	0	4	5
23	1	4	3
24	0	0	0

7-19	7	64	120
6-22	8	78	147
6-24	9	82	150
0-24	9	82	153

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	12
0	0	0	0	12
0	0	0	0	10
0	0	0	0	15
0	0	0	0	12
0	0	0	0	26
0	0	0	0	20
0	0	0	0	32
0	0	0	0	22
0	0	0	0	32
0	0	0	0	56
0	0	0	0	42
0	0	0	0	26
0	0	0	0	22
0	0	0	0	10
0	0	0	0	4
0	0	0	0	2

0	0	0	0	291
0	0	0	0	350
0	0	0	0	356
0	0	0	0	358

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	0	1
5	0	0	0
6	0	0	0
7	0	0	1
8	0	0	4
9	1	1	6
10	0	3	5
11	0	2	5
12	1	3	4
13	1	4	10
14	0	3	6
15	2	3	13
16	0	3	11
17	0	7	12
18	2	7	24
19	1	5	17
20	0	4	9
21	0	4	11
22	0	2	4
23	0	0	0
24	0	0	1

7-19	8	41	117
6-22	8	51	142
6-24	8	51	143
0-24	8	52	144

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	11
5	2	0	0	0	0	0	0	0	28
1	1	0	0	0	0	0	0	0	10
10	2	0	0	0	0	0	0	0	18
4	0	1	0	0	0	0	0	0	34
6	0	0	0	0	0	0	0	0	28
10	0	0	0	0	0	0	0	0	38
8	2	0	0	0	0	0	0	0	23
9	1	0	1	0	0	0	0	0	41
8	0	0	0	0	0	0	0	0	33
9	2	0	0	0	0	0	0	0	23
4	1	0	0	0	0	0	0	0	25
5	0	0	0	0	0	0	0	0	14
4	1	0	0	0	0	0	0	0	13
0	1	0	0	0	0	0	0	0	1

65	9	1	1	0	0	0	0	0	267
83	12	1	1	0	0	0	0	0	330
87	14	1	1	0	0	0	0	0	344
89	15	1	1	0	0	0	0	0	350

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	12
4	0	0	0	0	0	0	0	0	12
1	1	0	0	0	0	0	0	0	10
7	1	0	0	0	0	0	0	0	15
4	0	0	0	0	0	0	0	0	12
11	0	0	0	0	0	0	0	0	26
8	3	0	0	0	0	0	0	0	20
13	1	0	0	0	0	0	0	0	32
6	2	0	0	0	0	0	0	0	22
11	2	0	0	0	0	0	0	0	32
23	0	0	0	0	0	0	0	0	56
18	1	0	0	0	0	0	0	0	42
10	2	1	0	0	0	0	0	0	26
4	3	0	0	0	0	0	0	0	22
3	1	0	0	0	0	0	0	0	10
2	2	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	0	2

111	14	0	0	0	0	0	0	0	291
128	20	1	0	0	0	0	0	0	350
131	22	1	0	0	0	0	0	0	356
131	22	1	0	0	0	0	0	0	358

6	-	-
7	24.1	-
8	18.7	-
9	26.4	20.8
10	25.1	24.6
11	23.4	24.6
12	24.4	23.2
13	25.0	24.7
14	24.5	20.7
15	24.5	20.7
16	23.2	22.3
17	24.2	24.6
18	23.8	22.5
19	21.6	22.1
20	22.6	24.3
21	23.2	21.4
22	23.5	22.4
23	21.2	22.6
24	22.8	-

10-12	24.3	25.0
14-16	24.2	21.7
0-24	24.2	23.6

20.3	-	20.1	-	28.5
23.6	27.2	31.8	28.0	24.7
24.7	23.7	25.1	25.2	27.7
26.4	25.6	25.8	28.9	26.7
24.8	21.6	24.0	24.1	25.0
26.4	20.7	25.2	23.9	25.4
24.3	22.6	23.3	26.8	28.3
23.1	26.3	25.0	25.9	22.8
21.4	21.6	21.7	25.5	25.8
22.8	23.9	24.1	25.4	23.6
25.2	23.2	22.5	24.2	20.2
24.3	24.5	22.8	24.8	19.5
24.9	23.8	25.1	25.3	22.1
25.9	24.1	24.5	26.7	24.1
24.7	23.4	25.0	26.0	22.6
23.8	19.3	25.6	25.3	20.5
25.0	22.1	25.9	25.5	20.3
24.7	21.4	23.5	19.6	20.4
25.1	-	26.0	26.2	22.7

25.2	22.3	24.0	25.8	28.0
24.0	23.8	24.0	24.7	22.1
24.9	24.0	25.0	25.9	24.3

85th %ile	24.6
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0-24	349	13
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0	364
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Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	0
0	0	0	0	2
0	0	0	0	5
0	0	0	0	21
0	0	0	0	31
0	0	0	0	16
0	0	0	0	10
0	0	0	0	15
0	0	0	0	18
0	0	0	0	23
0	0	0	0	17
0	0	0	0	14
0	0	0	0	31
0	0	0	0	22
0	0	0	0	35
0	0	0	0	29
0	0	0	0	13
0	0	0	0	7
0	0	0	0	25
0	0	0	0	4

0	0	0	0	253
0	0	0	0	307
0	0	0	0	336
0	0	0	0	341

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	1	1
5	0	0	0
6	0	0	2
7	0	0	3
8	1	0	9
9	2	3	10
10	0	3	7
11	0	5	1
12	1	3	6
13	0	2	9
14	0	6	13
15	0	4	8
16	1	3	2
17	2	5	14
18	1	6	5
19	2	1	17
20	0	9	9
21	0	6	4
22	1	1	3
23	0	1	13
24	0	1	1

7-19	10	41	101
6-22	11	57	120
6-24	11	59	134
0-24	11	61	137

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	2
0	0	0	0	8
0	0	0	0	13
0	0	0	0	12
0	0	0	0	6
0	0	0	0	19
0	0	0	0	28
0	0	0	0	18
0	0	0	0	22
0	0	0	0	19
0	0	0	0	41
0	0	0	0	43
0	0	0	0	30
0	0	0	0	29

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	3
9	0	3	3
10	2	2	7
11	0	3	3
12	2	5	9
13	0	7	14
14	1	3	11
15	0	4	6
16	1	4	10
17	3	3	21
18	0	5	23
19	1	7	11
20	0	6	12

0	0	0	0	11
0	0	0	0	4
0	0	0	0	3
0	0	0	0	2

21	0	0	4
22	0	0	2
23	0	0	2
24	0	0	1

0	0	0	0	259
0	0	0	0	305
0	0	0	0	310
0	0	0	0	314

7-19	10	46	121
6-22	10	52	139
6-24	10	52	142
0-24	10	52	143

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	1
0	0	0	0	8
0	0	0	0	26
0	0	0	0	32
0	0	0	0	13
0	0	0	0	9
0	0	0	0	17
0	0	0	0	26
0	0	0	0	18
0	0	0	0	21
0	0	0	0	16
0	0	0	0	22
0	0	0	0	26
0	0	0	0	30
0	0	0	0	24
0	0	0	0	13
0	0	0	0	14
0	0	0	0	5
0	0	0	0	1

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	1
7	1	0	0
8	1	0	14
9	1	5	10
10	0	5	4
11	1	1	6
12	1	2	7
13	0	0	12
14	0	5	9
15	0	4	12
16	0	5	6
17	0	8	7
18	0	0	15
19	1	4	12
20	0	4	14
21	0	2	11
22	0	2	7
23	0	2	2
24	0	0	0

0	0	0	0	256
0	0	0	0	315
0	0	0	0	321
0	0	0	0	327

7-19	5	39	114
6-22	6	47	146
6-24	6	49	148
0-24	6	50	150

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	10
0	0	0	0	13
0	0	0	0	11

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	1	0
7	0	0	1
8	0	0	1
9	0	4	4
10	0	1	3

11	9	0	0	0	0	0	0	0	0
12	15	1	0	0	0	0	0	0	0
13	17	1	0	0	0	0	0	0	0
14	19	1	0	0	0	0	0	0	0
15	17	0	0	0	0	0	0	0	0
16	23	1	0	0	0	0	0	0	0
17	40	1	0	0	0	0	0	0	0
18	53	2	0	0	0	0	0	0	0
19	53	1	0	0	0	0	0	0	0
20	30	0	0	0	0	0	0	0	0
21	12	0	0	0	0	0	0	0	0
22	9	0	0	0	0	0	0	0	0
23	5	0	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0	0

7-19	279	9	0	0	0	0	0	0	0
6-22	331	9	0	0	0	0	0	0	0
6-24	339	9	0	0	0	0	0	0	0
0-24	341	9	0	0	0	0	0	0	0

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0
7	6	0	0	0	0	0	0	0	0
8	27	0	0	0	0	0	0	0	0
9	27	0	0	0	0	0	0	0	0
10	18	0	0	0	0	0	0	0	0
11	6	1	0	0	0	0	0	0	0
12	16	0	0	0	0	0	0	0	0
13	12	2	0	0	0	0	0	0	0
14	22	1	0	0	0	0	0	0	0
15	20	0	0	1	0	0	0	0	0
16	17	1	0	0	0	0	0	0	0
17	25	2	0	0	0	0	0	0	0
18	30	1	0	0	0	0	0	0	0
19	32	1	0	0	0	0	0	0	0
20	33	1	0	0	0	0	0	0	0
21	19	0	0	0	0	0	0	0	0
22	16	0	0	0	0	0	0	0	0
23	5	0	0	0	0	0	0	0	0
24	8	0	0	0	0	0	0	0	0

7-19	252	9	0	1	0	0	0	0	0
6-22	326	10	0	1	0	0	0	0	0
6-24	339	10	0	1	0	0	0	0	0
0-24	346	10	0	1	0	0	0	0	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	0	0	9
0	0	0	0	16
0	0	0	0	18
0	0	0	0	20
0	0	0	0	17
0	0	0	0	24
0	0	0	0	41
0	0	0	0	55
0	0	0	0	54
0	0	0	0	30
0	0	0	0	12
0	0	0	0	9
0	0	0	0	5
0	0	0	0	3

11	0	4	4
12	0	5	7
13	0	3	10
14	0	1	13
15	1	4	6
16	1	6	12
17	0	6	13
18	0	8	29
19	2	6	25
20	1	5	15
21	0	1	6
22	0	0	2
23	1	1	1
24	0	0	1

0	0	0	0	288
0	0	0	0	340
0	0	0	0	348
0	0	0	0	350

7-19	4	48	127
6-22	5	54	151
6-24	6	55	153
0-24	6	56	154

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	0
0	0	0	0	2
0	0	0	0	3
0	0	0	0	6
0	0	0	0	27
0	0	0	0	27
0	0	0	0	18
0	0	0	0	7
0	0	0	0	16
0	0	0	0	14
0	0	0	0	23
0	0	0	0	21
0	0	0	0	18
0	0	0	0	27
0	0	0	0	31
0	0	0	0	33
0	0	0	0	34
0	0	0	0	19
0	0	0	0	16
0	0	0	0	5
0	0	0	0	8

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	3
7	0	2	1
8	1	4	9
9	0	4	7
10	2	3	8
11	0	2	2
12	0	3	7
13	0	2	3
14	0	3	12
15	0	2	9
16	0	3	9
17	0	10	6
18	0	6	17
19	0	4	17
20	1	7	13
21	0	1	12
22	0	1	7
23	0	2	2
24	0	2	4

0	0	0	0	262
0	0	0	0	337
0	0	0	0	350
0	0	0	0	357

7-19	3	46	106
6-22	4	57	139
6-24	4	61	145
0-24	4	61	148

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

1	0	0	0	0	0	0	0	0	9
4	0	0	0	0	0	0	0	0	16
3	2	0	0	0	0	0	0	0	18
5	1	0	0	0	0	0	0	0	20
6	0	0	0	0	0	0	0	0	17
5	0	0	0	0	0	0	0	0	24
19	3	0	0	0	0	0	0	0	41
16	2	0	0	0	0	0	0	0	55
18	3	0	0	0	0	0	0	0	54
9	0	0	0	0	0	0	0	0	30
3	2	0	0	0	0	0	0	0	12
6	1	0	0	0	0	0	0	0	9
2	0	0	0	0	0	0	0	0	5
1	1	0	0	0	0	0	0	0	3

92	16	1	0	0	0	0	0	0	288
110	19	1	0	0	0	0	0	0	340
113	20	1	0	0	0	0	0	0	348
113	20	1	0	0	0	0	0	0	350

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	3
0	1	2	0	0	0	0	0	0	6
9	4	0	0	0	0	0	0	0	27
9	7	0	0	0	0	0	0	0	27
5	0	0	0	0	0	0	0	0	18
2	1	0	0	0	0	0	0	0	7
6	0	0	0	0	0	0	0	0	16
7	2	0	0	0	0	0	0	0	14
8	0	0	0	0	0	0	0	0	23
9	1	0	0	0	0	0	0	0	21
5	1	0	0	0	0	0	0	0	18
11	0	0	0	0	0	0	0	0	27
5	3	0	0	0	0	0	0	0	31
12	0	0	0	0	0	0	0	0	33
11	1	1	0	0	0	0	0	0	34
4	2	0	0	0	0	0	0	0	19
5	2	1	0	0	0	0	0	0	16
0	0	1	0	0	0	0	0	0	5
0	1	1	0	0	0	0	0	0	8

88	19	0	0	0	0	0	0	0	262
108	25	4	0	0	0	0	0	0	337
108	26	6	0	0	0	0	0	0	350
110	28	6	0	0	0	0	0	0	357

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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0	0	0	0	2
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	5
0	0	3	0	9
0	0	1	0	11
0	0	0	0	10
0	0	1	0	14
0	0	1	0	18
0	0	1	0	25
0	0	1	0	28
0	0	1	0	25
0	0	0	0	37
0	0	0	0	32
0	0	0	0	45
0	0	0	0	32
0	0	1	0	27
0	0	0	0	21
0	0	0	0	7
0	0	0	0	8

1	0	0	2
2	1	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	1
9	0	3	3
10	0	1	8
11	0	1	5
12	1	1	6
13	1	4	7
14	0	2	11
15	1	5	13
16	0	1	9
17	0	2	19
18	0	0	9
19	1	0	18
20	1	1	8
21	0	5	7
22	0	0	3
23	0	1	3
24	0	1	1

0	0	9	0	259
0	0	10	0	340
0	0	10	0	355
0	0	10	0	359

7-19	4	20	109
6-22	5	26	127
6-24	5	28	131
0-24	6	28	133

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	8
0	0	0	0	19
0	0	0	0	28
0	0	0	0	12
0	0	0	0	15
0	0	1	0	17
0	0	0	0	9
0	0	1	0	16
0	0	1	0	30
0	0	3	0	17
0	0	0	0	23
0	0	0	0	28
0	0	0	0	27
0	0	0	0	27
0	0	1	0	26
0	0	0	0	22
0	0	0	0	8
0	0	0	0	31

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	1	0	0
8	0	4	4
9	1	2	4
10	0	2	4
11	1	6	3
12	0	3	5
13	0	1	3
14	0	1	6
15	2	4	12
16	1	1	8
17	0	5	9
18	0	6	6
19	1	3	12
20	0	0	10
21	0	2	5
22	1	2	8
23	0	3	4
24	0	0	10

7-19	211	24	0	0	0	0	0	0	0
6-22	287	30	0	0	0	0	0	0	0
6-24	325	31	0	0	0	0	0	0	0
0-24	327	32	0	0	0	0	0	0	0

Channel 1 - Westbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0
8	3	2	0	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0	0
10	12	1	1	0	0	0	0	0	0
11	15	1	0	0	0	0	0	0	0
12	21	2	0	0	0	0	0	0	0
13	29	2	0	0	0	0	0	0	0
14	24	0	0	0	0	0	0	0	0
15	33	0	0	0	0	0	0	0	0
16	26	1	0	0	0	0	0	0	0
17	66	1	0	0	0	0	0	0	0
18	64	1	0	1	0	0	0	0	0
19	50	0	0	0	0	0	0	0	0
20	31	0	0	0	0	0	0	0	0
21	20	0	0	0	0	0	0	0	0
22	15	0	0	0	0	0	0	0	0
23	15	0	0	0	0	0	0	0	0
24	6	0	0	0	0	0	0	0	0

7-19	350	12	1	1	0	0	0	0	0
6-22	417	12	1	1	0	0	0	0	0
6-24	438	12	1	1	0	0	0	0	0
0-24	440	12	1	1	0	0	0	0	0

Channel 2 - Eastbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0	0
8	20	1	0	0	0	0	0	0	0
9	20	2	0	0	0	0	0	0	1
10	10	1	0	0	0	0	0	0	0
11	18	2	0	0	0	0	0	0	0
12	11	2	0	0	0	0	0	0	0
13	18	1	0	0	0	0	0	0	0
14	28	0	0	0	0	0	0	0	0
15	24	1	0	0	0	0	0	0	0

0	0	6	0	241
0	0	7	0	324
0	0	7	0	363
0	0	7	0	366

7-19	6	38	76
6-22	8	42	99
6-24	8	45	113
0-24	8	45	113

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	5
0	0	0	0	8
0	0	0	0	14
0	0	0	0	16
0	0	0	0	23
0	0	0	0	31
0	0	0	0	24
0	0	0	0	33
0	0	0	0	27
0	0	0	0	67
0	0	0	0	66
0	0	0	0	50
0	0	0	0	31
0	0	0	0	20
0	0	0	0	15
0	0	0	0	15
0	0	0	0	6

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	1	0	0
8	0	2	1
9	0	1	3
10	1	4	4
11	0	1	10
12	1	1	3
13	1	4	16
14	0	1	18
15	1	12	15
16	1	9	8
17	1	12	36
18	0	12	31
19	2	5	25
20	0	1	20
21	0	4	10
22	0	5	5
23	0	0	9
24	0	2	3

0	0	0	0	364
0	0	0	0	431
0	0	0	0	452
0	0	0	0	454

7-19	8	64	170
6-22	9	74	205
6-24	9	76	217
0-24	9	76	217

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	2
0	0	0	0	5
0	0	0	0	21
0	0	0	0	23
0	0	0	0	11
0	0	1	0	21
0	0	0	0	13
0	0	0	0	19
0	0	0	0	28
0	0	0	0	25

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	1	0	0
8	0	1	1
9	2	2	5
10	0	2	4
11	1	2	7
12	0	0	2
13	1	2	11
14	1	5	13
15	1	7	9

16	23	2	0	0	0	0	0	0	0
17	33	1	0	1	0	0	0	0	0
18	31	0	0	0	0	0	0	0	0
19	68	1	0	0	0	0	0	0	0
20	31	0	0	0	0	0	0	0	0
21	21	0	0	0	0	0	0	0	0
22	23	0	0	0	0	0	0	0	0
23	11	0	0	0	0	0	0	0	0
24	12	0	0	0	0	0	0	0	0

7-19	304	14	0	1	0	0	0	0	1
6-22	384	14	0	1	0	0	0	0	1
6-24	407	14	0	1	0	0	0	0	1
0-24	413	15	0	1	0	0	0	0	1

0	0	0	0	25
0	0	0	0	35
0	0	0	0	31
0	0	0	0	69
0	0	0	0	31
0	0	0	0	21
0	0	0	0	23
0	0	0	0	11
0	0	0	0	12

16	2	9	12
17	2	9	22
18	0	7	16
19	1	16	32
20	0	6	18
21	0	8	11
22	0	8	13
23	0	3	6
24	0	1	7

0	0	1	0	321
0	0	1	0	401
0	0	1	0	424
0	0	1	0	431

7-19	11	62	134
6-22	12	84	176
6-24	12	88	189
0-24	12	88	189

2	0	0	0	0	0	0	0	0	25
2	0	0	0	0	0	0	0	0	35
7	1	0	0	0	0	0	0	0	31
14	5	1	0	0	0	0	0	0	69
6	1	0	0	0	0	0	0	0	31
2	0	0	0	0	0	0	0	0	21
2	0	0	0	0	0	0	0	0	23
2	0	0	0	0	0	0	0	0	11
3	1	0	0	0	0	0	0	0	12

82	28	3	1	0	0	0	0	0	321
96	29	3	1	0	0	0	0	0	401
101	30	3	1	0	0	0	0	0	424
105	33	3	1	0	0	0	0	0	431

Warrington ATC C, Poplar

Produced by Road Data Services Ltd

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	34
0	0	0	0	21
0	0	0	0	14
0	0	0	0	16
0	0	0	0	12
0	0	0	0	35
0	0	1	0	40
0	0	2	0	54
0	0	3	0	118
0	0	4	0	216
0	0	5	0	266
0	0	4	0	303
1	0	3	0	321
0	0	5	0	304
0	0	5	0	317
0	0	4	0	310
0	0	1	0	304
0	0	3	0	344
0	0	3	0	255
0	0	0	0	229
0	0	1	0	196
0	0	0	0	133
0	0	1	0	83
0	0	1	0	69

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	3
2	0	1	2
3	0	0	0
4	0	0	3
5	0	0	2
6	0	0	1
7	0	0	5
8	0	1	9
9	0	1	21
10	6	10	53
11	0	19	64
12	12	20	85
13	6	25	109
14	3	15	90
15	8	29	80
16	14	15	75
17	0	16	59
18	0	19	73
19	1	8	62
20	4	12	55
21	2	1	27
22	1	4	9
23	0	0	13
24	0	1	2

1	0	42	0	3112
1	0	44	0	3710
1	0	46	0	3862
1	0	46	0	3994

7-19	50	178	780
6-22	57	195	876
6-24	57	196	891
0-24	57	197	902

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	31
0	0	0	0	15
0	0	0	0	11
0	0	0	0	10
0	0	0	0	18
0	0	0	0	36
0	0	0	0	66
0	0	1	0	81
0	0	2	0	149
0	0	3	0	201
0	0	4	0	238
0	0	2	0	241
0	0	3	0	254
0	0	4	0	258
0	0	2	0	244

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	2	0
2	0	2	0
3	0	0	0
4	0	0	1
5	0	0	0
6	2	1	0
7	0	2	5
8	0	2	11
9	1	1	17
10	0	9	35
11	1	13	43
12	3	14	56
13	3	14	64
14	6	23	63
15	1	15	43

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
10	13	7	1	0	0	0	0	0	34
5	8	4	1	0	0	0	0	0	21
4	8	2	0	0	0	0	0	0	14
4	8	1	0	0	0	0	0	0	16
2	7	1	0	0	0	0	0	0	12
10	18	3	1	2	0	0	0	0	35
8	19	8	0	0	0	0	0	0	40
20	24	0	0	0	0	0	0	0	54
61	33	2	0	0	0	0	0	0	118
100	41	3	3	0	0	0	0	0	216
132	47	4	0	0	0	0	0	0	266
142	43	1	0	0	0	0	0	0	303
131	44	4	2	0	0	0	0	0	321
132	59	5	0	0	0	0	0	0	304
153	45	2	0	0	0	0	0	0	317
145	57	4	0	0	0	0	0	0	310
165	60	4	0	0	0	0	0	0	304
161	86	5	0	0	0	0	0	0	344
119	58	7	0	0	0	0	0	0	255
97	47	14	0	0	0	0	0	0	229
105	52	7	2	0	0	0	0	0	196
61	49	8	1	0	0	0	0	0	133
34	29	7	0	0	0	0	0	0	83
25	36	5	0	0	0	0	0	0	69

1461	597	41	5	0	0	0	0	0	3112
1732	764	78	8	0	0	0	0	0	3710
1791	829	90	8	0	0	0	0	0	3862
1826	891	108	11	2	0	0	0	0	3994

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
13	14	1	1	0	0	0	0	0	31
8	3	2	0	0	0	0	0	0	15
4	3	3	1	0	0	0	0	0	11
1	7	0	1	0	0	0	0	0	10
6	11	1	0	0	0	0	0	0	18
9	19	5	0	0	0	0	0	0	36
30	23	6	0	0	0	0	0	0	66
32	29	4	2	1	0	0	0	0	81
64	55	8	2	1	0	0	0	0	149
98	50	9	0	0	0	0	0	0	201
113	60	6	2	0	0	0	0	0	238
110	53	3	2	0	0	0	0	0	241
108	54	9	1	1	0	0	0	0	254
99	61	6	0	0	0	0	0	0	258
106	67	7	4	1	0	0	0	0	244

Warrington ATC C, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	34	44	16	16	12	23
2	21	25	7	2	13	4
3	14	0	2	5	2	6
4	16	20	8	8	9	6
5	12	21	4	5	9	7
6	35	22	37	40	34	42
7	40	20	63	64	65	76
8	54	43	171	171	172	167
9	118	49	276	285	274	279
10	216	112	206	228	259	231
11	266	167	179	194	198	201
12	303	284	230	214	231	244
13	321	302	235	217	244	266
14	304	307	237	239	232	224
15	317	257	291	282	312	263
16	310	256	351	363	376	328
17	304	251	362	356	381	390
18	344	249	418	401	425	459
19	255	221	301	310	334	374
20	229	211	227	238	269	257
21	196	188	156	181	177	167
22	133	96	122	106	140	106
23	83	69	100	78	93	83
24	69	36	23	28	40	39

7-19	3112	2498	3257	3260	3438	3426
6-22	3710	3013	3825	3849	4089	4032
6-24	3862	3118	3948	3955	4222	4154
0-24	3994	3250	4022	4031	4301	4242

Warrington ATC C, Poplar

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
19	17	23
4	6	10
5	4	4
3	6	10
5	6	9
37	38	35
72	68	57
159	168	133
279	278	222
246	234	214
215	197	202
265	236	253
279	248	266
309	248	264
340	297	294
418	367	343
454	388	356
490	438	398
381	340	310
259	250	241
184	173	178
149	124	121
118	94	89
58	37	41

3835	3443	3260
4499	4058	3859
4675	4190	3990
4748	4268	4084

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	26.5	25.6
2	26.6	26.6
3	26.7	-
4	25.0	27.3
5	25.9	26.2
6	27.6	26.7
7	26.7	27.1
8	24.2	26.2
9	23.4	26.7
10	22.3	24.8
11	22.2	23.8
12	21.0	22.9
13	21.2	23.7
14	22.0	22.9
15	21.4	23.1
16	21.7	23.2
17	22.6	23.3
18	22.9	23.2
19	22.8	23.4
20	22.7	22.9
21	23.9	23.4
22	24.7	23.9
23	24.7	26.1
24	25.6	24.8

10-12	21.6	23.3
14-16	21.6	23.2
0-24	22.6	23.6

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	32.2	29.9
2	32.0	31.1
3	29.9	-
4	29.6	32.0
5	29.3	30.7
6	31.2	31.4
7	30.8	30.7
8	27.6	30.1
9	27.1	30.9
10	26.8	28.7
11	26.7	27.7
12	25.5	26.9
13	25.9	27.7
14	26.3	27.3
15	25.6	27.3

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
24.6	27.9	25.3	25.7	25.3
24.6	28.6	27.4	25.3	27.6
25.3	26.9	26.0	27.7	27.9
28.9	26.0	27.8	29.5	25.9
27.6	23.8	29.1	24.1	27.4
25.7	25.1	26.6	25.6	26.6
23.7	23.8	25.5	23.5	26.4
21.7	23.3	22.6	23.0	23.9
22.1	22.2	22.4	22.1	22.4
22.2	22.2	21.7	22.7	22.2
22.4	23.4	22.8	21.8	22.1
22.1	22.7	21.8	20.7	22.1
22.9	22.3	22.3	22.3	23.1
22.1	22.9	22.4	22.7	22.9
22.3	22.4	21.4	22.2	22.1
22.4	21.7	20.8	21.4	22.7
23.2	22.7	22.4	21.8	21.7
22.1	21.6	21.4	21.1	20.9
21.9	21.3	22.5	21.7	20.6
23.1	22.5	22.7	22.3	22.2
22.7	24.0	23.3	23.1	23.6
23.6	24.6	23.5	24.1	24.6
25.8	23.8	24.0	25.1	23.5
24.3	26.7	26.7	25.2	24.2

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

22.2	23.0	22.3	21.2	22.1
22.4	22.0	21.1	21.8	22.4
22.6	22.6	22.3	22.2	22.4

Average **22.6**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
27.2	30.8	29.3	28.8	26.7
28.4	28.9	32.6	26.8	31.6
25.9	28.3	26.5	32.7	30.9
34.3	29.5	31.2	31.7	29.5
29.8	27.5	32.7	27.8	31.3
31.2	28.6	32.5	29.6	31.4
28.0	27.4	29.2	28.4	31.6
26.1	27.6	27.7	26.7	28.6
26.2	25.7	25.8	26.2	26.1
27.0	26.2	25.7	27.8	27.0
27.2	27.4	27.0	26.0	26.9
26.6	26.9	26.1	25.9	25.7
27.2	26.3	26.6	26.2	27.7
26.6	27.4	26.5	27.0	26.9
26.6	26.6	25.7	26.2	26.3

Channel 1 - Northbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1156	619	1104	1106	1258	1369
2825	2620	2906	2913	3035	2866
13	11	12	12	8	7
0	0	0	0	0	0
3994	3250	4022	4031	4301	4242

Warrington ATC C, Poplars Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Northbound

04-05-19 Friday
1451
3274
23
0
4748

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	3023	82
6-22	3609	94
6-24	3759	96
0-24	3891	96
03-31-19		
7-19	2460	34
6-22	2971	37
6-24	3076	37
0-24	3207	38
04-01-19		
7-19	3144	110
6-22	3700	121
6-24	3821	123
0-24	3893	125
04-02-19		
7-19	3131	120
6-22	3708	131
6-24	3813	132
0-24	3886	135
04-03-19		
7-19	3319	116
6-22	3958	128
6-24	4089	130
0-24	4164	134
04-04-19		
7-19	3307	119
6-22	3897	134
6-24	4017	136
0-24	4101	140
04-05-19		
7-19	3700	129
6-22	4352	141
6-24	4525	144
0-24	4595	147

Average		
7-19	3154	101
6-22	3742	112
6-24	3871	114
0-24	3962	116

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
7	3112
7	3710
7	3862
7	3994
4	2498
5	3013
5	3118
5	3250
3	3257
4	3825
4	3948
4	4022
9	3260
10	3849
10	3955
10	4031
3	3438
3	4089
3	4222
3	4301
0	3426
1	4032
1	4154
1	4242
6	3835
6	4499
6	4675
6	4748

4	3260
5	3859
5	3990
5	4084

0	0	4	0	234
0	0	2	0	193
0	0	3	0	241
0	0	3	0	209
0	0	0	0	207
0	0	0	0	133
0	0	0	0	105
0	0	0	0	69
0	0	0	0	43

16	2	12	51
17	2	3	37
18	0	3	43
19	0	5	39
20	1	8	41
21	0	2	29
22	1	1	17
23	1	1	7
24	1	0	5

0	0	33	0	2543
0	0	33	0	3054
0	0	33	0	3166
0	0	33	0	3287

7-19	19	114	502
6-22	21	127	594
6-24	23	128	606
0-24	25	133	607

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	44
0	0	0	0	25
0	0	0	0	0
0	0	0	0	20
0	0	0	0	21
0	0	0	0	22
0	0	0	0	20
0	0	0	0	43
0	0	0	0	49
0	0	2	0	112
0	0	2	0	167
0	0	2	0	284
0	0	2	0	302
0	0	2	0	307
0	0	1	0	257
0	0	3	0	256
0	0	2	0	251
0	0	2	0	249
0	0	0	0	221
0	0	0	0	211
0	0	0	0	188
1	0	0	0	96
0	0	0	0	69
0	0	0	0	36

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	5
2	0	0	2
3	0	0	0
4	0	0	1
5	0	0	2
6	1	0	0
7	0	0	0
8	0	0	2
9	0	0	0
10	0	2	10
11	0	4	24
12	0	16	44
13	0	7	43
14	1	14	60
15	1	14	41
16	0	6	51
17	0	3	49
18	0	9	50
19	2	8	31
20	2	8	35
21	0	4	43
22	0	2	13
23	1	1	2
24	0	1	4

0	0	18	0	2498
1	0	18	0	3013
1	0	18	0	3118
1	0	18	0	3250

7-19	4	83	405
6-22	6	97	496
6-24	7	99	502
0-24	8	99	512

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	23
0	0	0	0	17
0	0	0	0	0
0	0	0	0	9
0	0	0	0	22

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	2
5	0	0	5

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	31	23	13	8	9	10
2	15	17	6	4	10	5
3	11	0	3	4	3	2
4	10	9	5	5	3	4
5	18	22	14	14	14	10
6	36	24	50	54	58	52
7	66	28	202	222	213	209
8	81	48	298	274	301	311
9	149	54	211	218	211	227
10	201	112	194	193	202	211
11	238	199	184	181	198	191
12	241	221	189	186	194	184
13	254	285	175	170	193	205
14	258	300	174	193	211	188
15	244	257	240	249	239	238
16	234	175	239	278	249	265
17	193	225	284	296	302	298
18	241	210	242	235	277	245
19	209	180	187	201	212	212
20	207	186	188	174	163	180
21	133	140	132	122	117	160
22	105	81	88	85	92	98
23	69	41	56	51	50	60
24	43	19	25	26	30	21
7-19	2543	2266	2617	2674	2789	2775
6-22	3054	2701	3227	3277	3374	3422
6-24	3166	2761	3308	3354	3454	3503
0-24	3287	2856	3399	3443	3551	3586

16	26.1	27.0
17	26.4	26.9
18	27.4	27.2
19	27.1	27.6
20	27.3	26.9
21	27.9	27.9
22	28.7	28.5
23	28.7	29.5
24	28.7	27.4

10-12	26.1	27.3
14-16	25.8	27.1
0-24	27.2	27.7

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
7	9	14
2	5	8
2	2	3
5	4	5
13	13	15
45	51	45
214	212	164
301	297	230
218	217	184
185	197	185
188	188	197
219	194	204
237	196	217
230	199	222
255	244	246
299	266	248
333	302	275
246	249	242
243	211	206
199	180	185
145	135	135
104	93	93
100	63	61
51	30	30

2954	2761	2659
3616	3383	3238
3767	3477	3330
3841	3564	3423

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	25.2	26.0
2	24.4	27.9
3	28.7	-
4	26.7	25.2
5	26.4	24.7
6	26.1	26.1
7	24.8	27.3
8	25.0	27.5
9	25.3	26.1
10	23.7	25.3
11	23.4	24.8
12	22.7	24.3
13	22.9	25.1
14	22.4	24.8
15	23.7	25.5
16	23.2	24.7
17	23.7	24.8
18	24.3	25.0
19	24.1	25.1
20	23.6	24.2
21	24.2	24.9
22	25.1	25.8
23	26.0	25.3
24	25.2	26.6

10-12	23.0	24.5
14-16	23.5	25.2
0-24	23.8	25.0

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	28.9	30.1
2	29.1	31.9
3	32.4	-
4	29.8	31.7
5	29.1	27.9

26.5	25.5	25.1	25.8	26.7
27.1	26.5	26.2	26.3	26.7
26.0	25.6	25.6	25.5	26.1
26.3	26.0	26.2	25.5	25.0
27.3	26.8	27.4	26.5	26.4
26.4	28.2	27.6	27.6	28.2
27.7	28.4	27.2	27.7	28.9
28.7	28.5	27.7	29.2	27.7
29.0	31.5	31.2	28.7	28.2

27.0	27.0	26.8	25.9	26.2
26.6	26.0	25.3	26.2	26.6
27.0	26.8	26.6	26.5	27.0

85th %ile	27.0
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
26.5	29.4	27.3	26.1	27.0
30.5	25.1	30.4	25.5	29.8
19.3	26.6	24.1	27.1	26.4
29.6	26.5	29.5	30.4	25.0
28.3	28.7	25.9	27.2	27.7
26.0	25.5	26.4	27.2	25.5
25.7	25.1	26.3	25.6	26.6
23.5	24.7	25.0	24.0	24.6
24.0	24.4	23.9	23.8	24.5
24.5	24.3	22.9	24.2	23.5
24.2	23.5	23.3	23.1	22.1
24.1	24.2	24.4	22.4	24.8
23.4	24.1	23.2	24.3	25.2
23.3	24.2	24.4	23.8	24.2
23.4	23.9	24.7	23.4	23.3
24.5	22.8	23.7	23.5	24.7
24.6	23.4	24.4	23.2	23.4
22.1	23.1	22.3	21.5	22.0
23.4	21.8	24.2	21.7	21.4
23.9	23.3	24.8	23.6	23.5
23.6	24.4	24.3	23.9	23.6
24.0	24.5	25.4	25.2	25.2
24.8	24.9	26.9	25.0	24.0
24.7	24.8	26.2	25.5	26.0

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

24.1	23.8	23.8	22.7	23.5
23.9	23.3	24.2	23.4	24.0
24.0	23.9	24.3	23.6	24.0

Average	24.1
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
30.1	35.5	32.3	33.4	32.3
35.0	30.3	33.7	33.1	30.4
22.9	29.1	26.5	28.1	27.2
33.5	29.3	32.2	33.7	27.4
31.0	31.5	29.4	29.2	30.1

Channel 2 - Southbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
765	381	693	703	684	809
2498	2462	2688	2722	2847	2762
24	13	18	18	20	15
0	0	0	0	0	0
3287	2856	3399	3443	3551	3586

Week 1

Channel 2 - Southbound

04-05-19 Friday
822
3004
15
0
3841

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	2479	59
6-22	2986	63
6-24	3098	63
0-24	3215	67
03-31-19		
7-19	2231	33
6-22	2665	34
6-24	2725	34
0-24	2820	34
04-01-19		
7-19	2508	104
6-22	3104	116
6-24	3185	116
0-24	3274	118
04-02-19		
7-19	2560	112
6-22	3150	125
6-24	3227	125
0-24	3313	128
04-03-19		
7-19	2674	109
6-22	3250	118
6-24	3330	118
0-24	3426	119
04-04-19		
7-19	2668	105
6-22	3301	119
6-24	3381	119
0-24	3461	122
04-05-19		
7-19	2834	110
6-22	3486	118
6-24	3636	119
0-24	3708	121
Average		
7-19	2564	90
6-22	3134	99
6-24	3226	99

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
5	2543
5	3054
5	3166
5	3287
2	2266
2	2701
2	2761
2	2856
5	2617
7	3227
7	3308
7	3399
2	2674
2	3277
2	3354
2	3443
6	2789
6	3374
6	3454
6	3551
2	2775
2	3422
3	3503
3	3586
10	2954
12	3616
12	3767
12	3841

4	2659
5	3238
5	3330

6	24	0	0	0	0	0	0	0	0
7	28	0	0	0	0	0	0	0	0
8	48	0	0	0	0	0	0	0	0
9	54	0	0	0	0	0	0	0	0
10	110	1	0	0	0	0	0	0	0
11	194	1	0	0	0	0	0	0	0
12	215	2	0	0	0	0	0	0	0
13	282	2	0	0	0	0	0	0	0
14	295	2	0	0	0	0	0	0	0
15	253	1	0	0	0	0	0	2	0
16	172	0	0	0	0	0	0	0	0
17	222	1	0	0	0	0	0	0	0
18	208	0	0	0	0	0	0	0	0
19	178	2	0	0	0	0	0	0	0
20	186	0	0	0	0	0	0	0	0
21	139	1	0	0	0	0	0	0	0
22	81	0	0	0	0	0	0	0	0
23	41	0	0	0	0	0	0	0	0
24	19	0	0	0	0	0	0	0	0

7-19	2231	12	0	0	0	0	0	2	0
6-22	2665	13	0	0	0	0	0	2	0
6-24	2725	13	0	0	0	0	0	2	0
0-24	2820	13	0	0	0	0	0	2	0

Channel 1 - Northbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	16	0	0	0	0	0	0	0	0
2	7	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0
6	35	1	0	0	0	0	0	0	0
7	59	1	0	1	0	0	0	0	0
8	161	6	1	0	0	0	0	0	0
9	264	6	0	0	0	0	0	0	0
10	195	6	0	0	0	0	0	1	0
11	171	3	0	0	0	0	0	1	0
12	223	2	0	0	0	0	0	0	0
13	226	4	0	0	0	0	0	0	0
14	227	4	0	0	0	0	0	0	0
15	281	5	0	0	0	0	0	1	0
16	340	7	0	0	0	0	0	0	0
17	350	8	0	0	0	0	0	0	0
18	412	3	0	0	0	0	0	0	0
19	294	3	1	0	0	0	0	0	0
20	224	2	0	0	0	0	0	0	0
21	153	2	0	0	0	0	0	0	0
22	120	1	0	0	0	0	0	0	0
23	99	0	0	0	0	0	0	0	0
24	22	0	0	0	0	0	0	0	0

7-19	3144	57	2	0	0	0	0	3	0
6-22	3700	63	2	1	0	0	0	3	0
6-24	3821	63	2	1	0	0	0	3	0
0-24	3893	64	2	1	0	0	0	3	0

0	0	0	0	24
0	0	0	0	28
0	0	0	0	48
0	0	0	0	54
0	0	1	0	112
0	0	4	0	199
0	0	4	0	221
0	0	1	0	285
0	0	3	0	300
0	0	1	0	257
0	0	3	0	175
0	0	2	0	225
0	0	2	0	210
0	0	0	0	180
0	0	0	0	186
0	0	0	0	140
0	0	0	0	81
0	0	0	0	41
0	0	0	0	19

6	1	1	1
7	0	1	0
8	0	1	3
9	0	0	3
10	1	1	8
11	1	6	27
12	0	5	34
13	2	5	27
14	1	4	33
15	0	6	17
16	2	5	29
17	0	2	27
18	0	1	26
19	0	1	18
20	3	5	26
21	0	3	19
22	0	0	9
23	0	1	4
24	0	0	2

0	0	21	0	2266
0	0	21	0	2701
0	0	21	0	2761
0	0	21	0	2856

7-19	7	37	252
6-22	10	46	306
6-24	10	47	312
0-24	11	48	322

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	16
0	0	0	0	7
0	0	0	0	2
0	0	0	0	8
0	0	0	0	4
0	0	1	0	37
0	0	2	0	63
0	0	3	0	171
0	0	6	0	276
0	0	4	0	206
0	0	4	0	179
0	0	5	0	230
0	0	5	0	235
0	0	6	0	237
0	0	4	0	291
0	0	4	0	351
0	0	4	0	362
0	0	3	0	418
0	0	3	0	301
0	0	1	0	227
0	0	1	0	156
0	0	1	0	122
0	0	1	0	100
0	0	1	0	23

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	6
7	0	2	12
8	6	20	19
9	4	19	63
10	2	13	55
11	1	13	35
12	4	12	60
13	2	15	46
14	7	20	45
15	2	23	62
16	4	18	71
17	1	8	61
18	5	22	97
19	2	21	83
20	0	5	54
21	0	4	36
22	0	6	27
23	0	1	5
24	0	0	4

0	0	51	0	3257
0	0	56	0	3825
0	0	58	0	3948
0	0	59	0	4022

7-19	40	204	697
6-22	40	221	826
6-24	40	222	835
0-24	40	223	841

5	12	4	0	0	0	0	0	0	24
5	18	3	1	0	0	0	0	0	28
11	22	11	0	0	0	0	0	0	48
18	29	4	0	0	0	0	0	0	54
48	44	10	0	0	0	0	0	0	112
70	83	12	0	0	0	0	0	0	199
104	68	8	2	0	0	0	0	0	221
117	122	12	0	0	0	0	0	0	285
144	102	16	0	0	0	0	0	0	300
107	113	14	0	0	0	0	0	0	257
62	63	14	0	0	0	0	0	0	175
109	76	9	2	0	0	0	0	0	225
104	65	13	0	1	0	0	0	0	210
86	63	12	0	0	0	0	0	0	180
89	51	11	1	0	0	0	0	0	186
64	42	11	0	1	0	0	0	0	140
33	29	8	2	0	0	0	0	0	81
19	13	3	0	1	0	0	0	0	41
7	9	0	1	0	0	0	0	0	19

980	850	135	4	1	0	0	0	0	2266
1171	990	168	8	2	0	0	0	0	2701
1197	1012	171	9	3	0	0	0	0	2761
1227	1053	182	10	3	0	0	0	0	2856

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
9	5	1	0	0	0	0	0	0	16
4	2	1	0	0	0	0	0	0	7
1	1	0	0	0	0	0	0	0	2
4	1	2	0	1	0	0	0	0	8
1	2	1	0	0	0	0	0	0	4
12	12	6	1	0	0	0	0	0	37
28	17	4	0	0	0	0	0	0	63
91	35	0	0	0	0	0	0	0	171
133	54	3	0	0	0	0	0	0	276
88	45	3	0	0	0	0	0	0	206
83	45	2	0	0	0	0	0	0	179
110	38	5	1	0	0	0	0	0	230
109	56	6	1	0	0	0	0	0	235
107	52	6	0	0	0	0	0	0	237
140	61	3	0	0	0	0	0	0	291
184	67	4	3	0	0	0	0	0	351
201	86	5	0	0	0	0	0	0	362
221	69	4	0	0	0	0	0	0	418
139	52	4	0	0	0	0	0	0	301
108	53	6	1	0	0	0	0	0	227
87	25	3	1	0	0	0	0	0	156
45	36	8	0	0	0	0	0	0	122
44	39	8	2	1	0	0	0	0	100
10	9	0	0	0	0	0	0	0	23

1606	660	45	5	0	0	0	0	0	3257
1874	791	66	7	0	0	0	0	0	3825
1928	839	74	9	1	0	0	0	0	3948
1959	862	85	10	2	0	0	0	0	4022

6	30.8	31.3
7	29.3	30.2
8	29.3	32.5
9	29.1	30.0
10	28.3	29.2
11	28.4	29.5
12	27.3	28.5
13	27.6	29.2
14	27.7	29.0
15	28.4	29.6
16	28.3	29.9
17	28.3	28.7
18	29.0	29.1
19	29.0	29.3
20	28.6	29.0
21	28.5	29.3
22	30.0	29.7
23	30.5	29.7
24	29.1	30.3

10-12	27.9	29.0
14-16	28.3	29.7
0-24	28.7	29.5

30.7	29.8	30.2	30.5	29.8
29.8	29.1	30.0	30.0	30.2
28.2	29.1	29.3	28.6	29.0
28.6	28.7	28.8	28.6	29.2
29.1	28.6	28.2	28.6	27.6
28.2	27.8	28.3	27.8	27.7
28.6	29.0	28.5	27.9	28.9
28.3	28.6	27.2	28.6	29.4
27.8	28.9	28.9	28.1	28.9
28.5	28.5	28.9	27.1	27.2
29.0	28.0	28.4	26.8	28.6
28.8	28.0	28.6	27.7	28.3
26.9	27.5	27.8	25.8	26.0
27.8	25.5	28.9	25.6	26.3
28.8	28.3	29.5	28.0	28.6
27.8	28.5	29.2	28.0	29.1
28.8	29.5	29.9	29.5	29.3
29.5	28.6	30.0	29.5	28.6
28.3	29.4	32.8	28.4	30.9

28.3	28.5	28.5	27.8	28.5
28.7	28.3	28.8	27.0	28.2
28.6	28.6	29.0	28.3	28.7

85th %ile	28.8
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0-24	3316	101
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5

3423

Channel 2 - Southbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	13	0	0	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	0	0	0
6	48	2	0	0	0	0	0	0	0
7	194	5	0	0	0	0	0	0	0
8	285	8	0	0	0	0	0	0	0
9	205	4	0	0	0	0	0	0	0
10	183	5	0	0	0	0	0	0	0
11	172	3	0	0	0	0	0	2	0
12	181	4	0	0	0	0	0	0	0
13	166	3	0	0	0	0	0	1	0
14	164	3	0	0	0	0	0	0	0
15	231	4	0	0	0	0	0	0	0
16	228	6	0	0	0	0	0	0	0
17	275	3	0	0	0	0	0	1	0
18	235	2	0	0	0	0	0	0	0
19	183	1	0	0	0	0	0	1	0
20	186	1	0	0	0	0	0	0	0
21	128	1	0	0	0	0	0	2	0
22	88	0	0	0	0	0	0	0	0
23	56	0	0	0	0	0	0	0	0
24	25	0	0	0	0	0	0	0	0

7-19	2508	46	0	0	0	0	0	5	0
6-22	3104	53	0	0	0	0	0	7	0
6-24	3185	53	0	0	0	0	0	7	0
0-24	3274	55	0	0	0	0	0	7	0

Channel 1 - Northbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	16	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0
6	37	1	0	0	0	0	0	0	0
7	60	2	0	0	0	0	0	0	0
8	160	5	0	0	0	0	0	0	0
9	274	6	0	0	0	0	0	0	0
10	217	4	0	1	0	0	0	1	0
11	182	5	0	0	0	0	0	0	0
12	206	3	1	0	0	0	0	0	0
13	204	4	0	0	0	0	0	1	1
14	231	4	0	0	0	0	0	0	0
15	270	6	0	0	0	0	0	1	0
16	349	8	0	0	0	0	0	1	0
17	340	8	0	1	0	0	0	0	0
18	395	3	0	0	0	0	0	0	1
19	303	4	0	0	0	0	0	0	0
20	235	1	0	0	0	0	0	1	0

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	13
0	0	0	0	6
0	0	0	0	3
0	0	0	0	5
0	0	0	0	14
0	0	0	0	50
0	0	3	0	202
0	0	5	0	298
0	0	2	0	211
0	0	6	0	194
0	0	7	0	184
0	0	4	0	189
0	0	5	0	175
0	0	7	0	174
0	0	5	0	240
0	0	5	0	239
0	0	5	0	284
0	0	5	0	242
0	0	2	0	187
0	0	1	0	188
0	0	1	0	132
0	0	0	0	88
0	0	0	0	56
0	0	0	0	25

0	0	58	0	2617
0	0	63	0	3227
0	0	63	0	3308
0	0	63	0	3399

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	1
2	0	0	0
3	0	0	2
4	0	0	1
5	0	0	0
6	1	1	5
7	2	2	9
8	5	19	34
9	1	3	35
10	0	2	33
11	1	4	25
12	0	3	39
13	2	12	23
14	1	8	38
15	1	5	67
16	0	6	33
17	0	9	37
18	7	20	54
19	1	16	33
20	0	12	23
21	0	4	22
22	2	1	15
23	1	2	6
24	1	0	2

7-19	19	107	451
6-22	23	126	520
6-24	25	128	528
0-24	26	130	537

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	16
0	0	0	0	2
0	0	0	0	5
0	0	0	0	8
0	0	0	0	5
0	0	2	0	40
0	0	2	0	64
0	0	6	0	171
1	0	4	0	285
0	0	5	0	228
0	0	7	0	194
0	0	4	0	214
0	0	7	0	217
0	0	4	0	239
0	0	5	0	282
0	0	5	0	363
0	0	7	0	356
0	0	2	0	401
0	0	3	0	310
0	0	1	0	238

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	4
7	0	1	12
8	0	10	24
9	1	10	68
10	1	17	40
11	1	8	29
12	1	9	52
13	0	10	60
14	3	10	52
15	2	12	77
16	7	20	86
17	1	15	77
18	5	35	97
19	3	39	79
20	1	19	44

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
2	7	1	1	0	0	0	0	0	13
1	2	2	1	0	0	0	0	0	6
1	0	0	0	0	0	0	0	0	3
0	1	2	1	0	0	0	0	0	5
3	9	1	1	0	0	0	0	0	14
14	21	7	0	1	0	0	0	0	50
83	88	18	0	0	0	0	0	0	202
148	80	10	2	0	0	0	0	0	298
106	59	7	0	0	0	0	0	0	211
81	71	7	0	0	0	0	0	0	194
91	57	6	0	0	0	0	0	0	184
89	52	6	0	0	0	0	0	0	189
87	47	4	0	0	0	0	0	0	175
80	39	8	0	0	0	0	0	0	174
98	58	9	2	0	0	0	0	0	240
109	81	10	0	0	0	0	0	0	239
122	103	11	2	0	0	0	0	0	284
111	44	6	0	0	0	0	0	0	242
85	40	7	5	0	0	0	0	0	187
92	50	11	0	0	0	0	0	0	188
64	39	3	0	0	0	0	0	0	132
36	30	4	0	0	0	0	0	0	88
22	20	4	1	0	0	0	0	0	56
11	10	0	1	0	0	0	0	0	25

1207	731	91	11	0	0	0	0	0	2617
1482	938	127	11	0	0	0	0	0	3227
1515	968	131	13	0	0	0	0	0	3308
1536	1008	144	17	1	0	0	0	0	3399

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
4	8	3	1	0	0	0	0	0	16
0	2	0	0	0	0	0	0	0	2
0	5	0	0	0	0	0	0	0	5
4	3	1	0	0	0	0	0	0	8
1	3	0	0	0	0	0	0	0	5
18	15	3	0	0	0	0	0	0	40
30	15	6	0	0	0	0	0	0	64
85	48	3	1	0	0	0	0	0	171
161	43	1	1	0	0	0	0	0	285
128	42	0	0	0	0	0	0	0	228
95	57	4	0	0	0	0	0	0	194
98	48	5	1	0	0	0	0	0	214
104	36	7	0	0	0	0	0	0	217
104	62	8	0	0	0	0	0	0	239
125	60	6	0	0	0	0	0	0	282
201	45	4	0	0	0	0	0	0	363
187	70	6	0	0	0	0	0	0	356
198	64	2	0	0	0	0	0	0	401
135	49	5	0	0	0	0	0	0	310
120	48	4	2	0	0	0	0	0	238

21	178	2	0	0	0	0	0	0	0
22	104	1	0	0	0	0	0	0	0
23	77	0	0	0	0	0	0	0	0
24	28	0	0	0	0	0	0	0	0

7-19	3131	60	1	2	0	0	0	4	2
6-22	3708	66	1	2	0	0	0	5	2
6-24	3813	66	1	2	0	0	0	5	2
0-24	3886	67	1	2	0	0	0	5	2

Channel 2 - Southbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	8	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	13	0	0	0	0	0	0	0	0
6	52	2	0	0	0	0	0	0	0
7	214	6	0	0	0	0	0	0	0
8	264	5	0	0	0	0	0	0	0
9	209	5	0	0	0	0	0	0	0
10	182	4	0	0	0	0	0	0	0
11	170	4	0	0	0	0	0	1	0
12	176	3	0	0	0	0	0	0	0
13	161	3	0	0	0	0	0	0	0
14	185	2	0	0	0	0	0	0	0
15	240	3	0	0	0	0	0	0	0
16	267	4	0	0	0	0	0	0	0
17	280	10	0	0	0	0	0	0	0
18	230	3	0	0	0	0	0	1	0
19	196	2	0	0	0	0	0	0	0
20	172	1	0	0	0	0	0	0	0
21	121	1	0	0	0	0	0	0	0
22	83	1	0	0	0	0	0	0	0
23	51	0	0	0	0	0	0	0	0
24	26	0	0	0	0	0	0	0	0

7-19	2560	48	0	0	0	0	0	2	0
6-22	3150	57	0	0	0	0	0	2	0
6-24	3227	57	0	0	0	0	0	2	0
0-24	3313	59	0	0	0	0	0	2	0

Channel 1 - Northbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	12	0	0	0	0	0	0	0	0
2	13	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	9	0	0	0	0	0	0	0	0
5	9	0	0	0	0	0	0	0	0
6	30	1	0	0	0	0	0	0	0
7	60	3	0	0	0	0	0	0	0
8	163	4	0	0	0	0	0	0	0
9	264	5	0	1	0	0	0	0	0
10	249	5	0	0	0	0	0	0	0

0	0	1	0	181
0	0	1	0	106
0	0	1	0	78
0	0	0	0	28

21	0	4	25
22	0	2	14
23	0	3	14
24	0	0	1

1	0	59	0	3260
1	0	64	0	3849
1	0	65	0	3955
1	0	67	0	4031

7-19	25	195	741
6-22	26	221	836
6-24	26	224	851
0-24	26	224	856

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	8
0	0	0	0	4
0	0	0	0	4
0	0	0	0	5
0	0	1	0	14
0	0	0	0	54
0	0	2	0	222
0	0	5	0	274
0	0	4	0	218
0	0	7	0	193
0	0	6	0	181
0	0	7	0	186
0	0	6	0	170
0	0	6	0	193
0	0	6	0	249
0	0	7	0	278
0	0	6	0	296
0	0	1	0	235
0	0	3	0	201
0	0	1	0	174
0	0	0	0	122
0	0	1	0	85
0	0	0	0	51
0	0	0	0	26

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	1	0
3	0	0	0
4	0	0	0
5	0	0	0
6	1	1	4
7	3	3	17
8	1	4	29
9	1	3	34
10	0	2	27
11	1	8	24
12	2	4	28
13	2	4	27
14	0	8	29
15	0	14	31
16	1	27	54
17	0	16	56
18	3	13	50
19	2	18	58
20	0	6	40
21	0	1	19
22	0	6	8
23	0	0	6
24	0	2	4

0	0	64	0	2674
0	0	68	0	3277
0	0	68	0	3354
0	0	69	0	3443

7-19	13	121	447
6-22	16	137	531
6-24	16	139	541
0-24	17	141	545

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	12
0	0	0	0	13
0	0	0	0	2
0	0	0	0	9
0	0	0	0	9
0	0	3	0	34
0	0	2	0	65
0	0	5	0	172
0	0	4	0	274
0	0	5	0	259

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	2
3	0	0	0
4	0	0	0
5	0	0	0
6	0	2	2
7	0	0	4
8	2	15	34
9	1	14	50
10	3	10	78

89	56	7	0	0	0	0	0	0	181
43	41	2	3	1	0	0	0	0	106
33	24	3	1	0	0	0	0	0	78
8	13	5	1	0	0	0	0	0	28

1621	624	51	3	0	0	0	0	0	3260
1903	784	70	8	1	0	0	0	0	3849
1944	821	78	10	1	0	0	0	0	3955
1971	857	85	11	1	0	0	0	0	4031

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
2	3	1	2	0	0	0	0	0	8
1	1	1	0	0	0	0	0	0	4
1	3	0	0	0	0	0	0	0	4
2	3	0	0	0	0	0	0	0	5
1	10	2	1	0	0	0	0	0	14
23	19	6	0	0	0	0	0	0	54
88	100	11	0	0	0	0	0	0	222
131	103	5	1	0	0	0	0	0	274
104	70	5	1	0	0	0	0	0	218
102	53	8	1	0	0	0	0	0	193
99	44	5	0	0	0	0	0	0	181
88	57	7	0	0	0	0	0	0	186
81	46	10	0	0	0	0	0	0	170
88	57	8	3	0	0	0	0	0	193
118	76	9	1	0	0	0	0	0	249
125	65	3	3	0	0	0	0	0	278
143	71	9	1	0	0	0	0	0	296
110	54	5	0	0	0	0	0	0	235
92	29	2	0	0	0	0	0	0	201
78	46	3	1	0	0	0	0	0	174
65	31	5	1	0	0	0	0	0	122
38	25	7	1	0	0	0	0	0	85
30	10	5	0	0	0	0	0	0	51
6	12	1	1	0	0	0	0	0	26

1281	725	76	11	0	0	0	0	0	2674
1550	927	102	14	0	0	0	0	0	3277
1586	949	108	15	0	0	0	0	0	3354
1616	988	118	18	0	0	0	0	0	3443

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	4	1	0	0	0	0	0	0	12
2	3	6	0	0	0	0	0	0	13
1	1	0	0	0	0	0	0	0	2
3	4	2	0	0	0	0	0	0	9
1	5	3	0	0	0	0	0	0	9
5	18	6	1	0	0	0	0	0	34
25	30	5	1	0	0	0	0	0	65
72	42	6	1	0	0	0	0	0	172
165	42	2	0	0	0	0	0	0	274
127	40	1	0	0	0	0	0	0	259

11	188	3	0	0	0	0	0	0	0
12	220	5	0	0	0	0	0	0	0
13	236	3	0	0	0	0	0	0	0
14	224	4	0	1	0	0	0	0	0
15	303	6	0	0	0	0	0	0	0
16	362	7	0	0	0	0	0	0	0
17	368	8	0	0	0	0	0	1	0
18	415	5	0	0	0	0	0	0	0
19	327	3	0	0	0	0	0	0	0
20	266	2	0	0	0	0	0	0	0
21	175	2	0	0	0	0	0	0	0
22	138	1	0	0	0	0	0	0	0
23	92	0	0	0	0	0	0	0	0
24	39	0	0	0	0	0	0	0	0

7-19	3319	58	0	2	0	0	0	1	0
6-22	3958	66	0	2	0	0	0	1	0
6-24	4089	66	0	2	0	0	0	1	0
0-24	4164	67	0	2	0	0	0	1	0

Channel 2 - Southbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	9	0	0	0	0	0	0	0	0
2	10	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	0	0	0
6	57	1	0	0	0	0	0	0	0
7	208	3	0	0	0	0	0	0	0
8	285	9	0	0	0	0	0	0	0
9	205	2	0	0	0	0	0	1	0
10	192	4	0	0	0	0	0	1	0
11	186	5	0	0	0	0	0	0	0
12	184	3	0	0	0	0	0	0	0
13	186	2	0	0	0	0	0	0	0
14	202	3	0	1	0	0	0	0	0
15	227	6	0	0	0	0	0	0	0
16	240	4	1	0	0	0	0	0	0
17	289	8	0	0	0	0	0	1	0
18	272	2	0	0	0	0	0	1	0
19	206	3	0	0	0	0	0	1	0
20	161	1	0	0	0	0	0	0	0
21	116	1	0	0	0	0	0	0	0
22	91	1	0	0	0	0	0	0	0
23	50	0	0	0	0	0	0	0	0
24	30	0	0	0	0	0	0	0	0

7-19	2674	51	1	1	0	0	0	5	0
6-22	3250	57	1	1	0	0	0	5	0
6-24	3330	57	1	1	0	0	0	5	0
0-24	3426	58	1	1	0	0	0	5	0

Channel 1 - Northbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	7	0	198
0	0	6	0	231
0	0	5	0	244
0	0	3	0	232
0	0	3	0	312
0	0	7	0	376
0	0	4	0	381
0	0	5	0	425
0	0	4	0	334
0	0	1	0	269
0	0	0	0	177
0	0	1	0	140
0	0	1	0	93
0	0	1	0	40

11	2	6	43
12	3	18	61
13	3	12	59
14	1	16	42
15	10	24	77
16	10	37	117
17	1	15	92
18	13	31	116
19	0	18	65
20	4	17	43
21	4	5	25
22	0	2	29
23	0	3	11
24	0	0	5

0	0	58	0	3438
0	0	62	0	4089
0	0	64	0	4222
0	0	67	0	4301

7-19	49	216	834
6-22	57	240	935
6-24	57	243	951
0-24	57	245	956

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	9
0	0	0	0	10
0	0	0	0	3
0	0	0	0	3
0	0	0	0	14
0	0	0	0	58
0	0	2	0	213
0	0	7	0	301
0	0	3	0	211
0	0	5	0	202
0	0	7	0	198
0	0	7	0	194
0	0	5	0	193
0	0	5	0	211
0	0	6	0	239
0	0	4	0	249
0	0	4	0	302
0	0	2	0	277
0	0	2	0	212
0	0	1	0	163
0	0	0	0	117
0	0	0	0	92
0	0	0	0	50
0	0	0	0	30

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	2
6	0	2	5
7	0	3	9
8	4	10	37
9	0	12	25
10	2	5	57
11	4	12	36
12	0	2	29
13	0	2	49
14	2	6	25
15	0	7	27
16	1	11	43
17	3	5	28
18	2	27	79
19	0	8	31
20	0	7	19
21	0	6	19
22	0	1	13
23	0	0	1
24	0	2	4

0	0	57	0	2789
0	0	60	0	3374
0	0	60	0	3454
0	0	60	0	3551

7-19	18	107	466
6-22	18	124	526
6-24	18	126	531
0-24	18	128	538

Channel 1 - Northbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

99	42	6	0	0	0	0	0	0	198
108	38	3	0	0	0	0	0	0	231
111	56	2	1	0	0	0	0	0	244
130	38	5	0	0	0	0	0	0	232
151	48	2	0	0	0	0	0	0	312
167	45	0	0	0	0	0	0	0	376
197	71	5	0	0	0	0	0	0	381
200	61	4	0	0	0	0	0	0	425
181	68	2	0	0	0	0	0	0	334
130	70	4	1	0	0	0	0	0	269
90	45	7	1	0	0	0	0	0	177
66	38	5	0	0	0	0	0	0	140
41	34	4	0	0	0	0	0	0	93
9	19	5	2	0	0	0	0	0	40

1708	591	38	2	0	0	0	0	0	3438
2019	774	59	5	0	0	0	0	0	4089
2069	827	68	7	0	0	0	0	0	4222
2087	862	86	8	0	0	0	0	0	4301

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
4	3	2	0	0	0	0	0	0	9
2	4	3	0	1	0	0	0	0	10
2	1	0	0	0	0	0	0	0	3
1	0	2	0	0	0	0	0	0	3
1	9	2	0	0	0	0	0	0	14
14	29	6	2	0	0	0	0	0	58
85	94	20	0	2	0	0	0	0	213
99	137	10	3	1	0	0	0	0	301
111	55	8	0	0	0	0	0	0	211
82	53	3	0	0	0	0	0	0	202
89	50	6	0	1	0	0	0	0	198
96	59	8	0	0	0	0	0	0	194
103	34	5	0	0	0	0	0	0	193
103	61	12	2	0	0	0	0	0	211
101	93	10	1	0	0	0	0	0	239
118	65	11	0	0	0	0	0	0	249
165	90	10	1	0	0	0	0	0	302
100	65	4	0	0	0	0	0	0	277
92	68	12	1	0	0	0	0	0	212
68	57	11	1	0	0	0	0	0	163
45	41	6	0	0	0	0	0	0	117
33	37	8	0	0	0	0	0	0	92
20	22	5	2	0	0	0	0	0	50
9	6	7	2	0	0	0	0	0	30

1259	830	99	8	2	0	0	0	0	2789
1490	1059	144	9	4	0	0	0	0	3374
1519	1087	156	13	4	0	0	0	0	3454
1543	1133	171	15	5	0	0	0	0	3551

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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0	0	0	0	23
0	0	0	0	4
0	0	0	0	6
0	0	0	0	6
0	0	0	0	7
0	0	2	0	42
0	0	2	0	76
0	0	4	0	167
0	0	5	0	279
0	0	8	0	231
0	0	5	0	201
0	0	6	0	244
0	0	3	0	266
0	0	5	0	224
0	0	5	0	263
0	0	6	0	328
0	0	4	0	390
0	0	5	0	459
0	0	3	0	374
0	0	1	0	257
0	0	1	0	167
0	0	1	0	106
0	0	1	0	83
0	0	1	0	39

1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	3
6	0	0	4
7	2	3	11
8	0	5	39
9	3	18	61
10	2	14	45
11	3	21	45
12	12	34	45
13	4	18	51
14	0	10	50
15	1	17	65
16	4	24	104
17	2	21	136
18	2	59	132
19	1	13	134
20	1	15	63
21	1	5	36
22	0	1	13
23	1	0	9
24	0	1	5

0	0	59	0	3426
0	0	64	0	4032
0	0	66	0	4154
0	0	68	0	4242

7-19	34	254	907
6-22	38	278	1030
6-24	39	279	1044
0-24	39	279	1051

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	10
0	0	0	0	5
0	0	0	0	2
0	0	0	0	4
0	0	0	0	10
0	0	0	0	52
0	0	1	0	209
0	0	5	0	311
0	0	2	0	227
0	0	6	0	211
0	0	4	0	191
0	0	5	0	184
0	0	5	0	205
0	0	7	0	188
0	0	7	0	238
0	0	3	0	265
0	0	5	0	298
0	0	3	0	245
0	0	4	0	212
0	0	1	0	180
0	0	0	0	160
0	0	0	0	98
0	0	0	0	60
0	0	0	0	21

04-04-19			
Hr Ending	0-10	11-15	16-20
1	1	0	0
2	1	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	1	0	1
7	0	3	25
8	3	9	52
9	0	12	36
10	0	9	33
11	0	15	38
12	6	22	30
13	0	5	35
14	2	5	33
15	1	12	42
16	2	6	35
17	0	9	69
18	3	29	62
19	1	24	50
20	1	4	33
21	1	3	27
22	0	1	7
23	0	1	8
24	0	0	1

12	8	2	1	0	0	0	0	0	23
2	2	0	0	0	0	0	0	0	4
1	3	2	0	0	0	0	0	0	6
0	5	0	1	0	0	0	0	0	6
0	3	0	1	0	0	0	0	0	7
15	18	5	0	0	0	0	0	0	42
32	25	3	0	0	0	0	0	0	76
79	40	4	0	0	0	0	0	0	167
143	49	4	1	0	0	0	0	0	279
111	54	5	0	0	0	0	0	0	231
98	32	2	0	0	0	0	0	0	201
115	35	3	0	0	0	0	0	0	244
146	41	6	0	0	0	0	0	0	266
116	45	3	0	0	0	0	0	0	224
124	51	5	0	0	0	0	0	0	263
142	49	5	0	0	0	0	0	0	328
159	62	9	1	0	0	0	0	0	390
202	60	4	0	0	0	0	0	0	459
176	45	5	0	0	0	0	0	0	374
123	51	4	0	0	0	0	0	0	257
80	38	7	0	0	0	0	0	0	167
54	33	4	1	0	0	0	0	0	106
32	32	8	1	0	0	0	0	0	83
11	19	3	0	0	0	0	0	0	39

1611	563	55	2	0	0	0	0	0	3426
1900	710	73	3	0	0	0	0	0	4032
1943	761	84	4	0	0	0	0	0	4154
1973	800	93	7	0	0	0	0	0	4242

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
4	2	2	1	0	0	0	0	0	10
2	1	0	0	1	0	0	0	0	5
1	1	0	0	0	0	0	0	0	2
0	2	2	0	0	0	0	0	0	4
2	7	1	0	0	0	0	0	0	10
15	27	6	2	0	0	0	0	0	52
74	83	24	0	0	0	0	0	0	209
145	87	13	2	0	0	0	0	0	311
102	72	4	1	0	0	0	0	0	227
89	72	8	0	0	0	0	0	0	211
90	41	7	0	0	0	0	0	0	191
73	46	7	0	0	0	0	0	0	184
95	59	8	3	0	0	0	0	0	205
88	55	4	1	0	0	0	0	0	188
125	53	5	0	0	0	0	0	0	238
168	52	2	0	0	0	0	0	0	265
152	61	7	0	0	0	0	0	0	298
112	38	1	0	0	0	0	0	0	245
107	30	0	0	0	0	0	0	0	212
94	44	2	2	0	0	0	0	0	180
82	39	7	1	0	0	0	0	0	160
45	37	8	0	0	0	0	0	0	98
25	22	4	0	0	0	0	0	0	60
12	5	2	1	0	0	0	0	0	21

7-19	2668	48	1	0	0	0	0	2	0
6-22	3301	60	1	0	0	0	0	2	0
6-24	3381	60	1	0	0	0	0	3	0
0-24	3461	63	1	0	0	0	0	3	0

Channel 1 - Northbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	19	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0	0
6	34	1	0	0	0	0	0	0	0
7	68	2	0	0	0	0	0	0	0
8	148	6	0	0	0	0	0	0	0
9	265	6	0	0	0	0	0	1	0
10	234	6	0	0	0	0	0	0	0
11	206	4	0	0	0	0	0	0	0
12	254	5	0	0	0	0	0	1	0
13	266	7	0	0	0	0	0	0	0
14	302	3	0	0	0	0	0	0	0
15	328	6	0	0	0	0	0	1	0
16	402	8	0	0	0	0	0	0	0
17	443	7	0	0	0	0	0	1	0
18	477	6	1	0	1	0	0	2	0
19	375	4	0	0	0	0	0	0	0
20	256	2	0	0	0	0	0	0	0
21	181	2	0	0	0	0	0	0	0
22	147	1	0	0	0	0	0	0	0
23	116	1	0	0	0	0	0	0	0
24	57	0	0	0	0	0	0	0	0

7-19	3700	68	1	0	1	0	0	6	0
6-22	4352	75	1	0	1	0	0	6	0
6-24	4525	76	1	0	1	0	0	6	0
0-24	4595	77	1	0	1	0	0	6	0

Channel 2 - Southbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	7	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	13	0	0	0	0	0	0	0	0
6	43	2	0	0	0	0	0	0	0
7	208	5	0	0	0	0	0	0	0
8	284	8	0	0	0	0	0	0	0
9	208	5	0	0	0	0	0	1	0
10	177	3	0	0	0	0	0	0	0
11	180	3	0	0	0	0	0	1	0
12	208	4	1	0	0	0	0	0	0
13	226	5	0	0	0	0	0	0	0
14	220	6	0	0	0	0	0	0	0
15	244	5	0	0	0	0	0	0	0

0	0	56	0	2775
0	0	58	0	3422
0	0	58	0	3503
0	0	58	0	3586

7-19	18	157	515
6-22	20	168	607
6-24	20	169	616
0-24	23	169	617

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	19
0	0	0	0	4
0	0	0	0	5
0	0	0	0	3
0	0	0	0	5
0	0	2	0	37
0	0	2	0	72
0	0	5	0	159
0	0	7	0	279
0	0	6	0	246
0	0	5	0	215
0	0	5	0	265
0	0	6	0	279
0	0	4	0	309
0	0	5	0	340
0	0	8	0	418
0	0	3	0	454
0	0	3	0	490
0	0	2	0	381
0	0	1	0	259
0	0	1	0	184
0	0	1	0	149
0	0	1	0	118
0	0	1	0	58

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	1
5	0	0	0
6	0	1	3
7	0	0	8
8	2	6	23
9	1	10	74
10	1	15	69
11	0	21	56
12	1	17	67
13	0	8	66
14	1	15	64
15	8	20	75
16	4	20	90
17	16	48	81
18	28	52	114
19	7	50	125
20	1	14	70
21	0	2	38
22	0	3	20
23	2	3	20
24	0	0	9

0	0	59	0	3835
0	0	64	0	4499
0	0	66	0	4675
0	0	68	0	4748

7-19	69	282	904
6-22	70	301	1040
6-24	72	304	1069
0-24	72	305	1074

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	7
0	0	0	0	2
0	0	0	0	2
0	0	0	0	5
0	0	0	0	13
0	0	0	0	45
0	0	1	0	214
0	0	9	0	301
0	0	4	0	218
0	0	5	0	185
0	0	4	0	188
0	0	6	0	219
0	0	6	0	237
0	0	4	0	230
0	0	6	0	255

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	1
5	0	0	1
6	1	1	4
7	0	5	3
8	0	17	40
9	0	4	31
10	0	9	34
11	3	25	40
12	0	1	31
13	0	5	16
14	0	4	41
15	1	3	56

1346	666	66	7	0	0	0	0	0	2775
1641	869	107	10	0	0	0	0	0	3422
1678	896	113	11	0	0	0	0	0	3503
1702	936	124	14	1	0	0	0	0	3586

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	11	0	1	0	0	0	0	0	19
2	1	1	0	0	0	0	0	0	4
1	3	1	0	0	0	0	0	0	5
0	2	0	0	0	0	0	0	0	3
1	3	1	0	0	0	0	0	0	5
8	17	6	2	0	0	0	0	0	37
23	25	15	1	0	0	0	0	0	72
75	41	10	2	0	0	0	0	0	159
143	44	6	0	1	0	0	0	0	279
104	48	9	0	0	0	0	0	0	246
92	36	9	1	0	0	0	0	0	215
131	43	4	1	1	0	0	0	0	265
123	67	15	0	0	0	0	0	0	279
153	68	7	1	0	0	0	0	0	309
175	54	8	0	0	0	0	0	0	340
215	79	8	2	0	0	0	0	0	418
212	83	12	2	0	0	0	0	0	454
211	81	4	0	0	0	0	0	0	490
164	29	6	0	0	0	0	0	0	381
125	42	4	3	0	0	0	0	0	259
95	42	4	2	1	0	0	0	0	184
69	43	13	1	0	0	0	0	0	149
53	35	5	0	0	0	0	0	0	118
26	21	1	1	0	0	0	0	0	58

1798	673	98	9	2	0	0	0	0	3835
2110	825	134	16	3	0	0	0	0	4499
2189	881	140	17	3	0	0	0	0	4675
2207	918	149	20	3	0	0	0	0	4748

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
4	1	1	1	0	0	0	0	0	7
0	2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	0	2
1	3	0	0	0	0	0	0	0	5
2	8	2	0	0	0	0	0	0	13
12	23	4	0	0	0	0	0	0	45
71	112	20	3	0	0	0	0	0	214
108	117	17	2	0	0	0	0	0	301
106	67	9	1	0	0	0	0	0	218
92	45	5	0	0	0	0	0	0	185
78	38	4	0	0	0	0	0	0	188
93	87	7	0	0	0	0	0	0	219
120	81	14	1	0	0	0	0	0	237
113	63	8	1	0	0	0	0	0	230
138	50	7	0	0	0	0	0	0	255

16	288	6	0	0	0	0	0	0	0
17	324	3	0	0	0	0	0	3	0
18	238	5	0	1	0	0	0	1	0
19	237	2	0	1	0	0	0	2	0
20	196	0	0	0	0	0	0	1	0
21	145	0	0	0	0	0	0	0	0
22	103	0	0	0	0	0	0	1	0
23	99	1	0	0	0	0	0	0	0
24	51	0	0	0	0	0	0	0	0

7-19	2834	55	1	2	0	0	0	8	0
6-22	3486	60	1	2	0	0	0	10	0
6-24	3636	61	1	2	0	0	0	10	0
0-24	3708	63	1	2	0	0	0	10	0

0	0	5	0	299
0	0	3	0	333
0	0	1	0	246
0	0	1	0	243
0	0	2	0	199
0	0	0	0	145
0	0	0	0	104
0	0	0	0	100
0	0	0	0	51

16	0	10	22
17	0	21	56
18	3	20	81
19	3	33	66
20	1	9	40
21	1	3	36
22	0	1	12
23	0	4	16
24	0	1	6

0	0	54	0	2954
0	0	57	0	3616
0	0	57	0	3767
0	0	57	0	3841

7-19	10	152	514
6-22	12	170	605
6-24	12	175	627
0-24	13	176	633

150	106	10	1	0	0	0	0	0	299
157	94	5	0	0	0	0	0	0	333
99	36	6	1	0	0	0	0	0	246
99	37	5	0	0	0	0	0	0	243
94	47	8	0	0	0	0	0	0	199
54	43	6	2	0	0	0	0	0	145
48	37	4	1	1	0	0	0	0	104
47	28	5	0	0	0	0	0	0	100
14	22	8	0	0	0	0	0	0	51

1353	821	97	7	0	0	0	0	0	2954
1620	1060	135	13	1	0	0	0	0	3616
1681	1110	148	13	1	0	0	0	0	3767
1701	1148	155	14	1	0	0	0	0	3841

Warrington ATC D, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Northbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	34	2	0	0	0	0	0	0	0
2	23	0	0	0	0	0	0	0	0
3	20	0	0	0	0	0	0	0	0
4	15	0	1	0	0	0	0	0	0
5	22	0	0	0	0	0	0	0	0
6	40	0	0	0	0	0	0	0	0
7	71	2	0	0	0	0	0	0	0
8	101	2	0	0	0	0	0	0	0
9	184	3	0	0	0	0	0	0	0
10	264	7	0	0	0	0	0	0	0
11	338	6	0	0	0	0	0	3	0
12	350	5	0	0	0	0	0	1	0
13	408	5	0	0	0	0	0	0	0
14	381	4	1	0	0	0	0	0	0
15	386	7	0	1	0	0	0	0	0
16	347	5	0	0	0	0	0	3	0
17	399	5	0	0	0	0	0	0	0
18	372	4	0	0	0	0	0	1	0
19	328	2	0	0	0	0	0	1	0
20	275	1	0	0	0	0	0	1	0
21	209	1	0	0	0	0	0	1	0
22	135	2	0	0	0	0	0	0	0
23	95	0	0	0	0	0	0	0	0
24	73	0	0	0	0	0	0	0	0

7-19	3858	55	1	1	0	0	0	9	0
6-22	4548	61	1	1	0	0	0	11	0
6-24	4716	61	1	1	0	0	0	11	0
0-24	4870	63	2	1	0	0	0	11	0

Channel 2 - Southbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	36	0	0	0	0	0	0	0	0
2	17	0	0	0	0	0	0	0	0
3	15	0	0	0	0	0	0	0	0
4	14	0	0	0	0	0	0	0	0
5	20	2	0	0	0	0	0	0	0
6	38	2	0	0	0	0	0	0	0
7	59	2	0	0	0	0	0	0	0
8	86	2	0	0	0	0	0	0	0
9	155	5	0	0	0	0	0	0	0
10	233	4	0	0	0	0	0	0	0
11	266	4	0	0	0	0	0	0	0
12	306	5	0	0	0	0	0	0	0
13	301	7	0	2	0	0	0	0	0
14	333	3	0	1	0	0	0	0	0
15	344	3	0	0	0	0	0	0	0

Warrington ATC D, Poplar

Produced by Road Data Services Ltd

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	36
0	0	0	0	23
0	0	0	0	20
0	0	0	0	16
0	0	0	0	22
0	0	0	0	40
0	0	1	0	74
0	0	3	0	106
0	0	5	0	192
0	0	7	0	278
0	0	7	0	354
0	0	5	0	361
0	0	9	0	422
0	0	7	0	393
0	0	7	0	401
0	0	6	0	361
0	0	5	0	409
0	0	4	0	381
0	0	5	0	336
0	0	3	0	280
0	0	2	0	213
0	0	2	0	139
0	0	2	0	97
0	0	2	0	75

0	0	70	0	3994
0	0	78	0	4700
0	0	82	0	4872
0	0	82	0	5029

03-30-19			
Hr Ending	0-10	11-15	16-20
1	1	1	3
2	0	2	2
3	0	1	1
4	0	0	2
5	1	1	4
6	2	2	3
7	0	0	7
8	0	6	11
9	1	2	23
10	0	17	74
11	2	14	88
12	0	11	94
13	7	31	99
14	1	18	112
15	8	17	105
16	4	13	81
17	1	15	80
18	2	27	79
19	0	9	80
20	0	5	62
21	1	3	46
22	0	3	18
23	0	0	15
24	1	0	7

7-19	26	180	926
6-22	27	191	1059
6-24	28	191	1081
0-24	32	198	1096

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	36
0	0	0	0	17
0	0	0	0	15
0	0	0	0	14
0	0	0	0	22
0	0	0	0	40
0	0	1	0	62
0	0	5	0	93
0	0	4	0	164
0	0	6	0	243
0	0	4	0	274
0	0	6	0	317
0	0	6	0	316
0	0	6	0	343
0	0	5	0	352

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	4
2	0	0	1
3	0	1	2
4	0	0	4
5	0	0	4
6	2	2	7
7	1	0	5
8	0	4	13
9	0	3	25
10	1	5	35
11	1	13	46
12	3	19	41
13	0	7	57
14	2	25	73
15	2	13	56

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
16	11	3	0	1	0	0	0	0	36
6	9	3	0	0	1	0	0	0	23
6	10	2	0	0	0	0	0	0	20
8	6	0	0	0	0	0	0	0	16
9	6	1	0	0	0	0	0	0	22
18	14	1	0	0	0	0	0	0	40
29	31	6	1	0	0	0	0	0	74
38	41	10	0	0	0	0	0	0	106
106	50	10	0	0	0	0	0	0	192
138	38	9	1	1	0	0	0	0	278
196	51	3	0	0	0	0	0	0	354
217	38	1	0	0	0	0	0	0	361
199	79	5	2	0	0	0	0	0	422
194	62	6	0	0	0	0	0	0	393
189	75	7	0	0	0	0	0	0	401
191	69	3	0	0	0	0	0	0	361
228	79	4	2	0	0	0	0	0	409
201	63	9	0	0	0	0	0	0	381
187	57	3	0	0	0	0	0	0	336
155	53	5	0	0	0	0	0	0	280
107	48	6	1	1	0	0	0	0	213
74	37	7	0	0	0	0	0	0	139
42	31	9	0	0	0	0	0	0	97
39	23	4	1	0	0	0	0	0	75

2084	702	70	5	1	0	0	0	0	3994
2449	871	94	7	2	0	0	0	0	4700
2530	925	107	8	2	0	0	0	0	4872
2593	981	117	8	3	1	0	0	0	5029

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
16	13	3	0	0	0	0	0	0	36
12	3	1	0	0	0	0	0	0	17
2	7	3	0	0	0	0	0	0	15
6	4	0	0	0	0	0	0	0	14
12	5	1	0	0	0	0	0	0	22
15	12	1	0	1	0	0	0	0	40
39	12	5	0	0	0	0	0	0	62
32	36	6	2	0	0	0	0	0	93
76	47	11	2	0	0	0	0	0	164
119	69	14	0	0	0	0	0	0	243
145	61	6	2	0	0	0	0	0	274
178	68	8	0	0	0	0	0	0	317
182	61	9	0	0	0	0	0	0	316
165	72	6	0	0	0	0	0	0	343
176	97	8	0	0	0	0	0	0	352

Warrington ATC D, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	36	51	21	20	14	26
2	23	32	7	2	4	9
3	20	0	2	5	2	5
4	16	19	9	10	16	8
5	22	16	13	17	18	20
6	40	32	79	74	73	86
7	74	32	97	98	127	137
8	106	60	259	258	323	280
9	192	84	403	381	423	385
10	278	197	275	317	340	307
11	354	267	260	272	274	298
12	361	337	285	283	295	323
13	422	408	305	281	320	322
14	393	388	348	312	320	343
15	401	388	408	360	383	380
16	361	314	452	452	494	470
17	409	305	517	538	518	549
18	381	321	562	593	639	657
19	336	269	388	409	444	390
20	280	234	285	306	334	262
21	213	213	203	224	215	204
22	139	131	158	154	175	154
23	97	76	116	101	105	95
24	75	43	39	39	39	59

7-19	3994	3338	4462	4456	4773	4704
6-22	4700	3948	5205	5238	5624	5461
6-24	4872	4067	5360	5378	5768	5615
0-24	5029	4217	5491	5506	5895	5769

Warrington ATC D, Poplar

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
18	19	26
6	5	11
10	4	6
4	9	11
18	17	17
64	75	64
128	117	99
261	276	221
397	397	323
334	314	292
306	282	290
308	298	313
313	308	338
315	327	345
377	381	385
439	461	426
554	535	484
585	607	534
449	416	383
319	301	288
218	212	212
152	158	151
99	103	98
50	45	49

4638	4606	4337
5455	5396	5090
5604	5545	5237
5724	5677	5375

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	24.9	23.4
2	25.6	26.0
3	25.0	-
4	23.9	24.4
5	22.4	25.4
6	23.4	24.9
7	25.6	24.4
8	24.9	24.7
9	24.0	23.4
10	22.1	24.1
11	22.1	24.7
12	21.9	23.6
13	21.9	22.9
14	22.1	23.0
15	22.1	22.3
16	22.5	22.9
17	22.7	23.0
18	22.4	23.0
19	22.6	23.5
20	22.8	22.9
21	23.2	23.5
22	23.9	24.7
23	24.6	24.0
24	24.3	24.4

10-12	22.0	24.1
14-16	22.3	22.5
0-24	22.7	23.4

Channel 1 - Northbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	29.8	27.5
2	29.4	30.7
3	28.9	-
4	27.2	27.3
5	27.3	28.9
6	27.8	27.5
7	29.4	27.5
8	29.4	28.4
9	27.5	27.8
10	25.7	28.0
11	25.8	28.6
12	25.1	27.1
13	26.5	26.4
14	25.9	26.7
15	26.2	25.9

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
26.0	25.4	25.2	24.1	24.5
28.1	30.5	25.7	27.7	26.9
32.2	22.3	24.9	25.1	24.3
25.0	25.3	26.8	25.9	24.1
24.4	22.1	24.9	25.8	25.8
23.1	23.5	24.2	23.8	24.2
23.7	22.6	22.6	24.1	23.9
21.5	21.7	21.5	22.4	22.1
22.0	22.1	20.9	21.9	21.8
22.7	23.0	21.8	22.7	21.9
22.4	22.3	21.8	22.2	21.7
21.0	22.9	22.2	22.4	21.4
23.1	22.8	21.9	21.9	22.7
21.8	21.8	21.7	21.6	22.7
22.1	22.1	21.5	22.3	21.2
22.3	21.3	21.1	21.1	21.8
21.9	21.4	22.4	21.3	21.7
21.6	21.8	20.8	21.8	21.6
22.5	21.1	21.9	22.3	21.8
23.2	22.4	22.9	22.0	22.8
23.7	22.9	23.3	22.7	23.3
23.8	23.8	24.0	24.4	23.6
24.2	23.9	23.8	24.0	24.4
23.7	23.2	25.7	23.9	24.2

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

21.7	22.6	22.0	22.3	21.6
22.2	21.6	21.2	21.6	21.5
22.4	22.1	21.9	22.2	22.2

Average	22.4
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
28.8	29.9	29.6	28.1	28.5
31.8	31.6	29.7	30.9	29.1
36.7	26.6	26.8	27.2	27.6
29.0	28.4	29.6	29.3	29.0
27.5	27.7	31.2	32.8	27.5
28.6	29.0	27.7	28.4	29.5
27.1	27.4	27.4	28.4	27.8
26.4	25.3	25.0	26.7	26.1
25.4	26.1	24.6	25.5	25.6
27.2	27.0	25.2	26.7	26.0
26.6	25.7	25.2	26.1	25.8
25.6	27.5	26.5	26.9	25.8
27.1	26.8	25.8	26.3	26.7
25.7	25.9	25.4	25.3	27.2
26.3	25.8	25.5	25.9	25.4

Channel 1 - Northbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1326	809	1636	1708	2022	1794
3691	3398	3847	3789	3861	3970
12	10	8	9	12	5
0	0	0	0	0	0
5029	4217	5491	5506	5895	5769

Warrington ATC D, Poplars Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Northbound

04-05-19 Friday
1856
3853
15
0
5724

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	3858	126
6-22	4548	140
6-24	4716	144
0-24	4870	147
03-31-19		
7-19	3279	49
6-22	3885	52
6-24	4004	52
0-24	4152	54
04-01-19		
7-19	4272	174
6-22	4995	193
6-24	5144	198
0-24	5272	201
04-02-19		
7-19	4284	162
6-22	5048	179
6-24	5185	182
0-24	5309	186
04-03-19		
7-19	4605	146
6-22	5437	163
6-24	5578	166
0-24	5702	169
04-04-19		
7-19	4523	160
6-22	5267	172
6-24	5419	174
0-24	5570	177
04-05-19		
7-19	4445	179
6-22	5241	198
6-24	5386	201
0-24	5505	202

Average		
7-19	4180	142
6-22	4917	156
6-24	5061	159
0-24	5197	162

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10	3994
12	4700
12	4872
12	5029
10	3338
11	3948
11	4067
11	4217
16	4462
17	5205
18	5360
18	5491
10	4456
11	5238
11	5378
11	5506
22	4773
24	5624
24	5768
24	5895
21	4704
22	5461
22	5615
22	5769
14	4638
16	5455
17	5604
17	5724

14	4337
16	5090
16	5237
16	5375

0	0	5	0	306
0	0	4	0	304
0	0	3	0	370
0	0	6	0	300
0	0	1	0	253
0	0	0	0	183
0	0	1	0	120
0	0	1	0	89
0	0	0	0	57

16	0	8	35
17	3	9	52
18	2	6	63
19	0	4	55
20	0	2	49
21	1	3	30
22	1	3	19
23	0	0	17
24	0	0	9

0	0	60	0	3382
0	0	63	0	4000
0	0	64	0	4146
0	0	64	0	4290

7-19	14	116	551
6-22	17	124	654
6-24	17	124	680
0-24	19	127	702

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	51
0	0	0	0	32
0	0	0	0	0
0	0	0	0	19
0	0	0	0	16
0	0	0	0	32
0	0	1	0	32
0	0	0	0	60
0	0	0	0	84
0	0	3	0	197
0	0	3	0	267
0	0	2	0	337
0	0	2	0	408
0	0	3	0	388
0	0	3	0	388
0	0	3	0	314
0	0	3	0	305
0	0	3	0	321
0	0	0	0	269
0	0	0	0	234
0	0	0	0	213
0	0	0	0	131
0	0	0	0	76
0	0	0	0	43

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	2	6
2	0	0	4
3	0	0	0
4	1	0	2
5	0	0	1
6	0	0	2
7	0	2	1
8	1	1	5
9	1	3	18
10	0	0	24
11	0	1	24
12	1	11	43
13	0	15	69
14	0	8	81
15	5	12	88
16	1	6	65
17	0	4	61
18	1	5	68
19	0	4	39
20	1	6	48
21	0	1	40
22	0	1	8
23	1	4	11
24	1	0	1

0	0	25	0	3338
0	0	26	0	3948
0	0	26	0	4067
0	0	26	0	4217

7-19	10	70	585
6-22	11	80	682
6-24	13	84	694
0-24	14	86	709

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	44
0	0	0	0	18
0	0	0	0	0
0	0	0	0	15
0	0	0	0	23

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	4
2	0	0	5
3	0	0	0
4	0	0	6
5	0	0	3

170	85	8	0	0	0	0	0	0	306
152	83	4	1	0	0	0	0	0	304
204	82	13	0	0	0	0	0	0	370
166	67	8	0	0	0	0	0	0	300
142	53	6	0	1	0	0	0	0	253
86	56	5	1	1	0	0	0	0	183
63	26	8	0	0	0	0	0	0	120
51	18	2	1	0	0	0	0	0	89
30	15	3	0	0	0	0	0	0	57

1765	828	101	7	0	0	0	0	0	3382
2095	975	125	8	2	0	0	0	0	4000
2176	1008	130	9	2	0	0	0	0	4146
2239	1052	139	9	3	0	0	0	0	4290

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
26	14	3	0	0	0	0	0	0	51
12	10	5	1	0	0	0	0	0	32
0	0	0	0	0	0	0	0	0	0
7	7	1	1	0	0	0	0	0	19
8	5	2	0	0	0	0	0	0	16
16	11	2	1	0	0	0	0	0	32
17	10	2	0	0	0	0	0	0	32
24	24	5	0	0	0	0	0	0	60
33	22	6	1	0	0	0	0	0	84
107	58	8	0	0	0	0	0	0	197
139	92	10	1	0	0	0	0	0	267
177	96	9	0	0	0	0	0	0	337
239	77	8	0	0	0	0	0	0	408
219	74	6	0	0	0	0	0	0	388
215	64	4	0	0	0	0	0	0	388
175	61	6	0	0	0	0	0	0	314
176	60	4	0	0	0	0	0	0	305
178	66	3	0	0	0	0	0	0	321
158	64	4	0	0	0	0	0	0	269
121	54	4	0	0	0	0	0	0	234
117	48	6	1	0	0	0	0	0	213
75	38	8	1	0	0	0	0	0	131
30	22	5	2	1	0	0	0	0	76
21	19	1	0	0	0	0	0	0	43

1840	758	73	2	0	0	0	0	0	3338
2170	908	93	4	0	0	0	0	0	3948
2221	949	99	6	1	0	0	0	0	4067
2290	996	112	9	1	0	0	0	0	4217

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
28	11	1	0	0	0	0	0	0	44
5	8	0	0	0	0	0	0	0	18
0	0	0	0	0	0	0	0	0	0
5	2	1	1	0	0	0	0	0	15
14	5	1	0	0	0	0	0	0	23

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	36	44	15	15	18	22
2	17	18	10	5	8	8
3	15	0	6	9	10	10
4	14	15	11	12	10	7
5	22	23	20	12	20	13
6	40	21	68	14	68	70
7	62	22	159	26	174	161
8	93	52	431	209	412	432
9	164	75	506	538	526	538
10	243	150	261	278	282	268
11	274	207	240	194	246	233
12	317	298	243	168	246	253
13	316	329	257	204	252	282
14	343	358	255	275	289	313
15	352	347	302	290	339	307
16	306	294	369	343	363	324
17	304	295	345	333	378	346
18	370	291	343	359	387	323
19	300	231	322	297	328	76
20	253	240	250	262	228	92
21	183	162	195	172	190	139
22	120	110	123	120	134	91
23	89	58	93	105	92	74
24	57	31	37	33	48	45
7-19	3382	2927	3874	3488	4048	3695
6-22	4000	3461	4601	4068	4774	4178
6-24	4146	3550	4731	4206	4914	4297
0-24	4290	3671	4861	4273	5048	4427

16	26.5	27.0
17	26.7	26.3
18	26.6	26.8
19	26.1	26.7
20	26.5	26.7
21	27.3	27.5
22	28.3	28.5
23	28.7	29.1
24	28.6	27.6

10-12	25.4	27.8
14-16	26.3	26.3
0-24	26.8	27.2

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
26	19	25
9	8	10
7	8	8
14	10	11
24	17	19
62	56	49
159	135	109
399	376	289
491	519	405
233	264	245
237	230	233
259	233	254
286	256	275
259	278	298
355	318	327
370	353	338
363	353	337
352	352	346
311	266	266
281	222	229
214	182	179
129	119	118
88	90	85
48	42	42
3915	3804	3618
4698	4463	4254
4834	4596	4382
4976	4716	4506

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	24.9	24.3
2	24.6	24.4
3	25.8	-
4	22.7	23.2
5	24.1	24.3
6	23.2	25.1
7	24.0	25.9
8	25.0	25.3
9	24.6	25.6
10	24.2	25.2
11	23.5	24.6
12	23.2	24.4
13	23.5	23.5
14	22.6	23.6
15	23.7	23.6
16	24.3	24.0
17	23.4	23.6
18	23.7	23.8
19	23.7	24.0
20	23.5	24.0
21	24.1	24.2
22	23.9	24.4
23	24.0	24.8
24	24.5	24.2
10-12	23.4	24.5
14-16	24.0	23.8
0-24	23.7	24.0

Channel 2 - Southbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	29.5	27.7
2	26.5	29.3
3	31.3	-
4	27.9	27.4
5	27.5	27.7

25.6	25.1	25.0	25.2	25.5
25.6	25.3	26.1	25.2	25.5
25.4	25.7	25.1	25.3	25.6
26.4	25.5	26.3	25.8	25.7
27.2	25.9	26.6	26.1	26.6
27.7	27.3	27.4	26.9	27.2
28.5	27.8	28.5	28.2	28.1
28.4	28.4	28.8	27.9	28.5
27.1	26.9	28.8	28.4	27.3

26.1	26.4	25.6	26.6	25.8
25.9	25.4	25.1	25.7	25.5
26.5	26.2	25.8	26.3	26.3

85th %ile	26.5
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
26.0	23.4	25.8	26.7	24.9
25.1	29.6	25.7	25.7	24.8
25.6	23.8	23.6	25.4	26.0
23.9	25.3	24.2	25.1	25.2
23.7	27.6	24.3	22.6	25.5
24.2	30.0	24.2	25.1	24.2
24.9	29.2	24.8	24.7	25.6
24.0	24.8	23.8	23.8	24.5
23.1	22.8	22.6	22.9	23.2
24.2	24.1	23.1	23.8	23.4
22.2	23.8	22.8	22.7	23.7
24.1	24.8	23.4	22.8	24.1
23.9	24.1	23.2	22.3	23.8
23.4	23.9	23.4	21.9	24.1
23.3	24.3	23.5	24.4	23.0
23.8	23.4	22.7	23.4	23.3
22.6	23.1	23.8	23.1	22.9
23.3	23.9	22.5	23.5	23.2
23.0	23.5	23.4	24.0	23.3
23.6	24.2	24.0	26.6	23.7
23.3	23.9	23.6	26.9	23.7
24.2	24.5	24.5	26.9	24.2
24.7	24.0	23.6	25.5	25.4
23.4	24.8	24.4	24.6	25.0

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

23.2	24.2	23.1	22.8	23.9
23.6	23.8	23.1	23.9	23.1
23.5	23.9	23.4	23.6	23.7

Average	23.7
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
28.7	26.1	29.5	29.8	29.5
28.3	32.5	29.3	27.9	28.4
28.6	27.9	24.8	28.0	28.1
28.2	32.9	28.5	29.0	30.7
25.7	34.1	27.2	27.2	29.7

Channel 2 - Southbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
848	569	989	839	1061	994
3430	3089	3865	3418	3975	3407
12	13	7	16	12	26
0	0	0	0	0	0
4290	3671	4861	4273	5048	4427

Week 1

Channel 2 - Southbound

04-05-19 Friday
1041
3912
23
0
4976

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	3274	104
6-22	3883	113
6-24	4028	114
0-24	4168	118
03-31-19		
7-19	2882	41
6-22	3412	44
6-24	3501	44
0-24	3622	44
04-01-19		
7-19	3729	138
6-22	4443	151
6-24	4571	153
0-24	4699	155
04-02-19		
7-19	3342	144
6-22	3910	154
6-24	4047	155
0-24	4110	159
04-03-19		
7-19	3893	149
6-22	4606	162
6-24	4745	163
0-24	4875	166
04-04-19		
7-19	3558	131
6-22	4010	161
6-24	4127	163
0-24	4253	167
04-05-19		
7-19	3767	142
6-22	4531	156
6-24	4666	157
0-24	4805	160
Average		
7-19	3492	121
6-22	4113	134
6-24	4240	135

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
4	3382
4	4000
4	4146
4	4290
4	2927
5	3461
5	3550
5	3671
7	3874
7	4601
7	4731
7	4861
2	3488
4	4068
4	4206
4	4273
6	4048
6	4774
6	4914
7	5048
6	3695
7	4178
7	4297
7	4427
6	3915
11	4698
11	4834
11	4976

5	3618
6	4254
6	4382

6	21	0	0	0	0	0	0	0	0
7	22	0	0	0	0	0	0	0	0
8	52	0	0	0	0	0	0	0	0
9	74	0	0	0	0	0	0	0	0
10	146	2	0	0	0	0	0	1	0
11	200	2	0	0	0	0	0	0	0
12	293	3	0	0	0	0	0	0	0
13	325	1	0	0	0	0	0	0	0
14	354	2	0	0	0	0	0	0	0
15	341	2	0	0	0	0	0	1	0
16	291	0	0	0	0	0	0	0	0
17	290	2	0	1	0	0	0	0	0
18	286	1	0	0	0	0	0	0	0
19	230	1	0	0	0	0	0	0	0
20	238	1	0	0	0	0	0	0	0
21	161	1	0	0	0	0	0	0	0
22	109	1	0	0	0	0	0	0	0
23	58	0	0	0	0	0	0	0	0
24	31	0	0	0	0	0	0	0	0

7-19	2882	16	0	1	0	0	0	2	0
6-22	3412	19	0	1	0	0	0	2	0
6-24	3501	19	0	1	0	0	0	2	0
0-24	3622	19	0	1	0	0	0	2	0

Channel 1 - Northbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	21	0	0	0	0	0	0	0	0
2	7	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	8	1	0	0	0	0	0	0	0
5	13	0	0	0	0	0	0	0	0
6	77	2	0	0	0	0	0	0	0
7	92	2	0	0	0	0	0	0	0
8	245	8	0	0	0	0	0	1	0
9	387	8	0	0	0	0	0	1	0
10	257	7	0	1	1	0	0	0	0
11	245	5	0	0	0	0	0	1	0
12	269	7	0	0	0	0	0	2	0
13	292	4	0	0	0	0	0	0	0
14	333	6	0	0	0	0	0	0	0
15	393	5	0	1	0	0	0	0	0
16	437	9	0	0	0	0	0	0	0
17	491	10	0	0	0	0	0	4	0
18	544	7	0	1	0	0	0	3	0
19	379	3	0	0	0	0	0	0	0
20	278	4	0	0	0	0	0	0	0
21	199	2	0	0	0	0	0	0	0
22	154	2	0	1	0	0	0	0	0
23	112	1	0	0	0	0	0	0	0
24	37	0	0	0	0	0	0	0	0

7-19	4272	79	0	3	1	0	0	12	0
6-22	4995	89	0	4	1	0	0	12	0
6-24	5144	90	0	4	1	0	0	12	0
0-24	5272	93	0	4	1	0	0	12	0

0	0	0	0	21
0	0	0	0	22
0	0	0	0	52
0	0	1	0	75
0	0	1	0	150
1	0	4	0	207
0	0	2	0	298
0	0	3	0	329
0	0	2	0	358
0	0	3	0	347
0	0	3	0	294
0	0	2	0	295
0	0	4	0	291
0	0	0	0	231
1	0	0	0	240
0	0	0	0	162
0	0	0	0	110
0	0	0	0	58
0	0	0	0	31

6	0	0	1
7	0	0	1
8	0	2	4
9	0	0	7
10	0	2	16
11	0	0	28
12	0	2	33
13	0	3	57
14	1	5	47
15	0	6	55
16	2	3	45
17	1	2	44
18	0	3	50
19	0	5	28
20	1	3	28
21	0	1	31
22	0	1	15
23	0	1	8
24	0	0	9

1	0	25	0	2927
2	0	25	0	3461
2	0	25	0	3550
2	0	25	0	3671

7-19	4	33	414
6-22	5	38	489
6-24	5	39	506
0-24	5	39	525

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	21
0	0	0	0	7
0	0	0	0	2
0	0	0	0	9
0	0	0	0	13
0	0	0	0	79
0	0	3	0	97
0	0	5	0	259
0	0	7	0	403
0	0	9	0	275
0	0	9	0	260
0	0	7	0	285
0	0	9	0	305
0	0	9	0	348
0	0	9	0	408
0	0	6	0	452
1	0	11	0	517
0	0	7	0	562
0	0	6	0	388
0	0	3	0	285
0	0	2	0	203
0	0	1	0	158
1	0	2	0	116
0	0	2	0	39

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	1
5	0	0	1
6	1	7	14
7	0	3	14
8	5	25	69
9	1	17	113
10	2	10	72
11	1	18	64
12	5	37	75
13	3	5	60
14	1	18	115
15	3	20	107
16	1	19	111
17	4	40	114
18	3	42	160
19	1	15	85
20	0	7	59
21	0	2	34
22	3	7	15
23	0	3	17
24	0	1	5

1	0	94	0	4462
1	0	103	0	5205
2	0	107	0	5360
2	0	107	0	5491

7-19	30	266	1145
6-22	33	285	1267
6-24	33	289	1289
0-24	34	296	1306

12	6	2	0	0	0	0	0	0	21
11	9	1	0	0	0	0	0	0	22
21	19	6	0	0	0	0	0	0	52
36	26	4	2	0	0	0	0	0	75
66	58	8	0	0	0	0	0	0	150
109	65	5	0	0	0	0	0	0	207
175	75	13	0	0	0	0	0	0	298
203	60	6	0	0	0	0	0	0	329
232	66	7	0	0	0	0	0	0	358
204	74	8	0	0	0	0	0	0	347
158	79	6	1	0	0	0	0	0	294
181	62	3	2	0	0	0	0	0	295
169	65	3	0	1	0	0	0	0	291
134	59	3	2	0	0	0	0	0	231
147	56	5	0	0	0	0	0	0	240
78	43	7	2	0	0	0	0	0	162
60	29	4	1	0	0	0	0	0	110
27	18	3	1	0	0	0	0	0	58
9	13	0	0	0	0	0	0	0	31

1688	708	72	7	1	0	0	0	0	2927
1984	845	89	10	1	0	0	0	0	3461
2020	876	92	11	1	0	0	0	0	3550
2084	908	97	12	1	0	0	0	0	3671

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
8	10	1	1	0	0	0	0	0	21
2	3	2	0	0	0	0	0	0	7
1	0	0	1	0	0	0	0	0	2
4	4	0	0	0	0	0	0	0	9
7	5	0	0	0	0	0	0	0	13
28	24	4	1	0	0	0	0	0	79
53	22	4	1	0	0	0	0	0	97
112	45	3	0	0	0	0	0	0	259
224	43	5	0	0	0	0	0	0	403
128	58	5	0	0	0	0	0	0	275
119	51	6	1	0	0	0	0	0	260
128	37	3	0	0	0	0	0	0	285
167	58	12	0	0	0	0	0	0	305
159	49	6	0	0	0	0	0	0	348
206	64	7	1	0	0	0	0	0	408
253	57	11	0	0	0	0	0	0	452
291	60	8	0	0	0	0	0	0	517
283	70	4	0	0	0	0	0	0	562
202	81	4	0	0	0	0	0	0	388
153	54	11	1	0	0	0	0	0	285
107	55	5	0	0	0	0	0	0	203
73	57	3	0	0	0	0	0	0	158
44	43	8	1	0	0	0	0	0	116
22	9	2	0	0	0	0	0	0	39

2272	673	74	2	0	0	0	0	0	4462
2658	861	97	4	0	0	0	0	0	5205
2724	913	107	5	0	0	0	0	0	5360
2774	959	114	8	0	0	0	0	0	5491

6	29.0	29.4
7	27.5	29.8
8	29.8	30.3
9	29.4	29.2
10	28.7	28.5
11	27.6	29.0
12	27.6	28.2
13	27.6	26.4
14	27.1	26.7
15	27.8	27.6
16	28.3	28.3
17	27.8	27.9
18	28.2	27.7
19	28.0	28.4
20	27.8	27.9
21	28.7	28.0
22	28.9	28.8
23	27.6	28.9
24	29.3	29.6

10-12	27.6	28.5
14-16	28.1	27.9
0-24	28.1	28.2

28.2	35.3	29.3	29.3	28.0
29.2	34.0	29.1	28.5	29.1
28.1	29.7	27.8	28.0	28.6
26.7	26.5	26.4	27.1	27.4
28.2	28.4	27.0	28.4	28.0
26.4	28.4	26.4	26.5	28.3
27.7	29.8	27.1	27.5	28.2
28.4	28.7	27.4	27.0	28.5
27.3	28.8	27.5	25.6	28.9
27.2	28.5	27.6	28.5	27.0
27.8	27.7	25.8	27.8	27.1
26.5	27.7	27.9	27.4	27.7
27.0	27.9	25.8	27.9	27.1
27.7	27.2	26.8	28.9	26.7
27.2	27.5	28.0	31.0	27.5
26.2	27.8	27.4	31.5	28.2
27.8	28.5	28.5	31.0	28.0
28.4	28.5	26.5	29.5	29.6
28.1	28.1	29.2	28.0	30.2

27.6	28.9	27.0	27.2	28.3
27.6	28.2	27.0	28.2	27.1
27.7	28.3	27.4	28.2	28.1

85th %ile	28.0
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0-24	4361	138
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6

4506

Channel 2 - Southbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	15	0	0	0	0	0	0	0	0
2	10	0	0	0	0	0	0	0	0
3	6	0	0	0	0	0	0	0	0
4	11	0	0	0	0	0	0	0	0
5	20	0	0	0	0	0	0	0	0
6	66	1	0	0	0	0	0	0	0
7	152	3	0	0	0	0	0	0	0
8	415	7	0	1	0	0	0	0	0
9	493	8	0	0	0	0	0	0	1
10	251	5	0	0	0	0	0	0	0
11	228	5	0	0	0	0	0	0	0
12	228	7	1	0	0	0	0	1	0
13	242	5	0	0	0	0	0	0	0
14	242	4	0	0	0	0	0	1	0
15	291	4	0	0	0	0	0	0	0
16	355	6	0	0	0	0	0	0	0
17	333	6	0	0	0	0	0	0	0
18	335	4	0	1	0	0	0	0	0
19	316	1	0	0	0	0	0	0	0
20	248	1	0	0	0	0	0	0	0
21	193	1	0	0	0	0	0	0	0
22	121	1	0	0	0	0	0	0	0
23	91	1	0	0	0	0	0	0	0
24	37	0	0	0	0	0	0	0	0
7-19	3729	62	1	2	0	0	0	2	1
6-22	4443	68	1	2	0	0	0	2	1
6-24	4571	69	1	2	0	0	0	2	1
0-24	4699	70	1	2	0	0	0	2	1

Channel 1 - Northbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	19	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0	0
4	10	0	0	0	0	0	0	0	0
5	17	0	0	0	0	0	0	0	0
6	71	1	0	0	0	0	0	0	0
7	95	1	0	0	0	0	0	0	0
8	248	5	0	1	0	0	0	1	0
9	364	9	0	0	0	0	0	0	0
10	301	7	1	0	0	0	0	2	0
11	257	5	0	0	0	0	0	0	0
12	271	4	1	0	0	0	0	0	0
13	268	6	0	0	0	0	0	0	0
14	301	4	0	0	0	0	0	0	0
15	345	7	1	0	0	0	0	0	0
16	438	9	0	0	1	0	0	1	0
17	515	9	1	1	0	0	0	1	0
18	576	8	1	0	0	0	0	1	0
19	400	4	0	0	0	0	0	1	0
20	299	3	0	0	0	0	0	1	0

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	15
0	0	0	0	10
0	0	0	0	6
0	0	0	0	11
0	0	0	0	20
0	0	1	0	68
0	0	4	0	159
1	0	7	0	431
0	0	4	0	506
0	0	5	0	261
0	0	7	0	240
0	0	6	0	243
1	0	9	0	257
0	0	8	0	255
0	0	7	0	302
0	0	8	0	369
0	0	6	0	345
0	0	3	0	343
0	0	5	0	322
0	0	1	0	250
0	0	1	0	195
0	0	1	0	123
0	0	1	0	93
0	0	0	0	37

2	0	75	0	3874
2	0	82	0	4601
2	0	83	0	4731
2	0	84	0	4861

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	1
3	0	0	1
4	0	0	3
5	0	0	1
6	0	3	10
7	0	3	16
8	2	12	51
9	0	16	101
10	0	7	37
11	3	20	53
12	0	7	33
13	0	3	48
14	1	5	43
15	3	10	50
16	0	3	57
17	5	20	73
18	1	6	63
19	1	16	82
20	0	8	33
21	0	2	33
22	0	2	12
23	0	0	14
24	0	0	13

7-19	16	125	691
6-22	16	140	785
6-24	16	140	812
0-24	16	143	830

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	20
0	0	0	0	2
0	0	0	0	5
0	0	0	0	10
0	0	0	0	17
0	0	2	0	74
0	0	2	0	98
0	0	3	0	258
0	0	8	0	381
1	0	5	0	317
0	0	10	0	272
0	0	7	0	283
0	0	7	0	281
0	0	7	0	312
0	0	7	0	360
0	0	3	0	452
0	0	11	0	538
0	0	7	0	593
0	0	4	0	409
0	0	3	0	306

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	3
2	0	0	0
3	0	1	1
4	0	0	1
5	1	0	5
6	0	8	11
7	2	5	22
8	2	15	63
9	3	26	89
10	0	14	72
11	5	12	47
12	2	8	65
13	1	10	56
14	1	17	108
15	2	22	78
16	5	44	135
17	4	39	167
18	8	59	119
19	11	42	108
20	0	20	58

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
3	10	0	0	0	0	0	0	0	15
5	4	0	0	0	0	0	0	0	10
2	3	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	11
16	2	1	0	0	0	0	0	0	20
28	24	3	0	0	0	0	0	0	68
76	55	9	0	0	0	0	0	0	159
242	113	11	0	0	0	0	0	0	431
291	90	8	0	0	0	0	0	0	506
127	84	6	0	0	0	0	0	0	261
125	34	5	0	0	0	0	0	0	240
136	56	10	1	0	0	0	0	0	243
138	60	8	0	0	0	0	0	0	257
146	56	4	0	0	0	0	0	0	255
167	71	1	0	0	0	0	0	0	302
214	93	2	0	0	0	0	0	0	369
181	56	9	1	0	0	0	0	0	345
205	60	8	0	0	0	0	0	0	343
140	72	8	3	0	0	0	0	0	322
156	46	6	1	0	0	0	0	0	250
126	32	2	0	0	0	0	0	0	195
72	33	4	0	0	0	0	0	0	123
48	25	5	1	0	0	0	0	0	93
16	6	2	0	0	0	0	0	0	37

2112	845	80	5	0	0	0	0	0	3874
2542	1011	101	6	0	0	0	0	0	4601
2606	1042	108	7	0	0	0	0	0	4731
2664	1089	112	7	0	0	0	0	0	4861

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
7	7	3	0	0	0	0	0	0	20
0	1	1	0	0	0	0	0	0	2
1	2	0	0	0	0	0	0	0	5
4	5	0	0	0	0	0	0	0	10
6	5	0	0	0	0	0	0	0	17
27	24	4	0	0	0	0	0	0	74
42	26	0	1	0	0	0	0	0	98
146	30	2	0	0	0	0	0	0	258
196	63	4	0	0	0	0	0	0	381
150	70	11	0	0	0	0	0	0	317
160	47	1	0	0	0	0	0	0	272
141	57	9	1	0	0	0	0	0	283
154	57	3	0	0	0	0	0	0	281
133	47	5	1	0	0	0	0	0	312
199	53	6	0	0	0	0	0	0	360
212	49	6	1	0	0	0	0	0	452
254	65	9	0	0	0	0	0	0	538
315	88	3	1	0	0	0	0	0	593
192	54	2	0	0	0	0	0	0	409
176	45	7	0	0	0	0	0	0	306

21	219	2	0	0	0	0	0	0	0
22	151	1	0	0	0	0	0	0	0
23	99	1	1	0	0	0	0	0	0
24	38	0	0	0	0	0	0	0	0

7-19	4284	77	5	2	1	0	0	7	0
6-22	5048	84	5	2	1	0	0	8	0
6-24	5185	85	6	2	1	0	0	8	0
0-24	5309	87	6	2	1	0	0	8	0

Channel 2 - Southbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	15	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	9	0	0	0	0	0	0	0	0
4	12	0	0	0	0	0	0	0	0
5	12	0	0	0	0	0	0	0	0
6	10	3	0	0	0	0	0	0	0
7	21	2	0	1	0	0	0	0	0
8	197	5	0	0	0	0	0	0	0
9	524	8	0	0	0	0	0	0	0
10	265	5	0	0	0	0	0	0	0
11	181	3	0	0	0	0	0	0	0
12	158	5	0	0	0	0	0	0	0
13	196	2	0	0	0	0	0	0	0
14	264	5	0	0	0	0	0	0	0
15	276	7	0	0	0	0	0	0	0
16	325	9	1	0	0	0	0	0	0
17	322	6	0	0	0	0	0	0	0
18	346	7	0	0	0	0	0	0	0
19	288	4	0	0	0	0	0	0	0
20	260	1	0	0	0	0	0	0	0
21	170	1	0	0	0	0	0	0	0
22	117	1	0	1	0	0	0	0	0
23	104	0	0	0	0	0	0	0	0
24	33	0	0	0	0	0	0	0	0

7-19	3342	66	1	0	0	0	0	0	0
6-22	3910	71	1	2	0	0	0	0	0
6-24	4047	71	1	2	0	0	0	0	0
0-24	4110	74	1	2	0	0	0	0	0

Channel 1 - Northbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	14	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	15	1	0	0	0	0	0	0	0
5	18	0	0	0	0	0	0	0	0
6	71	1	0	0	0	0	0	0	0
7	121	2	1	0	0	0	0	0	0
8	314	4	1	1	1	0	0	1	0
9	408	6	1	1	0	0	0	2	0
10	323	8	1	1	0	0	0	0	0

0	0	3	0	224
0	0	2	0	154
0	0	0	0	101
0	0	1	0	39

21	2	8	47
22	0	7	20
23	0	5	13
24	0	2	7

1	0	79	0	4456
1	0	89	0	5238
1	0	90	0	5378
1	0	92	0	5506

7-19	44	308	1107
6-22	48	348	1254
6-24	48	355	1274
0-24	49	364	1295

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	15
0	0	0	0	5
0	0	0	0	9
0	0	0	0	12
0	0	0	0	12
0	0	1	0	14
0	0	2	0	26
0	0	7	0	209
0	0	6	0	538
0	0	8	0	278
0	0	10	0	194
0	0	5	0	168
0	0	6	0	204
0	0	6	0	275
0	0	7	0	290
0	0	8	0	343
0	0	5	0	333
1	0	5	0	359
1	0	4	0	297
0	0	1	0	262
0	0	1	0	172
0	0	1	0	120
0	0	1	0	105
0	0	0	0	33

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	3
2	0	0	0
3	0	0	2
4	0	1	2
5	0	0	1
6	0	0	1
7	0	0	2
8	1	7	24
9	4	25	122
10	3	5	40
11	0	9	37
12	0	4	27
13	0	5	30
14	1	8	44
15	1	9	35
16	2	12	63
17	2	16	62
18	0	10	48
19	0	2	59
20	1	2	33
21	0	2	28
22	1	2	15
23	0	1	20
24	0	0	5

2	0	77	0	3488
2	0	82	0	4068
2	0	83	0	4206
2	0	84	0	4273

7-19	14	112	591
6-22	16	118	669
6-24	16	119	694
0-24	16	120	703

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	14
0	0	0	0	4
0	0	0	0	2
0	0	0	0	16
0	0	0	0	18
0	0	1	0	73
0	0	3	0	127
0	0	1	0	323
0	0	5	0	423
0	0	7	0	340

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	1	2
6	0	6	4
7	0	8	27
8	2	33	70
9	1	26	171
10	0	11	117

120	36	8	0	3	0	0	0	0	224
73	47	7	0	0	0	0	0	0	154
52	27	3	0	1	0	0	0	0	101
16	12	2	0	0	0	0	0	0	39

2252	680	61	4	0	0	0	0	0	4456
2663	834	83	5	3	0	0	0	0	5238
2731	873	88	5	4	0	0	0	0	5378
2776	917	96	5	4	0	0	0	0	5506

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
8	3	1	0	0	0	0	0	0	15
1	2	2	0	0	0	0	0	0	5
4	3	0	0	0	0	0	0	0	9
3	3	3	0	0	0	0	0	0	12
5	3	2	1	0	0	0	0	0	12
3	2	7	1	0	0	0	0	0	14
5	6	10	2	1	0	0	0	0	26
82	81	13	1	0	0	0	0	0	209
285	90	12	0	0	0	0	0	0	538
139	78	13	0	0	0	0	0	0	278
75	65	8	0	0	0	0	0	0	194
67	55	15	0	0	0	0	0	0	168
104	56	8	1	0	0	0	0	0	204
137	74	11	0	0	0	0	0	0	275
144	92	9	0	0	0	0	0	0	290
190	63	11	2	0	0	0	0	0	343
173	76	3	1	0	0	0	0	0	333
206	85	8	2	0	0	0	0	0	359
169	62	5	0	0	0	0	0	0	297
158	59	7	2	0	0	0	0	0	262
96	41	5	0	0	0	0	0	0	172
58	40	4	0	0	0	0	0	0	120
52	29	2	1	0	0	0	0	0	105
16	11	0	1	0	0	0	0	0	33

1771	877	116	7	0	0	0	0	0	3488
2088	1023	142	11	1	0	0	0	0	4068
2156	1063	144	13	1	0	0	0	0	4206
2180	1079	159	15	1	0	0	0	0	4273

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
7	4	2	0	0	0	0	0	0	14
2	1	1	0	0	0	0	0	0	4
1	1	0	0	0	0	0	0	0	2
4	10	2	0	0	0	0	0	0	16
7	5	3	0	0	0	0	0	0	18
33	26	2	1	1	0	0	0	0	73
63	23	6	0	0	0	0	0	0	127
183	31	3	1	0	0	0	0	0	323
200	22	3	0	0	0	0	0	0	423
175	33	4	0	0	0	0	0	0	340

11	265	5	0	0	0	0	0	0	0
12	286	4	0	0	0	0	0	1	0
13	306	4	0	0	1	0	0	2	0
14	307	4	0	1	0	0	0	2	0
15	365	7	0	1	0	0	0	1	0
16	475	9	0	0	0	0	0	3	0
17	496	11	0	1	0	0	0	2	0
18	626	8	0	1	0	0	0	0	0
19	434	5	0	0	0	0	0	1	0
20	327	3	0	0	0	0	0	0	0
21	210	2	0	0	0	0	0	1	0
22	174	0	0	0	0	0	0	0	0
23	103	1	0	0	0	0	0	0	0
24	38	0	0	0	0	0	0	0	0

7-19	4605	75	3	7	2	0	0	15	0
6-22	5437	82	4	7	2	0	0	16	0
6-24	5578	83	4	7	2	0	0	16	0
0-24	5702	85	4	7	2	0	0	16	0

Channel 2 - Southbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	18	0	0	0	0	0	0	0	0
2	8	0	0	0	0	0	0	0	0
3	10	0	0	0	0	0	0	0	0
4	10	0	0	0	0	0	0	0	0
5	20	0	0	0	0	0	0	0	0
6	64	0	1	0	0	0	0	0	1
7	165	3	2	0	0	0	0	0	0
8	398	7	0	0	0	0	0	0	1
9	512	8	0	0	0	0	0	0	1
10	269	6	0	0	0	0	0	0	0
11	230	7	0	0	0	0	0	0	0
12	234	4	0	0	1	0	0	0	0
13	243	4	0	0	0	0	0	0	0
14	275	5	0	0	0	0	0	0	0
15	325	7	1	0	0	0	0	0	0
16	349	7	1	0	0	0	0	0	0
17	361	7	1	1	0	0	0	0	0
18	377	5	0	0	0	0	0	0	1
19	320	3	0	0	0	0	0	1	0
20	225	2	0	0	0	0	0	0	0
21	189	1	0	0	0	0	0	0	0
22	134	0	0	0	0	0	0	0	0
23	91	0	0	0	0	0	0	0	0
24	48	0	0	0	0	0	0	0	0

7-19	3893	70	3	1	1	0	0	1	3
6-22	4606	76	5	1	1	0	0	1	3
6-24	4745	76	5	1	1	0	0	1	3
0-24	4875	76	6	1	1	0	0	1	4

Channel 1 - Northbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	4	0	274
0	0	4	0	295
0	0	7	0	320
0	0	6	0	320
0	0	9	0	383
0	0	7	0	494
0	0	8	0	518
0	0	4	0	639
0	0	4	0	444
1	0	3	0	334
0	0	2	0	215
0	0	1	0	175
0	0	1	0	105
0	0	1	0	39

11	1	9	78
12	0	20	75
13	2	16	86
14	3	21	89
15	5	31	109
16	1	35	194
17	6	28	107
18	5	65	223
19	0	35	114
20	0	5	77
21	0	2	44
22	1	3	23
23	1	3	20
24	0	1	4

0	0	66	0	4773
1	0	75	0	5624
1	0	77	0	5768
1	0	78	0	5895

7-19	26	330	1433
6-22	27	348	1604
6-24	28	352	1628
0-24	28	359	1635

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	18
0	0	0	0	8
0	0	0	0	10
0	0	0	0	10
0	0	0	0	20
0	0	2	0	68
0	0	4	0	174
0	0	6	0	412
0	0	5	0	526
0	0	7	0	282
0	0	9	0	246
0	0	7	0	246
0	0	5	0	252
0	0	9	0	289
0	0	6	0	339
0	0	6	0	363
1	0	7	0	378
0	0	4	0	387
0	0	4	0	328
0	0	1	0	228
0	0	0	0	190
0	0	0	0	134
0	0	1	0	92
0	0	0	0	48

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	2
5	0	0	2
6	0	2	12
7	1	5	13
8	3	12	45
9	5	20	120
10	0	12	57
11	0	8	63
12	0	6	42
13	1	9	46
14	2	10	53
15	1	11	51
16	0	9	85
17	1	4	65
18	0	20	91
19	0	12	45
20	1	8	30
21	1	6	25
22	1	4	11
23	0	0	17
24	0	1	8

1	0	75	0	4048
1	0	80	0	4774
1	0	81	0	4914
1	0	83	0	5048

7-19	13	133	763
6-22	17	156	842
6-24	17	157	867
0-24	17	159	885

Channel 1 - Northbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

161	22	3	0	0	0	0	0	0	274
146	49	5	0	0	0	0	0	0	295
168	48	0	0	0	0	0	0	0	320
164	39	2	0	2	0	0	0	0	320
186	48	4	0	0	0	0	0	0	383
211	53	0	0	0	0	0	0	0	494
280	88	9	0	0	0	0	0	0	518
278	68	0	0	0	0	0	0	0	639
213	77	5	0	0	0	0	0	0	444
177	70	5	0	0	0	0	0	0	334
113	48	7	1	0	0	0	0	0	215
96	42	8	2	0	0	0	0	0	175
48	26	4	3	0	0	0	0	0	105
10	19	4	1	0	0	0	0	0	39

2365	578	38	1	2	0	0	0	0	4773
2814	761	64	4	2	0	0	0	0	5624
2872	806	72	8	2	0	0	0	0	5768
2926	853	82	9	3	0	0	0	0	5895

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
5	10	1	0	0	0	0	0	0	18
4	3	1	0	0	0	0	0	0	8
9	1	0	0	0	0	0	0	0	10
5	2	1	0	0	0	0	0	0	10
14	4	0	0	0	0	0	0	0	20
30	21	3	0	0	0	0	0	0	68
90	56	5	3	1	0	0	0	0	174
238	107	6	1	0	0	0	0	0	412
291	88	2	0	0	0	0	0	0	526
152	55	6	0	0	0	0	0	0	282
120	49	6	0	0	0	0	0	0	246
138	56	4	0	0	0	0	0	0	246
140	52	4	0	0	0	0	0	0	252
159	53	11	1	0	0	0	0	0	289
189	84	3	0	0	0	0	0	0	339
216	53	0	0	0	0	0	0	0	363
210	88	9	1	0	0	0	0	0	378
216	53	7	0	0	0	0	0	0	387
204	59	8	0	0	0	0	0	0	328
126	51	8	4	0	0	0	0	0	228
111	41	6	0	0	0	0	0	0	190
72	39	6	1	0	0	0	0	0	134
54	21	0	0	0	0	0	0	0	92
22	16	1	0	0	0	0	0	0	48

2273	797	66	3	0	0	0	0	0	4048
2672	984	91	11	1	0	0	0	0	4774
2748	1021	92	11	1	0	0	0	0	4914
2815	1062	98	11	1	0	0	0	0	5048

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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0	0	0	0	26
0	0	0	0	9
0	0	0	0	5
0	0	0	0	8
0	0	0	0	20
0	0	1	0	86
0	0	2	0	137
0	0	2	0	280
0	0	7	0	385
1	0	7	0	307
0	0	7	0	298
0	0	5	0	323
0	0	8	0	322
0	0	7	0	343
0	0	10	0	380
0	1	3	0	470
0	2	14	0	549
0	0	4	0	657
0	0	3	0	390
0	0	1	0	262
0	0	2	0	204
0	0	0	0	154
0	0	1	0	95
0	0	0	0	59

1	0	0	4
2	0	0	0
3	0	0	0
4	0	0	0
5	1	0	3
6	0	5	6
7	0	3	25
8	3	13	59
9	4	25	89
10	0	15	69
11	0	16	77
12	0	10	82
13	2	17	100
14	1	21	112
15	3	24	72
16	6	50	133
17	3	45	181
18	2	33	174
19	1	11	104
20	3	16	64
21	1	2	50
22	1	2	22
23	1	2	13
24	0	0	13

1	3	77	0	4704
1	3	82	0	5461
1	3	83	0	5615
1	3	84	0	5769

7-19	25	280	1252
6-22	30	303	1413
6-24	31	305	1439
0-24	32	310	1452

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	22
0	0	0	0	8
0	0	0	0	10
0	0	0	0	7
0	0	0	0	13
0	0	1	0	70
0	1	2	0	161
1	0	5	0	432
0	0	5	0	538
0	0	7	0	268
0	0	8	0	233
0	0	6	0	253
0	0	4	0	282
0	0	4	0	313
0	0	7	0	307
0	0	4	0	324
0	0	4	0	346
0	0	6	0	323
0	0	1	0	76
0	0	1	0	92
0	0	0	0	139
0	0	1	0	91
0	0	1	0	74
0	0	0	0	45

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	0
5	0	1	2
6	0	3	7
7	1	4	15
8	0	16	61
9	3	21	116
10	2	10	46
11	0	15	59
12	1	10	68
13	5	15	73
14	2	17	101
15	1	12	30
16	2	14	52
17	1	20	65
18	0	10	63
19	0	0	19
20	0	2	5
21	0	1	7
22	0	1	3
23	0	1	5
24	0	0	4

14	6	2	0	0	0	0	0	0	26
1	7	1	0	0	0	0	0	0	9
3	2	0	0	0	0	0	0	0	5
3	5	0	0	0	0	0	0	0	8
5	6	5	0	0	0	0	0	0	20
52	20	2	1	0	0	0	0	0	86
55	46	8	0	0	0	0	0	0	137
150	51	4	0	0	0	0	0	0	280
202	60	5	0	0	0	0	0	0	385
148	68	7	0	0	0	0	0	0	307
153	49	3	0	0	0	0	0	0	298
165	62	4	0	0	0	0	0	0	323
144	57	2	0	0	0	0	0	0	322
162	42	5	0	0	0	0	0	0	343
222	51	8	0	0	0	0	0	0	380
221	51	8	1	0	0	0	0	0	470
253	57	10	0	0	0	0	0	0	549
370	76	2	0	0	0	0	0	0	657
208	62	4	0	0	0	0	0	0	390
129	46	4	0	0	0	0	0	0	262
101	44	6	0	0	0	0	0	0	204
65	55	7	2	0	0	0	0	0	154
43	33	3	0	0	0	0	0	0	95
29	13	3	1	0	0	0	0	0	59

2398	686	62	1	0	0	0	0	0	4704
2748	877	87	3	0	0	0	0	0	5461
2820	923	93	4	0	0	0	0	0	5615
2898	969	103	5	0	0	0	0	0	5769

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
5	13	2	0	0	0	0	0	0	22
4	4	0	0	0	0	0	0	0	8
7	2	0	1	0	0	0	0	0	10
5	2	0	0	0	0	0	0	0	7
7	3	0	0	0	0	0	0	0	13
26	31	1	2	0	0	0	0	0	70
75	57	7	2	0	0	0	0	0	161
224	124	7	0	0	0	0	0	0	432
292	95	11	0	0	0	0	0	0	538
133	67	10	0	0	0	0	0	0	268
116	38	4	0	0	1	0	0	0	233
120	47	5	2	0	0	0	0	0	253
138	45	6	0	0	0	0	0	0	282
148	40	5	0	0	0	0	0	0	313
148	109	6	0	1	0	0	0	0	307
182	62	10	2	0	0	0	0	0	324
178	77	4	1	0	0	0	0	0	346
163	75	12	0	0	0	0	0	0	323
36	16	4	1	0	0	0	0	0	76
30	40	13	2	0	0	0	0	0	92
51	48	26	6	0	0	0	0	0	139
36	32	15	4	0	0	0	0	0	91
31	31	5	1	0	0	0	0	0	74
24	15	2	0	0	0	0	0	0	45

7-19	3558	67	3	0	0	0	0	1	4
6-22	4010	89	7	0	0	0	0	1	4
6-24	4127	90	7	0	0	0	0	1	4
0-24	4253	91	9	0	0	0	0	1	4

Channel 1 - Northbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	18	0	0	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0
3	10	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0
5	18	0	0	0	0	0	0	0	0
6	63	1	0	0	0	0	0	0	0
7	124	2	0	0	0	0	0	0	0
8	250	5	1	0	0	0	0	0	0
9	379	8	0	0	0	0	0	0	0
10	318	8	0	0	0	0	0	0	1
11	289	8	0	0	0	0	0	0	0
12	295	5	0	0	0	0	0	2	0
13	296	6	0	0	0	0	0	1	0
14	300	4	1	1	0	0	0	0	0
15	359	7	2	1	0	0	0	0	0
16	421	7	1	1	0	0	0	1	0
17	530	11	0	1	0	0	0	4	0
18	571	6	0	0	0	0	0	0	0
19	437	4	0	1	1	0	0	0	0
20	312	4	0	0	0	0	0	1	0
21	213	1	1	0	0	0	0	0	0
22	147	2	0	1	0	0	0	0	0
23	97	0	0	0	0	0	0	1	0
24	48	0	0	0	0	0	0	0	0

7-19	4445	79	5	5	1	0	0	8	1
6-22	5241	88	6	6	1	0	0	9	1
6-24	5386	88	6	6	1	0	0	10	1
0-24	5505	89	6	6	1	0	0	10	1

Channel 2 - Southbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	26	0	0	0	0	0	0	0	0
2	9	0	0	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0
4	14	0	0	0	0	0	0	0	0
5	24	0	0	0	0	0	0	0	0
6	59	2	0	0	0	0	0	0	0
7	150	1	1	0	0	0	0	1	2
8	380	7	0	0	0	0	0	0	3
9	478	10	0	0	0	0	0	0	0
10	224	4	0	0	0	0	0	0	0
11	226	7	0	0	0	0	0	0	0
12	245	7	0	0	0	0	0	0	0
13	273	5	0	1	0	0	0	0	0
14	241	6	0	1	1	0	0	0	0
15	341	6	1	0	0	0	0	0	0

1	0	61	0	3695
1	1	65	0	4178
1	1	66	0	4297
1	1	67	0	4427

7-19	17	160	753
6-22	18	168	783
6-24	18	169	792
0-24	18	173	803

Channel 1 - Northbound

10	11	12	13	TOTAL
0	0	0	0	18
0	0	0	0	6
0	0	0	0	10
0	0	0	0	4
0	0	0	0	18
0	0	0	0	64
0	0	2	0	128
0	0	5	0	261
0	0	10	0	397
0	0	7	0	334
0	0	9	0	306
0	0	6	0	308
0	0	10	0	313
0	0	9	0	315
0	0	8	0	377
0	0	8	0	439
0	0	8	0	554
0	0	8	0	585
0	0	6	0	449
0	0	2	0	319
0	0	3	0	218
0	0	2	0	152
0	0	1	0	99
0	0	2	0	50

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	3
2	0	0	0
3	0	0	1
4	0	1	0
5	0	0	1
6	1	2	11
7	0	1	28
8	8	16	48
9	1	28	113
10	0	18	104
11	0	20	90
12	3	30	83
13	0	17	66
14	0	8	81
15	3	36	126
16	0	32	122
17	4	24	167
18	0	54	156
19	0	19	145
20	0	10	78
21	0	1	46
22	2	4	22
23	0	3	14
24	1	0	4

0	0	94	0	4638
0	0	103	0	5455
0	0	106	0	5604
0	0	106	0	5724

7-19	19	302	1301
6-22	21	318	1475
6-24	22	321	1493
0-24	23	324	1509

Channel 2 - Southbound

10	11	12	13	TOTAL
0	0	0	0	26
0	0	0	0	9
0	0	0	0	7
0	0	0	0	14
0	0	0	0	24
0	0	1	0	62
0	0	4	0	159
0	0	9	0	399
0	0	3	0	491
0	0	5	0	233
0	0	4	0	237
0	0	7	0	259
0	0	7	0	286
0	0	10	0	259
1	0	6	0	355

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	1	4
2	0	0	1
3	0	0	0
4	0	1	2
5	0	0	2
6	0	2	7
7	0	1	11
8	4	10	29
9	0	18	102
10	2	11	52
11	0	5	43
12	1	8	36
13	0	13	56
14	1	14	36
15	2	20	63

1878	795	84	6	1	1	0	0	0	3695
2070	972	145	20	1	1	0	0	0	4178
2125	1018	152	21	1	1	0	0	0	4297
2179	1073	155	24	1	1	0	0	0	4427

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
8	5	2	0	0	0	0	0	0	18
2	3	1	0	0	0	0	0	0	6
5	3	1	0	0	0	0	0	0	10
0	3	0	0	0	0	0	0	0	4
6	10	1	0	0	0	0	0	0	18
23	19	8	0	0	0	0	0	0	64
61	32	5	1	0	0	0	0	0	128
140	48	1	0	0	0	0	0	0	261
193	53	6	1	2	0	0	0	0	397
155	53	2	2	0	0	0	0	0	334
151	45	0	0	0	0	0	0	0	306
139	49	4	0	0	0	0	0	0	308
161	59	9	1	0	0	0	0	0	313
157	63	6	0	0	0	0	0	0	315
162	46	3	1	0	0	0	0	0	377
221	57	6	1	0	0	0	0	0	439
282	73	4	0	0	0	0	0	0	554
297	72	6	0	0	0	0	0	0	585
222	62	1	0	0	0	0	0	0	449
160	63	5	2	1	0	0	0	0	319
119	43	9	0	0	0	0	0	0	218
78	38	7	1	0	0	0	0	0	152
41	32	8	1	0	0	0	0	0	99
27	14	3	0	1	0	0	0	0	50

2280	680	48	6	2	0	0	0	0	4638
2698	856	74	10	3	0	0	0	0	5455
2766	902	85	11	4	0	0	0	0	5604
2810	945	98	11	4	0	0	0	0	5724

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
11	8	2	0	0	0	0	0	0	26
4	4	0	0	0	0	0	0	0	9
4	3	0	0	0	0	0	0	0	7
5	4	2	0	0	0	0	0	0	14
14	5	2	0	1	0	0	0	0	24
30	20	3	0	0	0	0	0	0	62
72	64	9	1	1	0	0	0	0	159
211	135	10	0	0	0	0	0	0	399
250	114	6	1	0	0	0	0	0	491
103	54	9	1	1	0	0	0	0	233
125	59	5	0	0	0	0	0	0	237
128	79	7	0	0	0	0	0	0	259
131	69	13	4	0	0	0	0	0	286
115	78	11	3	1	0	0	0	0	259
201	59	9	1	0	0	0	0	0	355

16	356	9	1	0	0	0	0	0	0
17	352	6	0	0	0	0	0	0	0
18	346	3	0	0	0	0	0	0	0
19	305	2	0	0	0	0	0	0	0
20	276	1	0	1	0	0	0	0	0
21	212	1	0	0	0	0	0	0	0
22	126	1	0	1	0	0	0	0	0
23	87	0	0	0	0	0	0	0	0
24	48	0	0	0	0	0	0	0	0

7-19	3767	72	2	2	1	0	0	0	3
6-22	4531	76	3	4	1	0	0	1	5
6-24	4666	76	3	4	1	0	0	1	5
0-24	4805	78	3	4	1	0	0	1	5

0	0	4	0	370
0	0	5	0	363
0	0	3	0	352
0	0	4	0	311
0	0	3	0	281
0	0	1	0	214
0	0	1	0	129
0	0	1	0	88
0	0	0	0	48

16	0	16	69
17	4	18	86
18	0	22	53
19	0	6	62
20	0	7	53
21	0	3	41
22	0	2	22
23	0	1	11
24	0	1	6

1	0	67	0	3915
1	0	76	0	4698
1	0	77	0	4834
1	0	78	0	4976

7-19	14	161	687
6-22	14	174	814
6-24	14	176	831
0-24	14	180	847

201	75	9	0	0	0	0	0	0	370
169	74	12	0	0	0	0	0	0	363
201	72	4	0	0	0	0	0	0	352
181	57	5	0	0	0	0	0	0	311
146	66	5	2	1	1	0	0	0	281
108	54	7	1	0	0	0	0	0	214
65	35	5	0	0	0	0	0	0	129
36	30	7	3	0	0	0	0	0	88
21	14	6	0	0	0	0	0	0	48

2016	925	100	10	2	0	0	0	0	3915
2407	1144	126	14	4	1	0	0	0	4698
2464	1188	139	17	4	1	0	0	0	4834
2532	1232	148	17	5	1	0	0	0	4976

Warrington ATC E, Grasmere Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	4	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0
6	8	0	0	0	0	0	0	0	0
7	6	0	0	0	0	0	0	0	0
8	25	0	0	0	0	0	0	0	0
9	26	0	0	0	0	0	0	0	0
10	48	2	0	0	0	0	0	0	0
11	58	0	0	0	0	0	0	0	0
12	46	0	0	0	0	0	0	0	0
13	68	2	0	0	0	0	0	0	0
14	62	0	0	0	0	0	0	0	0
15	71	0	0	0	0	0	0	0	0
16	54	0	0	0	0	0	0	0	0
17	60	0	0	0	0	0	0	0	0
18	59	0	0	0	0	0	0	0	0
19	49	0	0	0	0	0	0	0	0
20	36	0	0	0	0	0	0	0	0
21	33	0	0	0	0	0	0	0	0
22	19	1	0	0	0	0	0	0	0
23	15	1	0	0	0	0	0	0	0
24	12	0	0	0	0	0	0	0	0

7-19	626	4	0	0	0	0	0	0	0
6-22	720	5	0	0	0	0	0	0	0
6-24	747	6	0	0	0	0	0	0	0
0-24	767	6	0	0	0	0	0	0	0

Channel 2 - Eastbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	5	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	0
7	11	0	0	0	0	0	0	0	0
8	12	0	0	0	0	0	0	0	0
9	18	1	0	0	0	0	0	0	0
10	37	0	0	0	0	0	0	0	0
11	43	0	0	1	0	0	0	0	0
12	48	0	0	0	0	0	0	0	0
13	33	1	0	0	0	0	0	0	0
14	55	0	0	0	0	0	0	0	0
15	58	1	0	0	0	0	0	0	0

Warrington ATC E, Grasi

Produced by Road Data Services Ltd

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	4
0	0	0	0	2
0	0	0	0	0
0	0	0	0	2
0	0	0	0	4
0	0	0	0	8
0	0	0	0	6
0	0	0	0	25
0	0	1	0	27
0	0	0	0	50
0	0	0	0	58
0	0	0	0	46
0	0	0	0	70
0	0	0	0	62
0	0	0	0	71
0	0	0	0	54
0	0	0	0	60
0	0	0	0	59
0	0	0	0	49
0	0	0	0	36
0	0	0	0	33
0	0	0	0	20
0	0	0	0	16
0	0	0	0	12

0	0	1	0	631
0	0	1	0	726
0	0	1	0	754
0	0	1	0	774

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	1
3	0	0	0
4	0	0	2
5	1	0	2
6	0	0	7
7	0	3	3
8	2	10	10
9	4	5	14
10	3	21	24
11	4	14	37
12	1	9	28
13	8	27	28
14	3	13	42
15	3	13	47
16	1	10	35
17	3	10	37
18	0	7	42
19	1	18	25
20	2	10	18
21	1	9	17
22	0	4	10
23	1	3	11
24	0	1	8

7-19	33	157	369
6-22	36	183	417
6-24	37	187	436
0-24	38	187	450

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	5
0	0	0	0	5
0	0	0	0	3
0	0	0	0	2
0	0	0	0	3
0	0	0	0	7
0	0	0	0	11
0	0	0	0	12
0	0	2	0	21
0	0	0	0	37
0	0	0	0	44
0	0	0	0	48
0	0	0	0	34
0	0	0	0	55
0	0	0	0	59

03-30-19			
Hr Ending	0-10	11-15	16-20
1	1	1	2
2	0	1	4
3	1	1	0
4	1	0	0
5	0	0	2
6	0	1	4
7	0	4	4
8	0	0	6
9	0	10	7
10	0	14	17
11	3	18	21
12	1	9	26
13	3	10	15
14	2	14	31
15	2	10	30

Warrington ATC E, Grasmere Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	4	9	1	5	2	2
2	2	7	0	5	1	0
3	0	0	2	0	1	2
4	2	4	2	1	0	1
5	4	4	2	5	6	5
6	8	3	17	17	15	14
7	6	4	21	19	21	19
8	25	24	54	38	39	44
9	27	16	60	62	72	59
10	50	27	46	50	47	55
11	58	32	28	38	40	41
12	46	53	55	45	38	49
13	70	63	48	43	64	62
14	62	78	51	60	54	58
15	71	68	56	54	59	60
16	54	57	53	64	54	65
17	60	46	95	77	70	68
18	59	44	91	97	86	86
19	49	55	70	73	62	62
20	36	37	61	43	43	41
21	33	28	29	29	37	28
22	20	21	37	25	22	26
23	16	13	16	15	10	15
24	12	7	7	10	12	4

7-19	631	563	707	701	685	709
6-22	726	653	855	817	808	823
6-24	754	673	878	842	830	842
0-24	774	700	902	875	855	866

Warrington ATC E, Grasm

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
1	2	3
1	1	2
1	1	0
0	0	1
4	4	4
18	16	13
14	18	14
42	43	38
49	60	49
55	50	47
45	38	40
41	45	46
63	56	59
60	56	60
57	57	60
72	61	59
83	78	71
87	89	78
75	68	63
57	49	45
47	34	33
24	26	25
28	16	16
12	9	9

729	706	675
871	834	793
911	860	818
936	886	843

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	20.3	18.5
2	22.2	17.7
3	-	-
4	18.4	14.8
5	16.3	20.1
6	19.0	20.8
7	16.1	16.0
8	15.8	17.2
9	16.4	18.3
10	15.9	15.1
11	16.3	16.1
12	17.8	18.6
13	15.7	17.8
14	16.8	17.7
15	17.2	17.6
16	17.5	17.0
17	17.5	17.0
18	18.5	17.5
19	16.6	17.7
20	17.4	17.5
21	17.1	17.4
22	18.4	19.0
23	16.9	18.2
24	18.8	17.3

10-12	17.0	17.6
14-16	17.3	17.3
0-24	17.0	17.5

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	22.3	19.6
2	24.0	21.0
3	-	-
4	18.8	17.9
5	21.3	21.6
6	20.5	21.2
7	19.0	18.0
8	20.3	20.7
9	19.9	22.1
10	19.7	18.7
11	19.7	21.1
12	20.6	23.0
13	19.7	21.0
14	19.3	20.4
15	20.4	20.0

Warringt

Produced by

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
20.4	20.0	21.2	22.4	15.5
-	14.9	24.3	-	16.2
18.5	-	18.8	22.2	17.6
18.2	15.1	-	19.6	-
17.7	15.4	17.4	18.4	18.4
17.3	15.5	17.2	17.1	18.0
17.7	17.6	17.8	18.7	18.8
16.6	16.4	16.0	18.0	16.6
16.8	17.9	16.8	18.2	17.0
17.2	17.1	16.9	17.0	15.3
16.5	16.4	15.5	17.6	16.9
16.9	15.8	16.8	17.0	15.8
18.0	16.9	15.8	15.3	17.5
17.4	16.6	15.6	14.0	16.0
17.2	16.8	16.9	15.7	16.9
17.9	16.8	18.5	17.5	18.2
17.0	17.2	17.8	17.1	17.0
17.9	18.0	17.5	17.8	17.7
16.5	17.3	17.0	17.0	17.9
17.1	17.8	17.0	17.4	18.0
18.2	16.9	17.5	15.8	18.0
16.0	17.3	17.1	18.2	17.8
17.8	17.6	17.8	18.0	18.0
15.6	16.8	17.8	15.9	18.0

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

16.8	16.1	16.1	17.3	16.4
17.5	16.8	17.7	16.6	17.6
17.2	17.1	17.0	17.0	17.2

Average **17.1**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	22.4	26.4	27.7	-
-	18.9	-	-	-
19.6	-	-	25.0	-
19.6	-	-	-	-
19.0	17.8	19.3	20.4	19.4
21.7	19.7	21.3	20.8	20.5
20.0	20.8	20.1	22.9	22.9
20.7	19.7	20.0	22.5	20.8
19.9	21.2	20.3	22.5	20.0
20.8	20.5	20.4	19.8	19.5
20.7	20.4	19.7	21.7	20.0
19.6	19.1	21.4	20.2	19.7
21.9	20.8	19.5	19.6	22.5
21.1	20.6	19.6	18.6	20.2
20.5	20.8	20.7	19.3	21.9

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
675	590	766	746	721	729
99	110	136	129	134	137
0	0	0	0	0	0
0	0	0	0	0	0
774	700	902	875	855	866

Warrington ATC E, Grasmere Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
779
157
0
0
936

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	626	5
6-22	720	6
6-24	747	7
0-24	767	7
03-31-19		
7-19	553	10
6-22	643	10
6-24	663	10
0-24	689	11
04-01-19		
7-19	677	30
6-22	823	32
6-24	845	33
0-24	867	35
04-02-19		
7-19	671	30
6-22	785	32
6-24	810	32
0-24	841	34
04-03-19		
7-19	656	28
6-22	776	31
6-24	798	31
0-24	822	32
04-04-19		
7-19	671	37
6-22	782	40
6-24	801	40
0-24	825	40
04-05-19		
7-19	694	34
6-22	835	35
6-24	874	36
0-24	898	37

Average		
7-19	649	24
6-22	766	26
6-24	791	27
0-24	815	28

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	631
0	726
0	754
0	774
0	563
0	653
0	673
0	700
0	707
0	855
0	878
0	902
0	701
0	817
0	842
0	875
1	685
1	808
1	830
1	855
1	709
1	823
1	842
1	866
1	729
1	871
1	911
1	936
0	675
0	793
0	818
0	844

0	0	0	0	46
0	0	0	0	50
0	0	0	0	54
0	0	0	0	41
0	0	0	0	51
0	0	0	0	30
0	0	0	0	21
0	0	0	0	21
0	0	0	0	11

16	0	8	26
17	2	9	29
18	0	8	32
19	2	8	24
20	0	16	25
21	0	8	15
22	2	5	12
23	1	5	11
24	0	4	4

0	0	2	0	501
0	0	2	0	614
0	0	2	0	646
0	0	2	0	671

7-19	15	118	264
6-22	17	151	320
6-24	18	160	335
0-24	21	164	347

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	9
0	0	0	0	7
0	0	0	0	0
0	0	0	0	4
0	0	0	0	4
0	0	0	0	3
0	0	0	0	4
0	0	0	0	24
0	0	1	0	16
0	0	0	0	27
0	0	0	0	32
0	0	0	0	53
0	0	0	0	63
0	0	0	0	78
0	0	0	0	68
0	0	0	0	57
0	0	0	0	46
0	0	0	0	44
0	0	0	0	55
0	0	0	0	37
0	0	0	0	28
0	0	0	0	21
0	0	0	0	13
0	0	0	0	7

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	8
2	0	3	3
3	0	0	0
4	1	0	3
5	0	0	2
6	0	0	2
7	0	2	2
8	1	6	12
9	0	3	9
10	4	5	18
11	3	10	13
12	1	8	31
13	0	16	35
14	3	14	48
15	1	13	46
16	3	13	33
17	4	11	25
18	2	9	29
19	0	11	38
20	0	9	23
21	2	6	15
22	0	2	11
23	0	4	7
24	0	2	5

0	0	1	0	563
0	0	1	0	653
0	0	1	0	673
0	0	1	0	700

7-19	22	119	337
6-22	24	138	388
6-24	24	144	400
0-24	25	147	418

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	8
0	0	0	0	2
0	0	0	0	0
0	0	0	0	6
0	0	0	0	1

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	2	5
2	0	0	1
3	0	0	0
4	1	2	2
5	0	0	0

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	5	8	1	2	4	2
2	5	2	1	1	2	1
3	3	0	0	0	0	2
4	2	6	3	1	0	1
5	3	1	2	4	2	3
6	7	3	6	6	8	7
7	11	6	15	15	17	18
8	12	10	46	40	38	48
9	21	11	57	59	68	55
10	37	17	50	46	38	48
11	44	34	30	35	43	44
12	48	39	44	44	32	41
13	34	57	40	40	45	38
14	55	54	54	43	55	51
15	59	53	54	49	51	34
16	46	48	58	65	58	49
17	50	45	76	56	65	62
18	54	47	62	63	55	53
19	41	45	59	68	60	57
20	51	44	50	34	45	42
21	30	31	28	27	33	27
22	21	24	26	31	21	17
23	21	13	16	13	21	19
24	11	5	14	8	13	4

7-19	501	460	630	608	608	580
6-22	614	565	749	715	724	684
6-24	646	583	779	736	758	707
0-24	671	603	792	750	774	723

16	20.8	20.5
17	20.6	20.5
18	20.9	19.7
19	20.1	20.8
20	21.3	20.7
21	20.8	21.4
22	21.7	23.0
23	18.9	21.3
24	21.6	19.9

10-12	19.9	22.2
14-16	20.4	20.5
0-24	20.4	20.7

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
3	2	3
0	1	1
0	0	0
1	1	2
2	2	2
12	7	7
11	15	13
43	43	33
60	59	47
44	45	40
38	38	38
45	41	41
59	44	44
58	52	52
70	51	52
56	57	54
56	63	58
81	62	59
59	60	55
53	44	45
37	30	30
30	25	24
20	17	17
8	9	9

669	619	579
800	734	693
828	761	719
846	776	737

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	16.8	16.9
2	18.0	20.7
3	14.0	-
4	14.5	16.5
5	20.1	20.5
6	18.6	18.4
7	18.1	17.3
8	20.7	18.7
9	17.6	16.7
10	17.6	18.4
11	15.6	17.0
12	18.2	17.7
13	17.2	17.9
14	17.2	19.3
15	18.9	17.6
16	18.6	17.6
17	17.6	17.5
18	19.2	18.8
19	17.4	18.0
20	17.9	18.2
21	18.3	17.9
22	16.8	17.6
23	17.6	19.6
24	18.4	18.4

10-12	17.0	17.4
14-16	18.8	17.6
0-24	17.9	18.0

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	20.8	19.1
2	20.4	22.5
3	19.2	-
4	20.5	20.7
5	23.7	-

22.0	19.8	20.1	20.4	21.2
20.4	20.2	20.9	21.2	21.0
21.8	21.8	20.7	21.3	21.5
19.7	21.0	20.2	20.6	20.7
20.2	21.6	20.7	20.4	21.2
20.8	20.4	20.7	19.0	21.4
20.3	19.5	20.3	21.3	20.7
21.8	20.4	19.8	20.2	20.6
19.2	20.8	23.2	16.6	20.7

19.9	19.7	19.9	21.3	20.0
21.0	20.0	20.5	20.3	21.4
20.7	20.7	20.5	20.8	20.8

85th %ile	20.7
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
15.7	11.6	16.0	20.3	19.0
19.9	12.9	15.4	6.6	-
-	-	-	15.8	-
14.9	22.7	-	24.8	24.2
21.5	16.6	16.7	17.8	19.6
18.6	19.5	19.5	17.8	17.0
18.5	16.4	18.6	18.1	17.4
17.5	17.8	17.8	18.3	17.1
18.2	18.1	18.6	18.3	18.2
17.3	17.2	16.4	18.2	15.7
16.1	16.6	16.1	18.0	17.0
17.9	17.8	16.8	17.5	17.4
16.8	17.6	16.2	16.9	17.2
17.6	17.0	15.9	18.7	17.1
17.2	17.5	18.4	18.3	18.4
17.8	17.0	18.2	18.6	18.3
17.1	17.9	17.5	16.9	18.1
17.4	18.7	17.3	18.3	17.7
16.8	17.8	17.8	17.1	17.9
16.6	18.4	18.7	18.3	18.3
16.8	17.5	18.1	18.4	18.5
16.8	17.2	15.4	15.6	18.1
16.4	18.0	18.6	16.8	16.0
18.7	16.4	16.8	16.2	17.7

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

17.2	17.3	16.4	17.7	17.2
17.5	17.2	18.3	18.5	18.4
17.3	17.6	17.5	17.8	17.7

Average	17.7
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	13.1	18.2	20.6	21.1
-	-	15.9	-	-
-	-	-	16.7	-
19.3	-	-	-	-
23.0	19.2	16.8	18.9	19.9

Channel 2 - Eastbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
532	455	639	597	626	576
139	147	153	153	147	147
0	1	0	0	1	0
0	0	0	0	0	0
671	603	792	750	774	723

Week 1

Channel 2 - Eastbound

04-05-19 Friday
678
168
0
0
846

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	492	8
6-22	603	10
6-24	634	11
0-24	659	11
03-31-19		
7-19	451	9
6-22	555	10
6-24	572	11
0-24	592	11
04-01-19		
7-19	601	29
6-22	718	31
6-24	746	33
0-24	758	34
04-02-19		
7-19	584	23
6-22	689	25
6-24	709	26
0-24	722	27
04-03-19		
7-19	581	27
6-22	694	30
6-24	728	30
0-24	743	31
04-04-19		
7-19	549	30
6-22	652	31
6-24	675	31
0-24	691	31
04-05-19		
7-19	648	20
6-22	777	22
6-24	804	22
0-24	822	22
Average		
7-19	558	20
6-22	669	22
6-24	695	23

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
1	501
1	614
1	646
1	671
0	460
0	565
0	583
0	603
0	630
0	749
0	779
0	792
1	608
1	715
1	736
1	750
0	608
0	724
0	758
0	774
1	580
1	684
1	707
1	723
1	669
1	800
2	828
2	846

0	579
0	692
0	719

6	3	0	0	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0	0
8	10	0	0	0	0	0	0	0	0
9	10	1	0	0	0	0	0	0	0
10	16	1	0	0	0	0	0	0	0
11	34	0	0	0	0	0	0	0	0
12	38	0	0	0	0	0	0	0	0
13	56	1	0	0	0	0	0	0	0
14	53	1	0	0	0	0	0	0	0
15	52	1	0	0	0	0	0	0	0
16	48	0	0	0	0	0	0	0	0
17	44	1	0	0	0	0	0	0	0
18	46	1	0	0	0	0	0	0	0
19	44	1	0	0	0	0	0	0	0
20	44	0	0	0	0	0	0	0	0
21	31	0	0	0	0	0	0	0	0
22	24	0	0	0	0	0	0	0	0
23	12	1	0	0	0	0	0	0	0
24	5	0	0	0	0	0	0	0	0

7-19	451	8	0	0	0	0	0	0	0
6-22	555	9	0	0	0	0	0	0	0
6-24	572	10	0	0	0	0	0	0	0
0-24	592	10	0	0	0	0	0	0	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	16	1	0	0	0	0	0	0	0
7	20	0	0	0	0	0	0	0	0
8	53	1	0	0	0	0	0	0	0
9	57	2	0	0	1	0	0	0	0
10	45	1	0	0	0	0	0	0	0
11	26	2	0	0	0	0	0	0	0
12	52	3	0	0	0	0	0	0	0
13	44	4	0	0	0	0	0	0	0
14	49	1	0	0	1	0	0	0	0
15	53	3	0	0	0	0	0	0	0
16	51	2	0	0	0	0	0	0	0
17	90	5	0	0	0	0	0	0	0
18	88	3	0	0	0	0	0	0	0
19	69	1	0	0	0	0	0	0	0
20	61	0	0	0	0	0	0	0	0
21	28	1	0	0	0	0	0	0	0
22	37	0	0	0	0	0	0	0	0
23	15	1	0	0	0	0	0	0	0
24	7	0	0	0	0	0	0	0	0

7-19	677	28	0	0	2	0	0	0	0
6-22	823	29	0	0	2	0	0	0	0
6-24	845	30	0	0	2	0	0	0	0
0-24	867	32	0	0	2	0	0	0	0

0	0	0	0	3
0	0	0	0	6
0	0	0	0	10
0	0	0	0	11
0	0	0	0	17
0	0	0	0	34
0	0	1	0	39
0	0	0	0	57
0	0	0	0	54
0	0	0	0	53
0	0	0	0	48
0	0	0	0	45
0	0	0	0	47
0	0	0	0	45
0	0	0	0	44
0	0	0	0	31
0	0	0	0	24
0	0	0	0	13
0	0	0	0	5

6	0	1	1
7	0	2	3
8	0	1	7
9	3	0	3
10	1	3	8
11	2	10	17
12	3	7	23
13	3	11	29
14	0	9	31
15	7	10	20
16	2	9	25
17	3	10	21
18	2	7	23
19	2	8	28
20	2	6	29
21	3	5	12
22	0	6	15
23	1	0	4
24	0	1	3

0	0	1	0	460
0	0	1	0	565
0	0	1	0	583
0	0	1	0	603

7-19	28	85	235
6-22	33	104	294
6-24	34	105	301
0-24	35	110	310

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	2
0	0	0	0	2
0	0	0	0	2
0	0	0	0	17
0	0	1	0	21
0	0	0	0	54
0	0	0	0	60
0	0	0	0	46
0	0	0	0	28
0	0	0	0	55
0	0	0	0	48
0	0	0	0	51
0	0	0	0	56
0	0	0	0	53
0	0	0	0	95
0	0	0	0	91
0	0	0	0	70
0	0	0	0	61
0	0	0	0	29
0	0	0	0	37
0	0	0	0	16
0	0	0	0	7

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	2
4	0	0	2
5	0	0	2
6	0	6	6
7	0	2	17
8	3	17	27
9	2	17	35
10	2	10	27
11	3	8	14
12	3	11	37
13	1	12	24
14	1	14	28
15	3	15	32
16	2	9	29
17	6	22	51
18	4	16	50
19	4	20	40
20	5	9	41
21	1	4	20
22	4	12	15
23	1	3	8
24	2	0	4

0	0	0	0	707
0	0	1	0	855
0	0	1	0	878
0	0	1	0	902

7-19	34	171	394
6-22	44	198	487
6-24	47	201	499
0-24	47	207	512

1	0	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	10
5	0	0	0	0	0	0	0	0	11
5	0	0	0	0	0	0	0	0	17
4	1	0	0	0	0	0	0	0	34
6	0	0	0	0	0	0	0	0	39
14	0	0	0	0	0	0	0	0	57
12	2	0	0	0	0	0	0	0	54
14	1	0	1	0	0	0	0	0	53
12	0	0	0	0	0	0	0	0	48
11	0	0	0	0	0	0	0	0	45
13	2	0	0	0	0	0	0	0	47
7	0	0	0	0	0	0	0	0	45
7	0	0	0	0	0	0	0	0	44
11	0	0	0	0	0	0	0	0	31
3	0	0	0	0	0	0	0	0	24
8	0	0	0	0	0	0	0	0	13
1	0	0	0	0	0	0	0	0	5

105	6	0	1	0	0	0	0	0	460
127	6	0	1	0	0	0	0	0	565
136	6	0	1	0	0	0	0	0	583
141	6	0	1	0	0	0	0	0	603

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	17
2	0	0	0	0	0	0	0	0	21
7	0	0	0	0	0	0	0	0	54
6	0	0	0	0	0	0	0	0	60
7	0	0	0	0	0	0	0	0	46
3	0	0	0	0	0	0	0	0	28
4	0	0	0	0	0	0	0	0	55
9	2	0	0	0	0	0	0	0	48
8	0	0	0	0	0	0	0	0	51
5	1	0	0	0	0	0	0	0	56
13	0	0	0	0	0	0	0	0	53
16	0	0	0	0	0	0	0	0	95
20	1	0	0	0	0	0	0	0	91
6	0	0	0	0	0	0	0	0	70
6	0	0	0	0	0	0	0	0	61
4	0	0	0	0	0	0	0	0	29
6	0	0	0	0	0	0	0	0	37
3	1	0	0	0	0	0	0	0	16
1	0	0	0	0	0	0	0	0	7

104	4	0	0	0	0	0	0	0	707
122	4	0	0	0	0	0	0	0	855
126	5	0	0	0	0	0	0	0	878
131	5	0	0	0	0	0	0	0	902

6	21.9	23.6
7	21.8	21.0
8	23.0	20.3
9	20.6	22.2
10	21.7	23.4
11	19.3	20.8
12	21.3	20.6
13	20.8	22.8
14	20.9	21.8
15	22.4	22.3
16	22.6	21.1
17	20.3	21.3
18	21.7	23.0
19	20.5	21.1
20	21.9	20.7
21	21.1	22.7
22	20.5	20.6
23	20.8	22.4
24	23.7	21.3

10-12	20.7	20.7
14-16	22.5	21.6
0-24	21.3	21.9

21.8	21.3	20.6	20.3	21.1
22.1	20.1	21.0	21.3	22.6
21.7	22.2	22.2	22.1	21.1
21.6	22.2	22.3	22.6	21.3
20.7	21.8	20.5	22.4	20.1
20.4	19.9	20.4	21.2	21.1
21.8	20.7	20.8	20.7	22.6
20.4	20.1	20.2	20.5	20.5
21.1	22.3	20.2	22.9	20.8
20.4	21.3	21.8	22.5	21.5
22.5	20.5	21.8	21.7	21.9
20.9	20.3	20.9	20.1	21.3
20.7	22.4	21.2	21.5	22.2
20.9	21.6	21.1	20.2	21.5
21.4	21.1	21.9	22.0	21.9
22.2	21.4	22.0	20.6	21.9
20.8	20.1	20.8	19.4	20.8
20.9	22.8	23.3	20.0	19.3
24.0	18.7	21.2	19.8	21.4

21.1	20.6	20.6	20.9	21.6
21.9	21.3	21.9	22.1	21.8
21.3	21.5	21.1	21.4	21.5

85th %ile	21.4
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0-24	712	23
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0	737
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Channel 2 - Eastbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	1	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0	0
7	15	0	0	0	0	0	0	0	0
8	45	1	0	0	0	0	0	0	0
9	54	3	0	0	0	0	0	0	0
10	47	3	0	0	0	0	0	0	0
11	28	2	0	0	0	0	0	0	0
12	41	3	0	0	0	0	0	0	0
13	37	3	0	0	0	0	0	0	0
14	51	3	0	0	0	0	0	0	0
15	49	5	0	0	0	0	0	0	0
16	57	1	0	0	0	0	0	0	0
17	75	1	0	0	0	0	0	0	0
18	59	3	0	0	0	0	0	0	0
19	58	1	0	0	0	0	0	0	0
20	49	1	0	0	0	0	0	0	0
21	27	1	0	0	0	0	0	0	0
22	26	0	0	0	0	0	0	0	0
23	15	1	0	0	0	0	0	0	0
24	13	1	0	0	0	0	0	0	0
7-19	601	29	0	0	0	0	0	0	0
6-22	718	31	0	0	0	0	0	0	0
6-24	746	33	0	0	0	0	0	0	0
0-24	758	34	0	0	0	0	0	0	0

Channel 1 - Westbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	5	0	0	0	0	0	0	0	0
2	4	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0	0
6	17	0	0	0	0	0	0	0	0
7	19	0	0	0	0	0	0	0	0
8	37	1	0	0	0	0	0	0	0
9	61	1	0	0	0	0	0	0	0
10	46	3	0	0	0	0	0	0	0
11	36	2	0	0	0	0	0	0	0
12	41	4	0	0	0	0	0	0	0
13	41	1	0	0	0	0	0	0	0
14	59	1	0	0	0	0	0	0	0
15	51	3	0	0	0	0	0	0	0
16	61	3	0	0	0	0	0	0	0
17	72	5	0	0	0	0	0	0	0
18	94	3	0	0	0	0	0	0	0
19	72	1	0	0	0	0	0	0	0
20	42	1	0	0	0	0	0	0	0

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	3
0	0	0	0	2
0	0	0	0	6
0	0	0	0	15
0	0	0	0	46
0	0	0	0	57
0	0	0	0	50
0	0	0	0	30
0	0	0	0	44
0	0	0	0	40
0	0	0	0	54
0	0	0	0	54
0	0	0	0	58
0	0	0	0	76
0	0	0	0	62
0	0	0	0	59
0	0	0	0	50
0	0	0	0	28
0	0	0	0	26
0	0	0	0	16
0	0	0	0	14

0	0	0	0	630
0	0	0	0	749
0	0	0	0	779
0	0	0	0	792

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	1
3	0	0	0
4	0	2	0
5	0	0	1
6	0	2	2
7	0	3	8
8	3	12	22
9	3	10	30
10	4	8	33
11	4	11	10
12	2	10	23
13	3	13	20
14	1	16	26
15	2	16	28
16	4	15	22
17	5	25	35
18	4	13	36
19	5	16	24
20	7	13	21
21	5	5	12
22	4	6	12
23	2	6	5
24	1	5	1

7-19	40	165	309
6-22	56	192	362
6-24	59	203	368
0-24	59	208	372

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	5
0	0	0	0	5
0	0	0	0	0
0	0	0	0	1
0	0	0	0	5
0	0	0	0	17
0	0	0	0	19
0	0	0	0	38
0	0	0	0	62
0	0	1	0	50
0	0	0	0	38
0	0	0	0	45
0	0	1	0	43
0	0	0	0	60
0	0	0	0	54
0	0	0	0	64
0	0	0	0	77
0	0	0	0	97
0	0	0	0	73
0	0	0	0	43

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	1	2	2
3	0	0	0
4	0	1	0
5	0	2	3
6	2	5	8
7	0	4	12
8	1	14	19
9	3	9	38
10	1	16	28
11	1	13	20
12	4	14	25
13	1	17	17
14	5	13	36
15	2	16	29
16	3	17	39
17	4	16	46
18	4	14	55
19	6	14	38
20	1	8	24

21	28	1	0	0	0	0	0	0	0
22	25	0	0	0	0	0	0	0	0
23	15	0	0	0	0	0	0	0	0
24	10	0	0	0	0	0	0	0	0

7-19	671	28	0	0	0	0	0	0	0
6-22	785	30	0	0	0	0	0	0	0
6-24	810	30	0	0	0	0	0	0	0
0-24	841	32	0	0	0	0	0	0	0

Channel 2 - Eastbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0	0
7	15	0	0	0	0	0	0	0	0
8	38	2	0	0	0	0	0	0	0
9	58	1	0	0	0	0	0	0	0
10	43	3	0	0	0	0	0	0	0
11	35	0	0	0	0	0	0	0	0
12	41	3	0	0	0	0	0	0	0
13	39	1	0	0	0	0	0	0	0
14	41	2	0	0	0	0	0	0	0
15	46	3	0	0	0	0	0	0	0
16	62	2	1	0	0	0	0	0	0
17	54	2	0	0	0	0	0	0	0
18	61	1	0	1	0	0	0	0	0
19	66	2	0	0	0	0	0	0	0
20	33	1	0	0	0	0	0	0	0
21	27	0	0	0	0	0	0	0	0
22	30	1	0	0	0	0	0	0	0
23	13	0	0	0	0	0	0	0	0
24	7	1	0	0	0	0	0	0	0

7-19	584	22	1	1	0	0	0	0	0
6-22	689	24	1	1	0	0	0	0	0
6-24	709	25	1	1	0	0	0	0	0
0-24	722	26	1	1	0	0	0	0	0

Channel 1 - Westbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	5	1	0	0	0	0	0	0	0
6	15	0	0	0	0	0	0	0	0
7	20	1	0	0	0	0	0	0	0
8	38	1	0	0	0	0	0	0	0
9	70	2	0	0	0	0	0	0	0
10	46	1	0	0	0	0	0	0	0

0	0	0	0	29
0	0	0	0	25
0	0	0	0	15
0	0	0	0	10

21	1	8	16
22	1	4	19
23	0	2	12
24	1	2	5

0	0	2	0	701
0	0	2	0	817
0	0	2	0	842
0	0	2	0	875

7-19	35	173	390
6-22	38	197	461
6-24	39	201	478
0-24	42	211	493

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	4
0	0	0	0	6
0	0	0	0	15
0	0	0	0	40
0	0	0	0	59
0	0	0	0	46
0	0	0	0	35
0	0	0	0	44
0	0	0	0	40
0	0	0	0	43
0	0	0	0	49
0	0	0	0	65
0	0	0	0	56
0	0	0	0	63
0	0	0	0	68
0	0	0	0	34
0	0	0	0	27
0	0	0	0	31
0	0	0	0	13
0	0	0	0	8

04-02-19			
Hr Ending	0-10	11-15	16-20
1	1	1	0
2	0	1	0
3	0	0	0
4	0	0	0
5	0	1	3
6	0	1	4
7	2	3	8
8	2	7	23
9	3	11	28
10	6	7	21
11	3	7	22
12	0	12	24
13	1	9	26
14	3	13	20
15	3	12	24
16	3	20	33
17	0	13	37
18	4	7	28
19	4	13	32
20	0	6	21
21	1	8	12
22	1	9	18
23	0	4	4
24	1	1	5

0	0	0	0	608
0	0	0	0	715
0	0	0	0	736
0	0	0	0	750

7-19	32	131	318
6-22	36	157	377
6-24	37	162	386
0-24	38	166	393

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	6
0	0	0	0	15
0	0	0	0	21
0	0	0	0	39
0	0	0	0	72
0	0	0	0	47

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	1
4	0	0	0
5	0	1	5
6	1	2	8
7	1	4	12
8	3	13	21
9	4	17	42
10	4	12	22

11	37	3	0	0	0	0	0	0	0
12	35	2	0	0	1	0	0	0	0
13	62	2	0	0	0	0	0	0	0
14	54	0	0	0	0	0	0	0	0
15	58	1	0	0	0	0	0	0	0
16	49	5	0	0	0	0	0	0	0
17	63	6	0	0	0	0	0	0	1
18	83	3	0	0	0	0	0	0	0
19	61	1	0	0	0	0	0	0	0
20	41	2	0	0	0	0	0	0	0
21	37	0	0	0	0	0	0	0	0
22	22	0	0	0	0	0	0	0	0
23	10	0	0	0	0	0	0	0	0
24	12	0	0	0	0	0	0	0	0

7-19	656	27	0	0	1	0	0	0	1
6-22	776	30	0	0	1	0	0	0	1
6-24	798	30	0	0	1	0	0	0	1
0-24	822	31	0	0	1	0	0	0	1

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	4	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	7	1	0	0	0	0	0	0	0
7	17	0	0	0	0	0	0	0	0
8	35	3	0	0	0	0	0	0	0
9	66	2	0	0	0	0	0	0	0
10	35	3	0	0	0	0	0	0	0
11	42	1	0	0	0	0	0	0	0
12	30	2	0	0	0	0	0	0	0
13	44	1	0	0	0	0	0	0	0
14	52	3	0	0	0	0	0	0	0
15	48	3	0	0	0	0	0	0	0
16	56	2	0	0	0	0	0	0	0
17	62	3	0	0	0	0	0	0	0
18	54	1	0	0	0	0	0	0	0
19	57	3	0	0	0	0	0	0	0
20	44	1	0	0	0	0	0	0	0
21	32	1	0	0	0	0	0	0	0
22	20	1	0	0	0	0	0	0	0
23	21	0	0	0	0	0	0	0	0
24	13	0	0	0	0	0	0	0	0

7-19	581	27	0	0	0	0	0	0	0
6-22	694	30	0	0	0	0	0	0	0
6-24	728	30	0	0	0	0	0	0	0
0-24	743	31	0	0	0	0	0	0	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	0	0	40
0	0	0	0	38
0	0	0	0	64
0	0	0	0	54
0	0	0	0	59
0	0	0	0	54
0	0	0	0	70
0	0	0	0	86
0	0	0	0	62
0	0	0	0	43
0	0	0	0	37
0	0	0	0	22
0	0	0	0	10
0	0	0	0	12

11	4	15	17
12	4	9	19
13	6	18	34
14	7	16	25
15	5	15	29
16	0	6	40
17	1	18	36
18	2	18	51
19	1	17	34
20	3	10	22
21	1	9	21
22	1	8	8
23	0	2	6
24	1	3	5

0	0	0	0	685
0	0	0	0	808
0	0	0	0	830
0	0	0	0	855

7-19	41	174	370
6-22	47	205	433
6-24	48	210	444
0-24	49	214	458

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	4
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	8
0	0	0	0	17
0	0	0	0	38
0	0	0	0	68
0	0	0	0	38
0	0	0	0	43
0	0	0	0	32
0	0	0	0	45
0	0	0	0	55
0	0	0	0	51
0	0	0	0	58
0	0	0	0	65
0	0	0	0	55
0	0	0	0	60
0	0	0	0	45
0	0	0	0	33
0	0	0	0	21
0	0	0	0	21
0	0	0	0	13

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	2	2
2	0	1	1
3	0	0	0
4	0	0	0
5	0	0	2
6	0	0	7
7	0	3	8
8	2	10	17
9	3	8	37
10	5	8	20
11	4	17	17
12	2	11	15
13	7	10	23
14	7	18	24
15	0	13	26
16	1	13	31
17	2	18	35
18	2	14	29
19	1	16	31
20	1	6	28
21	1	6	18
22	2	9	7
23	1	3	12
24	1	5	3

0	0	0	0	608
0	0	0	0	724
0	0	0	0	758
0	0	0	0	774

7-19	36	156	305
6-22	40	180	366
6-24	42	188	381
0-24	42	191	393

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

4	0	0	0	0	0	0	0	0	40
6	0	0	0	0	0	0	0	0	38
6	0	0	0	0	0	0	0	0	64
6	0	0	0	0	0	0	0	0	54
10	0	0	0	0	0	0	0	0	59
8	0	0	0	0	0	0	0	0	54
15	0	0	0	0	0	0	0	0	70
15	0	0	0	0	0	0	0	0	86
10	0	0	0	0	0	0	0	0	62
7	1	0	0	0	0	0	0	0	43
6	0	0	0	0	0	0	0	0	37
4	1	0	0	0	0	0	0	0	22
2	0	0	0	0	0	0	0	0	10
2	1	0	0	0	0	0	0	0	12

99	1	0	0	0	0	0	0	0	685
119	4	0	0	0	0	0	0	0	808
123	5	0	0	0	0	0	0	0	830
128	6	0	0	0	0	0	0	0	855

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	0	8
6	0	0	0	0	0	0	0	0	17
7	2	0	0	0	0	0	0	0	38
20	0	0	0	0	0	0	0	0	68
5	0	0	0	0	0	0	0	0	38
5	0	0	0	0	0	0	0	0	43
4	0	0	0	0	0	0	0	0	32
5	0	0	0	0	0	0	0	0	45
6	0	0	0	0	0	0	0	0	55
11	1	0	0	0	0	0	0	0	51
13	0	0	0	0	0	0	0	0	58
9	1	0	0	0	0	0	0	0	65
10	0	0	0	0	0	0	0	0	55
12	0	0	0	0	0	0	0	0	60
10	0	0	0	0	0	0	0	0	45
8	0	0	0	0	0	0	0	0	33
3	0	0	0	0	0	0	0	0	21
4	0	0	1	0	0	0	0	0	21
3	1	0	0	0	0	0	0	0	13

107	4	0	0	0	0	0	0	0	608
134	4	0	0	0	0	0	0	0	724
141	5	0	1	0	0	0	0	0	758
142	5	0	1	0	0	0	0	0	774

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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0	0	0	0	2
0	0	0	0	0
0	0	0	0	2
0	0	0	0	1
0	0	0	0	5
0	0	0	0	14
0	0	0	0	19
0	0	0	0	44
0	0	1	0	59
0	0	0	0	55
0	0	2	0	41
0	0	0	0	49
0	0	0	0	62
0	0	0	0	58
0	0	1	0	60
0	0	0	0	65
0	0	0	0	68
0	0	0	0	86
0	0	0	0	62
0	0	0	0	41
0	0	0	0	28
0	0	0	0	26
0	0	0	0	15
0	0	0	0	4

1	0	1	0
2	0	0	0
3	0	0	1
4	0	0	1
5	0	0	4
6	1	3	9
7	1	3	6
8	1	9	23
9	3	8	33
10	4	10	36
11	2	9	21
12	4	8	31
13	9	21	26
14	12	27	13
15	6	25	23
16	0	19	39
17	5	18	31
18	0	19	52
19	0	20	33
20	0	12	22
21	1	11	16
22	0	6	14
23	0	3	10
24	0	1	3

0	0	4	0	709
0	0	4	0	823
0	0	4	0	842
0	0	4	0	866

7-19	46	193	361
6-22	48	225	419
6-24	48	229	432
0-24	49	233	447

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	1
0	0	0	0	2
0	0	0	0	1
0	0	0	0	3
0	0	0	0	7
0	0	0	0	18
0	0	0	0	48
0	0	0	0	55
0	0	0	0	48
0	0	0	0	44
0	0	0	0	41
0	0	0	0	38
0	0	1	0	51
0	0	0	0	34
0	0	0	0	49
0	0	0	0	62
0	0	0	0	53
0	0	0	0	57
0	0	0	0	42
0	0	0	0	27
0	0	0	0	17
0	0	0	0	19
0	0	0	0	4

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	1	0	0
3	0	1	1
4	0	0	0
5	0	0	3
6	0	1	5
7	1	4	7
8	3	7	24
9	2	9	28
10	2	8	25
11	1	13	22
12	2	5	29
13	3	11	17
14	1	9	29
15	0	7	18
16	1	7	30
17	2	21	31
18	1	9	30
19	3	16	29
20	1	10	23
21	0	6	17
22	2	6	9
23	2	4	11
24	0	2	2

7-19	549	29	0	0	0	0	0	1	0
6-22	652	30	0	0	0	0	0	1	0
6-24	675	30	0	0	0	0	0	1	0
0-24	691	30	0	0	0	0	0	1	0

Channel 1 - Westbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	1	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0	0
6	18	0	0	0	0	0	0	0	0
7	14	0	0	0	0	0	0	0	0
8	41	1	0	0	0	0	0	0	0
9	47	2	0	0	0	0	0	0	0
10	52	3	0	0	0	0	0	0	0
11	39	5	0	1	0	0	0	0	0
12	37	3	0	0	1	0	0	0	0
13	59	3	0	0	1	0	0	0	0
14	59	1	0	0	0	0	0	0	0
15	53	3	0	0	0	0	0	0	0
16	69	3	0	0	0	0	0	0	0
17	78	5	0	0	0	0	0	0	0
18	85	2	0	0	0	0	0	0	0
19	75	0	0	0	0	0	0	0	0
20	56	1	0	0	0	0	0	0	0
21	47	0	0	0	0	0	0	0	0
22	24	0	0	0	0	0	0	0	0
23	27	1	0	0	0	0	0	0	0
24	12	0	0	0	0	0	0	0	0

7-19	694	31	0	1	2	0	0	0	0
6-22	835	32	0	1	2	0	0	0	0
6-24	874	33	0	1	2	0	0	0	0
0-24	898	34	0	1	2	0	0	0	0

Channel 2 - Eastbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	12	0	0	0	0	0	0	0	0
7	11	0	0	0	0	0	0	0	0
8	42	1	0	0	0	0	0	0	0
9	57	3	0	0	0	0	0	0	0
10	41	2	0	1	0	0	0	0	0
11	34	4	0	0	0	0	0	0	0
12	45	0	0	0	0	0	0	0	0
13	58	1	0	0	0	0	0	0	0
14	58	0	0	0	0	0	0	0	0
15	68	2	0	0	0	0	0	0	0

0	0	1	0	580
0	0	1	0	684
0	0	1	0	707
0	0	1	0	723

7-19	21	122	312
6-22	25	148	368
6-24	27	154	381
0-24	28	156	392

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	4
0	0	0	0	18
0	0	0	0	14
0	0	0	0	42
0	0	0	0	49
0	0	0	0	55
0	0	0	0	45
0	0	0	0	41
0	0	0	0	63
0	0	0	0	60
0	0	1	0	57
0	0	0	0	72
0	0	0	0	83
0	0	0	0	87
0	0	0	0	75
0	0	0	0	57
0	0	0	0	47
0	0	0	0	24
0	0	0	0	28
0	0	0	0	12

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	1
3	0	0	1
4	0	0	0
5	0	0	4
6	0	3	13
7	0	3	6
8	1	14	21
9	2	10	33
10	7	17	28
11	1	13	25
12	3	18	15
13	2	17	32
14	5	21	25
15	4	17	25
16	2	9	42
17	5	18	47
18	5	15	48
19	2	16	47
20	1	8	34
21	2	7	27
22	1	4	16
23	0	4	21
24	0	2	8

0	0	1	0	729
0	0	1	0	871
0	0	1	0	911
0	0	1	0	936

7-19	39	185	388
6-22	43	207	471
6-24	43	213	500
0-24	43	216	520

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	12
0	0	0	0	11
0	0	0	0	43
0	0	0	0	60
0	0	0	0	44
0	0	0	0	38
0	0	0	0	45
0	0	0	0	59
0	0	0	0	58
0	0	0	0	70

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	2
6	0	4	6
7	1	2	5
8	5	8	21
9	2	11	35
10	6	15	19
11	3	10	18
12	4	13	18
13	2	17	31
14	2	20	29
15	1	14	40

16	55	1	0	0	0	0	0	0	0
17	53	3	0	0	0	0	0	0	0
18	80	1	0	0	0	0	0	0	0
19	57	2	0	0	0	0	0	0	0
20	53	0	0	0	0	0	0	0	0
21	36	1	0	0	0	0	0	0	0
22	29	1	0	0	0	0	0	0	0
23	19	0	0	1	0	0	0	0	0
24	8	0	0	0	0	0	0	0	0

7-19	648	20	0	1	0	0	0	0	0
6-22	777	22	0	1	0	0	0	0	0
6-24	804	22	0	2	0	0	0	0	0
0-24	822	22	0	2	0	0	0	0	0

0	0	0	0	56
0	0	0	0	56
0	0	0	0	81
0	0	0	0	59
0	0	0	0	53
0	0	0	0	37
0	0	0	0	30
0	0	0	0	20
0	0	0	0	8

16	1	12	28
17	2	14	26
18	5	18	41
19	1	16	31
20	2	13	25
21	2	6	19
22	0	6	20
23	3	6	10
24	0	4	1

0	0	0	0	669
0	0	0	0	800
0	0	0	0	828
0	0	0	0	846

7-19	34	168	337
6-22	39	195	406
6-24	42	205	417
0-24	42	209	427

15	0	0	0	0	0	0	0	0	56
12	1	1	0	0	0	0	0	0	56
15	2	0	0	0	0	0	0	0	81
9	2	0	0	0	0	0	0	0	59
10	3	0	0	0	0	0	0	0	53
10	0	0	0	0	0	0	0	0	37
4	0	0	0	0	0	0	0	0	30
0	0	1	0	0	0	0	0	0	20
3	0	0	0	0	0	0	0	0	8

116	13	1	0	0	0	0	0	0	669
143	16	1	0	0	0	0	0	0	800
146	16	2	0	0	0	0	0	0	828
150	16	2	0	0	0	0	0	0	846

Warrington ATC F, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	20	0	0	0	0	0	0	0	0
2	14	0	0	0	0	0	0	0	0
3	8	0	0	0	0	0	0	0	0
4	9	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	30	0	0	0	0	0	0	0	0
7	32	0	0	0	0	0	0	0	0
8	64	2	1	0	0	0	0	0	0
9	110	2	0	0	0	0	0	0	0
10	156	3	0	0	0	0	0	0	0
11	173	2	0	0	0	0	0	2	0
12	199	3	0	1	0	0	0	0	0
13	209	2	0	0	0	0	0	0	0
14	225	2	0	0	0	0	0	0	0
15	225	4	0	0	0	0	0	0	0
16	188	2	0	0	0	0	0	1	0
17	202	3	0	0	0	0	0	0	0
18	189	2	0	0	0	0	0	0	0
19	175	0	0	0	0	0	0	0	0
20	128	0	0	0	0	0	0	0	0
21	99	0	0	0	0	0	0	0	0
22	70	2	0	0	0	0	0	0	0
23	48	0	0	0	0	0	0	0	0
24	40	0	0	0	0	0	0	0	0

7-19	2115	27	1	1	0	0	0	3	0
6-22	2444	29	1	1	0	0	0	3	0
6-24	2532	29	1	1	0	0	0	3	0
0-24	2624	29	1	1	0	0	0	3	0

Channel 2 - Eastbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	17	0	0	0	0	0	0	0	0
2	13	0	0	0	0	0	0	0	0
3	9	0	0	0	0	0	0	0	0
4	10	0	0	0	0	0	0	0	0
5	7	0	0	0	0	0	0	0	0
6	19	0	0	0	0	0	0	0	0
7	31	2	0	0	0	0	0	0	0
8	50	2	0	0	0	0	0	0	0
9	76	4	0	0	0	0	0	0	0
10	145	3	0	0	0	0	0	0	0
11	170	4	0	0	0	0	0	0	0
12	190	3	0	0	0	0	0	0	0
13	185	5	0	0	0	0	0	0	0
14	228	3	0	1	0	0	0	0	0
15	218	3	0	0	0	0	0	0	0

Warrington ATC F, Popla

Produced by Road Data Services Ltd

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	20
0	0	0	0	14
0	0	0	0	8
0	0	0	0	9
0	0	0	0	11
0	0	0	0	30
0	0	0	0	32
0	0	0	0	67
0	0	3	0	115
0	0	3	0	162
0	0	3	0	180
0	0	4	0	207
0	0	3	0	214
0	0	5	0	232
0	0	4	0	233
0	0	3	0	194
0	0	3	0	208
0	0	4	0	195
0	0	3	0	178
0	0	1	0	129
0	0	1	0	100
0	0	1	0	73
0	0	0	0	48
0	0	1	0	41

0	0	38	0	2185
0	0	41	0	2519
0	0	42	0	2608
0	0	42	0	2700

03-30-19			
Hr Ending	0-10	11-20	21-25
1	0	1	3
2	0	2	2
3	0	0	0
4	1	2	1
5	0	1	1
6	1	1	5
7	0	0	2
8	0	3	2
9	0	4	15
10	1	6	42
11	2	8	41
12	0	5	40
13	1	4	50
14	1	7	56
15	1	6	49
16	0	3	35
17	0	8	40
18	0	11	38
19	0	2	46
20	0	1	37
21	1	6	24
22	1	4	21
23	0	2	8
24	0	2	9

7-19	6	67	454
6-22	8	78	538
6-24	8	82	555
0-24	10	89	567

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	17
0	0	0	0	13
0	0	0	0	9
0	0	0	0	10
0	0	0	0	7
0	0	0	0	19
0	0	0	0	33
0	0	2	0	54
0	0	2	0	82
0	0	5	0	153
0	0	5	0	179
0	0	4	0	197
0	0	7	0	197
0	0	4	0	236
0	0	5	0	226

03-30-19			
Hr Ending	0-10	11-20	21-25
1	0	0	3
2	1	1	3
3	0	1	1
4	0	0	3
5	0	0	3
6	1	1	3
7	0	0	5
8	0	2	10
9	0	3	15
10	0	5	38
11	0	6	45
12	2	7	42
13	0	15	33
14	0	11	57
15	0	3	38

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
12	2	2	0	0	0	0	0	0	20
6	3	1	0	0	0	0	0	0	14
6	2	0	0	0	0	0	0	0	8
4	1	0	0	0	0	0	0	0	9
5	4	0	0	0	0	0	0	0	11
13	7	2	1	0	0	0	0	0	30
13	12	4	1	0	0	0	0	0	32
33	22	5	1	1	0	0	0	0	67
58	28	7	2	0	1	0	0	0	115
77	28	6	2	0	0	0	0	0	162
90	33	5	1	0	0	0	0	0	180
107	45	9	1	0	0	0	0	0	207
116	34	9	0	0	0	0	0	0	214
121	37	9	0	0	1	0	0	0	232
130	38	9	0	0	0	0	0	0	233
108	42	3	3	0	0	0	0	0	194
115	37	8	0	0	0	0	0	0	208
93	44	8	1	0	0	0	0	0	195
84	40	4	2	0	0	0	0	0	178
65	21	4	1	0	0	0	0	0	129
47	19	2	1	0	0	0	0	0	100
35	6	4	2	0	0	0	0	0	73
30	6	2	0	0	0	0	0	0	48
19	5	5	1	0	0	0	0	0	41

1132	428	82	13	1	2	0	0	0	2185
1292	486	96	18	1	2	0	0	0	2519
1341	497	103	19	1	2	0	0	0	2608
1387	516	108	20	1	2	0	0	0	2700

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
5	8	1	0	0	0	0	0	0	17
5	3	0	0	0	0	0	0	0	13
3	4	0	0	0	0	0	0	0	9
6	0	1	0	0	0	0	0	0	10
2	1	1	0	0	0	0	0	0	7
8	5	1	0	0	0	0	0	0	19
15	10	2	1	0	0	0	0	0	33
18	16	4	2	2	0	0	0	0	54
36	18	10	0	0	0	0	0	0	82
73	33	3	1	0	0	0	0	0	153
90	29	6	3	0	0	0	0	0	179
90	45	10	1	0	0	0	0	0	197
91	47	8	1	2	0	0	0	0	197
119	38	9	1	0	1	0	0	0	236
136	43	5	0	1	0	0	0	0	226

Warrington ATC F, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	20	24	12	14	14	12
2	14	15	5	2	4	4
3	8	0	1	4	2	3
4	9	8	7	6	5	3
5	11	18	7	14	16	13
6	30	17	42	35	43	44
7	32	24	58	62	76	73
8	67	45	143	140	129	126
9	115	57	183	187	174	146
10	162	110	136	142	178	146
11	180	147	134	142	135	174
12	207	207	143	144	156	175
13	214	248	170	143	156	147
14	232	228	179	168	185	162
15	233	220	186	155	195	169
16	194	189	222	242	246	213
17	208	151	300	275	276	277
18	195	164	276	301	331	325
19	178	127	190	221	224	226
20	129	128	160	160	172	149
21	100	102	101	115	124	116
22	73	70	80	82	95	77
23	48	37	52	49	36	55
24	41	22	24	15	22	32

7-19	2185	1893	2262	2260	2385	2286
6-22	2519	2217	2661	2679	2852	2701
6-24	2608	2276	2737	2743	2910	2788
0-24	2700	2358	2811	2818	2994	2867

Warrington ATC F, Poplar

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
12	12	15
5	4	7
2	2	2
3	4	5
11	12	12
37	40	35
78	69	57
130	133	111
163	170	146
172	154	149
170	151	154
172	158	172
172	157	178
239	186	199
189	178	192
282	241	226
291	283	254
284	303	268
266	225	204
146	157	149
98	110	108
85	83	80
61	50	48
38	26	27

2530	2344	2257
2937	2766	2652
3036	2842	2728
3106	2919	2807

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	28.4	26.6
2	26.9	28.5
3	29.4	-
4	22.6	30.5
5	27.8	30.0
6	28.1	28.4
7	31.2	28.7
8	30.0	27.9
9	29.2	29.3
10	27.8	28.6
11	27.4	28.6
12	28.3	29.2
13	27.7	28.7
14	27.7	27.9
15	27.8	28.5
16	28.4	28.7
17	27.9	29.2
18	28.0	28.8
19	28.2	28.3
20	27.5	28.8
21	27.2	28.8
22	27.1	27.4
23	27.7	28.7
24	28.8	28.1

10-12	27.9	29.0
14-16	28.1	28.6
0-24	28.0	28.6

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	31.3	31.0
2	32.4	32.1
3	31.7	-
4	28.2	33.6
5	32.4	33.2
6	32.0	32.8
7	35.5	32.3
8	34.4	33.4
9	33.5	35.2
10	31.8	32.7
11	31.7	32.7
12	32.6	33.3
13	31.1	33.0
14	31.7	31.8
15	31.7	32.6

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
28.5	30.0	27.7	27.6	28.1
30.5	23.6	26.7	23.8	25.8
27.4	27.8	30.5	24.9	25.5
31.9	31.2	28.1	26.3	26.9
28.7	26.1	29.8	25.7	28.3
27.2	29.1	28.6	29.4	26.7
29.1	27.9	28.9	28.8	29.8
28.0	28.2	28.3	28.9	28.7
27.5	27.7	26.9	27.9	28.4
28.1	27.2	26.9	27.5	26.6
27.1	27.2	26.1	27.8	26.7
27.4	27.0	27.0	27.6	28.4
27.6	27.5	27.1	27.4	28.3
27.4	27.2	27.0	27.0	28.3
27.1	28.3	26.8	27.0	27.2
26.7	26.9	26.3	27.1	28.2
28.2	27.7	27.9	26.6	28.9
28.1	27.4	27.6	27.9	28.5
27.8	28.9	28.4	27.5	26.7
28.7	28.0	27.7	28.3	27.2
27.4	27.2	28.2	28.3	27.9
28.1	28.5	28.2	28.0	27.7
29.1	29.1	28.5	27.0	28.4
26.4	26.8	25.1	27.5	27.3

Speed (MPH)
0-25
26-40
41-55
56-

TOTAL

27.3	27.1	26.6	27.7	27.6
26.9	27.4	26.5	27.1	27.8
27.7	27.7	27.4	27.6	27.9

Average	27.8
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
32.4	33.5	33.0	30.2	30.6
32.6	28.0	29.3	24.7	28.4
-	32.8	32.7	26.3	27.2
35.2	33.6	30.9	28.7	29.3
31.6	32.0	31.6	32.4	32.5
33.2	33.9	34.4	34.7	32.0
33.4	32.2	32.8	33.7	34.7
32.9	32.0	32.0	33.1	33.1
31.9	31.3	32.3	32.3	33.1
32.4	31.6	30.6	31.3	30.0
31.2	31.1	30.0	32.5	30.7
30.9	30.9	31.4	31.0	32.8
31.5	31.0	32.1	30.6	32.1
31.3	30.9	30.5	31.4	32.4
30.7	32.1	30.4	31.0	31.0

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
666	452	774	768	889	793
2011	1889	2023	2031	2094	2062
23	17	14	19	11	12
0	0	0	0	0	0
2700	2358	2811	2818	2994	2867

Warrington ATC F, Poplars Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
776
2307
23
0
3106

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	2115	66
6-22	2444	71
6-24	2532	72
0-24	2624	72
03-31-19		
7-19	1860	33
6-22	2183	34
6-24	2242	34
0-24	2324	34
04-01-19		
7-19	2163	99
6-22	2552	109
6-24	2627	110
0-24	2699	112
04-02-19		
7-19	2169	91
6-22	2581	98
6-24	2644	99
0-24	2718	100
04-03-19		
7-19	2290	92
6-22	2751	98
6-24	2807	100
0-24	2888	103
04-04-19		
7-19	2190	95
6-22	2598	102
6-24	2682	105
0-24	2758	108
04-05-19		
7-19	2444	86
6-22	2843	94
6-24	2941	95
0-24	3009	96

Average		
7-19	2175	80
6-22	2564	86
6-24	2639	87
0-24	2717	89

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
4	2185
4	2519
4	2608
4	2700
0	1893
0	2217
0	2276
0	2358
0	2262
0	2661
0	2737
0	2811
0	2260
0	2679
0	2743
0	2818
3	2385
3	2852
3	2910
3	2994
1	2286
1	2701
1	2788
1	2867
0	2530
0	2937
0	3036
1	3106

1	2257
1	2652
1	2728
1	2807

0	0	5	0	218
0	0	4	0	215
0	0	2	0	222
0	0	4	0	189
0	0	0	0	139
0	0	0	0	122
0	0	0	0	75
0	0	0	0	60
0	0	0	0	34

16	0	5	35
17	0	10	35
18	1	4	48
19	0	10	43
20	0	4	40
21	0	4	26
22	1	4	18
23	0	1	15
24	1	2	3

0	0	49	0	2168
0	0	49	0	2537
0	0	49	0	2631
0	0	49	0	2706

7-19	3	81	439
6-22	4	93	528
6-24	5	96	546
0-24	7	99	562

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	24
0	0	0	0	15
0	0	0	0	0
0	0	0	0	8
0	0	0	0	18
0	0	0	0	17
0	0	0	0	24
0	0	0	0	45
0	0	1	0	57
0	0	1	0	110
0	0	3	0	147
0	0	2	0	207
0	0	2	0	248
0	0	2	0	228
0	0	2	0	220
0	0	2	0	189
0	0	1	0	151
0	0	2	0	164
0	0	0	0	127
0	0	0	0	128
0	0	0	0	102
0	0	0	0	70
0	0	0	0	37
0	0	0	0	22

03-31-19			
Hr Ending	0-10	11-20	21-25
1	0	2	7
2	0	0	3
3	0	0	0
4	0	0	1
5	0	1	2
6	1	0	3
7	0	1	5
8	3	0	7
9	0	3	11
10	1	1	16
11	0	4	26
12	0	3	21
13	0	2	49
14	1	3	55
15	0	3	45
16	2	3	34
17	0	0	17
18	0	1	18
19	0	3	21
20	0	1	21
21	0	0	17
22	0	3	16
23	1	1	7
24	0	2	4

0	0	18	0	1893
0	0	18	0	2217
0	0	18	0	2276
0	0	18	0	2358

7-19	7	26	320
6-22	7	31	379
6-24	8	34	390
0-24	9	37	406

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	20
0	0	0	0	16
0	0	0	0	0
0	0	0	0	12
0	0	0	0	11

03-31-19			
Hr Ending	0-10	11-20	21-25
1	0	2	3
2	0	0	5
3	0	0	0
4	0	0	4
5	0	1	2

128	38	12	0	0	0	0	0	0	218
116	46	6	2	0	0	0	0	0	215
122	36	9	2	0	0	0	0	0	222
96	35	3	1	1	0	0	0	0	189
71	18	5	0	1	0	0	0	0	139
63	24	4	1	0	0	0	0	0	122
40	12	0	0	0	0	0	0	0	75
30	9	5	0	0	0	0	0	0	60
19	7	1	1	0	0	0	0	0	34

1115	424	85	14	6	1	0	0	0	2168
1304	488	96	16	7	1	0	0	0	2537
1353	504	102	17	7	1	0	0	0	2631
1382	525	106	17	7	1	0	0	0	2706

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
9	6	0	0	0	0	0	0	0	24
7	5	0	0	0	0	0	0	0	15
0	0	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	8
9	4	1	0	1	0	0	0	0	18
6	5	1	1	0	0	0	0	0	17
9	8	1	0	0	0	0	0	0	24
18	14	3	0	0	0	0	0	0	45
19	17	7	0	0	0	0	0	0	57
63	22	6	1	0	0	0	0	0	110
68	42	7	0	0	0	0	0	0	147
115	54	13	0	1	0	0	0	0	207
123	55	15	4	0	0	0	0	0	248
109	59	1	0	0	0	0	0	0	228
106	56	8	2	0	0	0	0	0	220
101	30	17	1	0	1	0	0	0	189
87	37	9	0	1	0	0	0	0	151
102	34	8	0	1	0	0	0	0	164
72	25	5	1	0	0	0	0	0	127
69	31	6	0	0	0	0	0	0	128
60	20	5	0	0	0	0	0	0	102
40	9	1	1	0	0	0	0	0	70
14	12	1	0	1	0	0	0	0	37
11	4	1	0	0	0	0	0	0	22

983	445	99	9	3	1	0	0	0	1893
1161	513	112	10	3	1	0	0	0	2217
1186	529	114	10	4	1	0	0	0	2276
1220	552	117	11	5	1	0	0	0	2358

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
10	3	2	0	0	0	0	0	0	20
4	6	0	1	0	0	0	0	0	16
0	0	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	12
4	3	1	0	0	0	0	0	0	11

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	17	20	8	7	11	17
2	13	16	7	4	4	4
3	9	0	4	8	3	4
4	10	12	7	6	7	5
5	7	11	4	3	3	4
6	19	10	27	27	27	30
7	33	21	90	105	95	97
8	54	28	274	257	253	284
9	82	49	326	334	348	329
10	153	101	172	176	172	176
11	179	135	130	159	137	117
12	197	183	162	159	158	172
13	197	209	161	177	169	173
14	236	252	159	168	180	164
15	226	201	205	216	213	215
16	218	206	247	231	217	223
17	215	162	216	227	265	238
18	222	171	222	268	233	235
19	189	146	222	199	210	220
20	139	134	137	161	148	145
21	122	102	132	107	114	127
22	75	70	73	79	88	76
23	60	30	63	60	48	72
24	34	15	29	20	27	22
7-19	2168	1843	2496	2571	2555	2546
6-22	2537	2170	2928	3023	3000	2991
6-24	2631	2215	3020	3103	3075	3085
0-24	2706	2284	3077	3158	3130	3149

16	32.3	33.5
17	31.8	33.3
18	32.5	32.4
19	32.3	31.7
20	31.0	32.5
21	31.9	33.3
22	31.2	30.6
23	30.9	32.4
24	35.1	33.1

10-12	32.3	32.9
14-16	31.8	32.9
0-24	32.2	32.7

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
16	11	13
4	4	7
3	4	4
6	6	7
11	5	6
18	25	22
75	92	73
237	261	198
315	330	254
152	169	157
144	137	143
168	163	171
225	181	187
190	172	192
218	213	213
236	230	225
251	239	224
260	243	230
235	217	203
176	153	148
123	120	118
94	82	79
90	66	60
37	27	26

2631	2559	2401
3099	3008	2821
3226	3101	2907
3284	3159	2969

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	30.1	27.8
2	26.2	29.5
3	27.6	-
4	27.3	28.7
5	28.7	28.5
6	27.9	27.0
7	30.2	27.0
8	30.1	29.8
9	29.4	30.0
10	28.3	28.6
11	28.3	28.4
12	28.4	28.5
13	28.5	28.2
14	27.9	28.1
15	28.6	28.7
16	28.7	29.0
17	28.5	29.0
18	28.4	28.7
19	27.9	29.3
20	28.0	28.1
21	28.4	28.2
22	27.1	28.8
23	28.3	29.0
24	28.7	24.3

10-12	28.3	28.5
14-16	28.7	28.8
0-24	28.4	28.6

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	32.7	33.9
2	31.5	33.2
3	31.5	-
4	29.9	32.8
5	33.8	34.8

30.3	30.7	30.6	31.2	32.6
31.9	31.3	32.6	30.9	32.9
32.5	31.2	31.3	31.4	32.5
31.8	32.7	32.5	31.9	30.5
32.3	32.5	31.2	32.3	30.7
31.6	31.1	32.7	33.3	32.0
32.1	32.4	33.1	32.0	31.6
33.6	33.4	31.6	31.5	32.3
29.4	32.2	29.6	32.0	30.9

31.0	30.9	30.3	31.8	31.7
30.5	31.6	30.5	31.2	31.8
31.9	31.7	31.7	31.9	31.9

85th %ile	32.0
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
29.1	25.4	27.0	28.3	25.5
27.9	31.6	29.7	30.1	29.6
29.7	31.7	28.7	25.7	23.3
28.7	28.1	30.6	25.4	31.5
28.5	27.9	29.4	27.7	32.4
29.1	28.8	28.0	28.3	31.0
28.7	29.0	30.2	29.8	30.2
28.3	28.2	28.3	28.9	29.1
27.4	26.9	26.8	27.9	27.4
28.0	27.6	27.1	28.3	27.0
26.8	27.6	27.5	27.6	27.3
27.9	26.4	27.6	27.0	28.5
27.1	27.1	26.8	27.6	27.3
27.7	27.1	26.7	27.5	28.1
26.6	27.1	27.1	26.7	27.9
27.2	26.8	26.9	26.2	27.4
26.8	27.0	28.1	26.5	28.0
27.8	27.1	27.2	27.1	27.5
27.9	28.7	27.3	26.7	27.6
27.2	27.9	28.0	27.6	27.1
26.4	27.3	27.6	26.9	28.3
28.8	28.3	27.9	27.2	27.7
28.9	27.5	29.3	28.0	27.8
26.4	27.9	27.6	26.8	28.8

Speed (MPH)
0-25
26-40
41-55
56-

TOTAL

27.4	27.0	27.5	27.3	28.0
26.9	26.9	27.0	26.4	27.6
27.5	27.4	27.5	27.4	27.8

Average	27.8
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
31.4	32.8	31.7	33.3	30.1
34.2	33.1	34.0	31.0	31.3
30.6	33.5	29.2	31.9	27.6
30.8	31.3	38.6	31.5	35.6
30.6	28.9	32.7	32.9	36.1

Channel 2 - Eastbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
668	500	952	979	957	996
2013	1771	2112	2167	2157	2146
25	13	13	12	16	7
0	0	0	0	0	0
2706	2284	3077	3158	3130	3149

Week 1

Channel 2 - Eastbound

04-05-19 Friday
924
2346
14
0
3284

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	2083	84
6-22	2445	90
6-24	2537	92
0-24	2612	92
03-31-19		
7-19	1813	27
6-22	2136	31
6-24	2181	31
0-24	2250	31
04-01-19		
7-19	2388	107
6-22	2814	113
6-24	2905	114
0-24	2962	114
04-02-19		
7-19	2470	101
6-22	2914	109
6-24	2994	109
0-24	3049	109
04-03-19		
7-19	2447	108
6-22	2887	113
6-24	2962	113
0-24	3017	113
04-04-19		
7-19	2449	95
6-22	2888	101
6-24	2982	101
0-24	3045	102
04-05-19		
7-19	2524	103
6-22	2984	109
6-24	3111	109
0-24	3169	109
Average		
7-19	2310	89
6-22	2724	95
6-24	2810	95

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
1	2168
2	2537
2	2631
2	2706
3	1843
3	2170
3	2215
3	2284
1	2496
1	2928
1	3020
1	3077
0	2571
0	3023
0	3103
0	3158
0	2555
0	3000
0	3075
0	3130
2	2546
2	2991
2	3085
2	3149
4	2631
6	3099
6	3226
6	3284

1	2401
2	2821
2	2907

6	10	0	0	0	0	0	0	0	0
7	20	1	0	0	0	0	0	0	0
8	28	0	0	0	0	0	0	0	0
9	48	1	0	0	0	0	0	0	0
10	97	1	0	1	0	0	0	0	0
11	130	1	0	0	0	0	0	1	0
12	179	2	0	0	0	0	0	0	0
13	207	1	0	0	0	0	0	0	0
14	250	1	0	0	0	0	0	0	0
15	197	1	0	0	0	0	0	0	0
16	204	1	0	0	0	0	0	0	0
17	160	1	0	0	0	0	0	0	0
18	167	0	0	0	0	0	0	1	0
19	146	0	0	0	0	0	0	0	0
20	133	1	0	0	0	0	0	0	0
21	101	1	0	0	0	0	0	0	0
22	69	1	0	0	0	0	0	0	0
23	30	0	0	0	0	0	0	0	0
24	15	0	0	0	0	0	0	0	0

7-19	1813	10	0	1	0	0	0	2	0
6-22	2136	14	0	1	0	0	0	2	0
6-24	2181	14	0	1	0	0	0	2	0
0-24	2250	14	0	1	0	0	0	2	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	12	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	7	0	0	0	0	0	0	0	0
5	7	0	0	0	0	0	0	0	0
6	40	1	0	0	0	0	0	0	0
7	56	2	0	0	0	0	0	0	0
8	139	3	0	0	0	0	0	0	0
9	176	5	0	0	0	0	0	0	0
10	128	4	0	0	0	0	0	0	0
11	124	4	0	0	0	0	0	0	0
12	133	4	0	0	0	0	0	0	0
13	161	4	0	0	0	0	0	0	0
14	169	4	0	0	0	0	0	0	0
15	179	2	0	0	0	0	0	0	0
16	214	2	0	0	0	0	0	0	0
17	289	5	0	0	0	0	0	0	0
18	267	4	0	0	0	0	0	0	0
19	184	2	0	0	0	0	0	0	0
20	157	2	0	0	0	0	0	0	0
21	98	2	0	0	0	0	0	0	0
22	78	1	0	0	0	0	0	0	0
23	51	0	0	0	0	0	0	0	0
24	24	0	0	0	0	0	0	0	0

7-19	2163	43	0	0	0	0	0	0	0
6-22	2552	50	0	0	0	0	0	0	0
6-24	2627	50	0	0	0	0	0	0	0
0-24	2699	51	0	0	0	0	0	0	0

0	0	0	0	10
0	0	0	0	21
0	0	0	0	28
0	0	0	0	49
0	0	2	0	101
0	0	3	0	135
0	0	2	0	183
0	0	1	0	209
0	0	1	0	252
0	0	3	0	201
0	0	1	0	206
0	0	1	0	162
0	0	3	0	171
0	0	0	0	146
0	0	0	0	134
0	0	0	0	102
0	0	0	0	70
0	0	0	0	30
0	0	0	0	15

6	1	1	3
7	0	1	4
8	0	1	3
9	1	1	2
10	1	2	16
11	1	4	27
12	0	8	34
13	1	5	38
14	0	4	58
15	0	2	37
16	0	7	37
17	1	2	25
18	0	8	25
19	0	4	24
20	1	3	32
21	0	1	29
22	0	3	10
23	0	0	7
24	0	4	4

0	0	17	0	1843
0	0	17	0	2170
0	0	17	0	2215
0	0	17	0	2284

7-19	5	48	326
6-22	6	56	401
6-24	6	60	412
0-24	7	64	429

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	12
0	0	0	0	5
0	0	0	0	1
0	0	0	0	7
0	0	0	0	7
0	0	1	0	42
0	0	0	0	58
0	0	1	0	143
0	0	2	0	183
0	0	4	0	136
0	0	6	0	134
0	0	6	0	143
0	0	5	0	170
0	0	6	0	179
0	0	5	0	186
0	0	6	0	222
0	0	6	0	300
0	0	5	0	276
0	0	4	0	190
0	0	1	0	160
0	0	1	0	101
0	0	1	0	80
0	0	1	0	52
0	0	0	0	24

04-01-19			
Hr Ending	0-10	11-20	21-25
1	0	1	1
2	0	0	1
3	0	0	0
4	0	0	1
5	0	0	1
6	1	3	10
7	0	0	13
8	0	6	33
9	3	9	31
10	0	3	33
11	0	6	41
12	0	2	40
13	0	6	48
14	1	4	58
15	0	7	52
16	0	15	57
17	0	2	64
18	0	12	50
19	0	2	46
20	0	3	29
21	0	4	31
22	0	1	21
23	0	0	11
24	0	1	10

0	0	56	0	2262
0	0	59	0	2661
0	0	60	0	2737
0	0	61	0	2811

7-19	4	74	553
6-22	4	82	647
6-24	4	83	668
0-24	5	87	682

3	1	0	1	0	0	0	0	0	10
14	1	1	0	0	0	0	0	0	21
11	11	2	0	0	0	0	0	0	28
27	15	2	1	0	0	0	0	0	49
54	26	2	0	0	0	0	0	0	101
64	35	4	0	0	0	0	0	0	135
96	39	4	0	1	1	0	0	0	183
126	34	4	1	0	0	0	0	0	209
141	38	9	2	0	0	0	0	0	252
114	42	6	0	0	0	0	0	0	201
98	52	12	0	0	0	0	0	0	206
88	41	5	0	0	0	0	0	0	162
90	43	4	1	0	0	0	0	0	171
68	37	13	0	0	0	0	0	0	146
66	27	5	0	0	0	0	0	0	134
49	17	5	1	0	0	0	0	0	102
43	9	2	3	0	0	0	0	0	70
13	10	0	0	0	0	0	0	0	30
5	1	1	0	0	0	0	0	0	15

977	413	67	5	1	1	0	0	0	1843
1149	467	80	9	1	1	0	0	0	2170
1167	478	81	9	1	1	0	0	0	2215
1192	494	85	11	1	1	0	0	0	2284

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
4	6	0	0	0	0	0	0	0	12
0	4	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	0	1
1	4	1	0	0	0	0	0	0	7
3	3	0	0	0	0	0	0	0	7
15	12	0	0	1	0	0	0	0	42
24	16	4	1	0	0	0	0	0	58
59	40	3	1	1	0	0	0	0	143
98	38	2	1	1	0	0	0	0	183
70	23	6	1	0	0	0	0	0	136
65	19	3	0	0	0	0	0	0	134
77	23	1	0	0	0	0	0	0	143
78	31	7	0	0	0	0	0	0	170
82	25	7	2	0	0	0	0	0	179
95	28	4	0	0	0	0	0	0	186
121	26	3	0	0	0	0	0	0	222
165	61	8	0	0	0	0	0	0	300
146	54	13	1	0	0	0	0	0	276
103	33	5	1	0	0	0	0	0	190
85	32	10	0	1	0	0	0	0	160
44	17	5	0	0	0	0	0	0	101
35	18	4	1	0	0	0	0	0	80
25	13	2	0	1	0	0	0	0	52
10	3	0	0	0	0	0	0	0	24

1159	401	62	7	2	0	0	0	0	2262
1347	484	85	9	3	0	0	0	0	2661
1382	500	87	9	4	0	0	0	0	2737
1406	529	88	9	5	0	0	0	0	2811

6	33.0	32.5
7	35.0	30.3
8	35.5	34.1
9	35.2	33.8
10	32.9	32.7
11	32.9	33.2
12	33.4	33.3
13	33.4	32.0
14	32.7	31.7
15	32.2	33.0
16	32.9	34.0
17	33.1	33.6
18	32.9	32.8
19	31.6	34.0
20	31.0	32.7
21	33.1	33.1
22	30.2	32.1
23	32.7	33.2
24	32.3	29.9

10-12	33.2	33.2
14-16	32.6	33.5
0-24	33.0	33.1

33.9	34.3	32.8	33.1	35.2
33.9	33.9	34.3	34.8	34.7
32.3	32.2	32.7	33.2	33.8
31.1	30.7	30.3	32.3	31.5
32.8	32.7	30.4	33.3	32.2
30.9	32.0	30.7	30.5	30.7
32.6	30.6	32.2	31.7	33.2
31.5	31.0	30.0	31.8	30.8
31.1	31.2	30.6	31.0	32.1
30.7	31.6	30.9	30.4	31.4
31.9	31.5	30.6	30.2	31.1
31.4	30.9	32.1	30.6	32.6
32.0	30.9	31.9	30.9	30.9
32.5	33.1	31.7	30.7	30.9
30.7	32.0	32.9	31.0	31.0
30.1	30.8	32.0	30.9	33.6
32.3	33.8	31.7	30.9	31.0
32.6	33.2	33.8	34.0	31.2
31.7	30.8	33.5	30.8	31.0

32.3	31.5	31.1	31.4	32.6
31.1	31.6	30.8	30.3	31.4
31.9	31.8	31.5	31.7	32.1

85th %ile	32.2
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0-24	2872	95
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Channel 2 - Eastbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	8	0	0	0	0	0	0	0	0
2	7	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	7	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0
6	27	0	0	0	0	0	0	0	0
7	87	2	0	0	0	0	0	0	0
8	266	5	0	0	0	0	0	0	0
9	317	4	0	0	0	0	0	0	0
10	163	5	0	0	0	0	0	0	0
11	120	4	0	0	0	0	0	0	0
12	150	5	0	0	0	0	0	0	0
13	152	4	0	0	0	0	0	0	0
14	148	5	0	0	0	0	0	0	0
15	197	3	0	0	1	0	0	0	0
16	237	5	0	0	0	0	0	0	0
17	207	4	0	0	1	0	0	0	0
18	214	4	0	0	0	0	0	0	0
19	217	1	0	0	0	0	0	0	0
20	137	0	0	0	0	0	0	0	0
21	131	1	0	0	0	0	0	0	0
22	71	2	0	0	0	0	0	0	0
23	62	1	0	0	0	0	0	0	0
24	29	0	0	0	0	0	0	0	0
7-19	2388	49	0	0	2	0	0	0	0
6-22	2814	54	0	0	2	0	0	0	0
6-24	2905	55	0	0	2	0	0	0	0
0-24	2962	55	0	0	2	0	0	0	0

Channel 1 - Westbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	14	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	0	0	0
6	34	1	0	0	0	0	0	0	0
7	59	1	0	0	0	0	0	0	0
8	135	3	0	0	0	0	0	0	0
9	183	3	0	0	0	0	0	0	0
10	134	3	0	0	0	0	0	0	0
11	137	1	1	0	0	0	0	0	0
12	135	2	1	0	0	0	0	0	0
13	134	3	0	0	0	0	0	0	0
14	158	3	0	0	0	0	0	0	0
15	145	4	0	0	0	0	0	0	0
16	236	2	0	0	0	0	0	0	0
17	265	6	0	0	0	0	0	0	0
18	292	5	0	0	0	0	0	0	0
19	215	2	1	0	0	0	0	0	0
20	158	2	0	0	0	0	0	0	0

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	8
0	0	0	0	7
0	0	0	0	4
0	0	0	0	7
0	0	0	0	4
0	0	0	0	27
0	0	1	0	90
0	0	3	0	274
0	0	5	0	326
0	0	4	0	172
0	0	6	0	130
0	0	7	0	162
0	0	5	0	161
0	0	6	0	159
1	0	3	0	205
0	0	5	0	247
0	0	4	0	216
0	0	4	0	222
0	0	4	0	222
0	0	0	0	137
0	0	0	0	132
0	0	0	0	73
0	0	0	0	63
0	0	0	0	29

1	0	56	0	2496
1	0	57	0	2928
1	0	57	0	3020
1	0	57	0	3077

04-01-19			
Hr Ending	0-10	11-20	21-25
1	0	0	0
2	0	1	1
3	0	0	0
4	0	0	0
5	0	0	1
6	1	2	1
7	0	3	19
8	0	11	53
9	0	21	83
10	0	11	35
11	0	13	40
12	2	7	34
13	5	7	39
14	0	3	44
15	1	19	59
16	0	24	57
17	1	21	53
18	1	6	62
19	1	14	48
20	0	9	39
21	0	7	55
22	0	0	13
23	0	1	9
24	0	3	12

7-19	11	157	607
6-22	11	176	733
6-24	11	180	754
0-24	12	183	757

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	14
0	0	0	0	2
0	0	0	0	4
0	0	0	0	6
0	0	0	0	14
0	0	0	0	35
0	0	2	0	62
0	0	2	0	140
0	0	1	0	187
0	0	5	0	142
0	0	3	0	142
0	0	6	0	144
0	0	6	0	143
0	0	7	0	168
0	0	6	0	155
0	0	4	0	242
0	0	4	0	275
0	0	4	0	301
0	0	3	0	221
0	0	0	0	160

04-02-19			
Hr Ending	0-10	11-20	21-25
1	0	0	3
2	0	1	0
3	0	0	2
4	0	0	0
5	1	1	4
6	0	1	6
7	1	2	13
8	1	4	24
9	1	7	37
10	0	10	34
11	1	0	51
12	1	7	41
13	0	5	34
14	3	6	44
15	0	2	34
16	0	10	72
17	0	4	74
18	0	12	65
19	0	5	26
20	1	4	37

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
6	2	0	0	0	0	0	0	0	8
2	3	0	0	0	0	0	0	0	7
3	1	0	0	0	0	0	0	0	4
6	1	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	4
9	14	0	0	0	0	0	0	0	27
42	19	5	2	0	0	0	0	0	90
146	56	7	1	0	0	0	0	0	274
168	48	5	1	0	0	0	0	0	326
85	36	5	0	0	0	0	0	0	172
56	16	5	0	0	0	0	0	0	130
75	35	8	1	0	0	0	0	0	162
78	31	1	0	0	0	0	0	0	161
87	22	2	1	0	0	0	0	0	159
98	25	3	0	0	0	0	0	0	205
119	44	3	0	0	0	0	0	0	247
99	39	3	0	0	0	0	0	0	216
105	40	6	1	1	0	0	0	0	222
111	39	6	3	0	0	0	0	0	222
68	19	2	0	0	0	0	0	0	137
55	12	1	2	0	0	0	0	0	132
43	15	2	0	0	0	0	0	0	73
39	12	2	0	0	0	0	0	0	63
8	6	0	0	0	0	0	0	0	29

1227	431	54	8	1	0	0	0	0	2496
1435	496	64	12	1	0	0	0	0	2928
1482	514	66	12	1	0	0	0	0	3020
1510	536	66	12	1	0	0	0	0	3077

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
6	3	1	0	1	0	0	0	0	14
1	0	0	0	0	0	0	0	0	2
0	2	0	0	0	0	0	0	0	4
1	5	0	0	0	0	0	0	0	6
5	3	0	0	0	0	0	0	0	14
15	11	0	1	1	0	0	0	0	35
28	15	3	0	0	0	0	0	0	62
72	36	2	0	0	1	0	0	0	140
99	38	5	0	0	0	0	0	0	187
66	28	4	0	0	0	0	0	0	142
65	21	3	1	0	0	0	0	0	142
69	21	4	0	1	0	0	0	0	144
80	23	1	0	0	0	0	0	0	143
84	26	2	3	0	0	0	0	0	168
80	35	4	0	0	0	0	0	0	155
125	30	5	0	0	0	0	0	0	242
143	44	7	3	0	0	0	0	0	275
168	51	4	1	0	0	0	0	0	301
118	66	4	2	0	0	0	0	0	221
78	32	6	2	0	0	0	0	0	160

21	114	1	0	0	0	0	0	0	0
22	81	0	0	0	0	0	0	0	0
23	49	0	0	0	0	0	0	0	0
24	14	0	0	0	0	0	0	0	0

7-19	2169	37	3	0	0	0	0	0	0
6-22	2581	41	3	0	0	0	0	0	0
6-24	2644	41	3	0	0	0	0	0	0
0-24	2718	42	3	0	0	0	0	0	0

Channel 2 - Eastbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	7	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	8	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0
6	27	0	0	0	0	0	0	0	0
7	101	3	0	0	0	0	0	0	0
8	250	5	0	0	0	0	0	0	0
9	324	6	0	0	0	0	0	0	0
10	168	4	0	0	0	0	0	0	0
11	150	2	0	0	0	0	0	0	0
12	148	4	0	0	0	0	0	0	0
13	166	4	0	0	0	0	0	0	0
14	162	2	0	0	0	0	0	0	0
15	208	5	0	0	0	0	0	0	0
16	221	6	0	0	0	0	0	0	0
17	219	5	0	0	0	0	0	0	0
18	259	5	0	0	0	0	0	0	0
19	195	2	0	0	0	0	0	0	0
20	160	1	0	0	0	0	0	0	0
21	106	1	0	0	0	0	0	0	0
22	77	2	0	0	0	0	0	0	0
23	60	0	0	0	0	0	0	0	0
24	20	0	0	0	0	0	0	0	0

7-19	2470	50	0	0	0	0	0	0	0
6-22	2914	57	0	0	0	0	0	0	0
6-24	2994	57	0	0	0	0	0	0	0
0-24	3049	57	0	0	0	0	0	0	0

Channel 1 - Westbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	14	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0	0
5	16	0	0	0	0	0	0	0	0
6	41	1	0	0	0	0	0	0	0
7	75	1	0	0	0	0	0	0	0
8	124	3	1	0	0	0	0	0	0
9	169	2	0	0	0	0	0	0	0
10	170	4	0	0	0	0	0	0	0

0	0	0	0	115
0	0	1	0	82
0	0	0	0	49
0	0	1	0	15

21	0	2	38
22	0	1	20
23	0	0	11
24	0	2	2

0	0	51	0	2260
0	0	54	0	2679
0	0	55	0	2743
0	0	55	0	2818

7-19	7	72	536
6-22	9	81	644
6-24	9	83	657
0-24	10	86	672

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	7
0	0	0	0	4
0	0	0	0	8
0	0	0	0	6
0	0	0	0	3
0	0	0	0	27
0	0	1	0	105
0	0	2	0	257
0	0	4	0	334
0	0	4	0	176
0	0	7	0	159
0	0	7	0	159
0	0	7	0	177
0	0	4	0	168
0	0	3	0	216
0	0	4	0	231
0	0	3	0	227
0	0	4	0	268
0	0	2	0	199
0	0	0	0	161
0	0	0	0	107
0	0	0	0	79
0	0	0	0	60
0	0	0	0	20

04-02-19			
Hr Ending	0-10	11-20	21-25
1	0	1	3
2	0	0	0
3	0	0	1
4	0	0	2
5	0	0	0
6	0	3	4
7	1	4	16
8	0	13	42
9	0	21	95
10	0	16	37
11	0	18	24
12	0	18	45
13	1	12	46
14	0	12	44
15	0	15	66
16	4	18	61
17	0	18	58
18	0	19	72
19	0	9	35
20	0	9	34
21	0	4	32
22	0	6	15
23	1	5	15
24	0	1	3

0	0	51	0	2571
0	0	52	0	3023
0	0	52	0	3103
0	0	52	0	3158

7-19	5	189	625
6-22	6	212	722
6-24	7	218	740
0-24	7	222	750

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	14
0	0	0	0	4
0	0	0	0	2
0	0	0	0	5
0	0	0	0	16
0	0	1	0	43
0	0	0	0	76
0	0	1	0	129
0	0	3	0	174
1	0	3	0	178

04-03-19			
Hr Ending	0-10	11-20	21-25
1	0	0	6
2	0	0	1
3	0	0	0
4	0	0	1
5	0	0	1
6	0	3	6
7	1	3	8
8	0	7	17
9	2	8	54
10	0	8	58

55	15	5	0	0	0	0	0	0	115
38	18	4	1	0	0	0	0	0	82
26	8	3	0	1	0	0	0	0	49
6	5	0	0	0	0	0	0	0	15

1169	419	45	10	1	1	0	0	0	2260
1368	499	63	13	1	1	0	0	0	2679
1400	512	66	13	2	1	0	0	0	2743
1428	536	67	14	4	1	0	0	0	2818

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
1	2	0	0	0	0	0	0	0	7
1	3	0	0	0	0	0	0	0	4
3	3	1	0	0	0	0	0	0	8
3	1	0	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	0	3
8	10	2	0	0	0	0	0	0	27
53	28	1	2	0	0	0	0	0	105
145	51	4	2	0	0	0	0	0	257
172	44	2	0	0	0	0	0	0	334
80	35	8	0	0	0	0	0	0	176
75	38	4	0	0	0	0	0	0	159
77	14	4	1	0	0	0	0	0	159
89	29	0	0	0	0	0	0	0	177
86	26	0	0	0	0	0	0	0	168
95	35	4	1	0	0	0	0	0	216
106	36	6	0	0	0	0	0	0	231
116	31	4	0	0	0	0	0	0	227
127	48	2	0	0	0	0	0	0	268
96	48	7	4	0	0	0	0	0	199
88	24	5	1	0	0	0	0	0	161
55	14	2	0	0	0	0	0	0	107
39	13	6	0	0	0	0	0	0	79
24	11	3	0	0	1	0	0	0	60
13	3	0	0	0	0	0	0	0	20

1264	435	45	8	0	0	0	0	0	2571
1499	514	59	11	0	0	0	0	0	3023
1536	528	62	11	0	1	0	0	0	3103
1555	547	65	11	0	1	0	0	0	3158

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
4	2	2	0	0	0	0	0	0	14
2	1	0	0	0	0	0	0	0	4
1	1	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	5
9	4	1	1	0	0	0	0	0	16
20	10	3	1	0	0	0	0	0	43
32	29	3	0	0	0	0	0	0	76
70	28	7	0	0	0	0	0	0	129
72	34	4	0	0	0	0	0	0	174
84	24	4	0	0	0	0	0	0	178

11	128	3	0	0	0	0	0	0	0
12	148	2	0	0	1	0	0	0	0
13	151	1	0	0	0	0	0	0	0
14	178	3	0	0	0	0	0	0	0
15	188	3	0	0	0	0	0	0	0
16	234	5	0	0	0	0	0	1	0
17	261	7	0	0	0	0	0	0	0
18	319	5	0	0	0	0	0	1	0
19	220	1	0	0	0	0	0	0	0
20	170	1	0	0	0	0	0	0	0
21	123	1	0	0	0	0	0	0	0
22	93	1	0	0	0	0	0	0	0
23	34	1	0	0	0	0	0	0	0
24	22	0	0	0	0	0	0	0	0

7-19	2290	39	1	0	1	0	0	2	0
6-22	2751	43	1	0	1	0	0	2	0
6-24	2807	44	1	0	1	0	0	2	0
0-24	2888	46	1	0	1	0	0	2	0

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	11	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	7	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0
6	27	0	0	0	0	0	0	0	0
7	94	1	0	0	0	0	0	0	0
8	241	6	0	0	0	0	0	0	0
9	338	4	1	0	0	0	0	0	0
10	162	6	0	0	0	0	0	0	0
11	131	3	0	0	0	0	0	0	0
12	150	3	0	0	0	0	0	0	0
13	161	2	0	0	0	0	0	0	0
14	171	3	0	0	0	0	0	0	0
15	205	4	1	0	0	0	0	0	0
16	205	5	0	0	0	0	0	0	0
17	253	7	0	0	0	0	0	0	0
18	226	4	0	0	0	0	0	0	0
19	204	2	0	0	0	0	0	0	0
20	146	2	0	0	0	0	0	0	0
21	113	1	0	0	0	0	0	0	0
22	87	1	0	0	0	0	0	0	0
23	48	0	0	0	0	0	0	0	0
24	27	0	0	0	0	0	0	0	0

7-19	2447	49	2	0	0	0	0	0	0
6-22	2887	54	2	0	0	0	0	0	0
6-24	2962	54	2	0	0	0	0	0	0
0-24	3017	54	2	0	0	0	0	0	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	4	0	135
0	0	5	0	156
0	0	4	0	156
0	0	4	0	185
0	0	4	0	195
0	0	6	0	246
0	0	8	0	276
0	0	6	0	331
0	0	3	0	224
0	0	1	0	172
0	0	0	0	124
0	0	1	0	95
0	0	1	0	36
0	0	0	0	22

11	0	11	46
12	0	9	47
13	0	5	47
14	0	9	49
15	0	12	54
16	1	16	86
17	0	9	64
18	0	11	64
19	0	2	48
20	0	5	36
21	0	3	29
22	0	4	22
23	0	1	5
24	1	3	6

1	0	51	0	2385
1	0	53	0	2852
1	0	54	0	2910
1	0	55	0	2994

7-19	3	107	634
6-22	4	122	729
6-24	5	126	740
0-24	5	129	755

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	11
0	0	0	0	4
0	0	0	0	3
0	0	0	0	7
0	0	0	0	3
0	0	0	0	27
0	0	0	0	95
0	0	6	0	253
0	0	5	0	348
0	0	4	0	172
0	0	3	0	137
0	0	5	0	158
0	0	6	0	169
0	0	6	0	180
0	0	3	0	213
0	0	7	0	217
0	0	5	0	265
0	0	3	0	233
0	0	4	0	210
0	0	0	0	148
0	0	0	0	114
0	0	0	0	88
0	0	0	0	48
0	0	0	0	27

04-03-19			
Hr Ending	0-10	11-20	21-25
1	0	1	3
2	0	0	1
3	0	0	0
4	0	0	2
5	0	0	0
6	0	1	6
7	0	1	9
8	1	13	38
9	1	21	96
10	1	10	44
11	1	7	25
12	1	9	40
13	0	7	56
14	2	19	33
15	1	11	69
16	0	13	70
17	0	12	55
18	1	19	62
19	0	17	52
20	0	7	33
21	0	5	36
22	0	4	23
23	0	0	8
24	0	3	7

0	0	57	0	2555
0	0	57	0	3000
0	0	57	0	3075
0	0	57	0	3130

7-19	9	158	640
6-22	9	175	741
6-24	9	178	756
0-24	9	180	768

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-20	21-25

64	11	3	0	0	0	0	0	0	135
73	25	2	0	0	0	0	0	0	156
72	28	4	0	0	0	0	0	0	156
98	27	2	0	0	0	0	0	0	185
104	22	3	0	0	0	0	0	0	195
109	32	1	1	0	0	0	0	0	246
136	59	7	0	1	0	0	0	0	276
200	49	6	1	0	0	0	0	0	331
121	41	10	2	0	0	0	0	0	224
94	34	3	0	0	0	0	0	0	172
64	21	6	0	0	1	0	0	0	124
47	16	4	1	1	0	0	0	0	95
21	6	2	1	0	0	0	0	0	36
10	1	1	0	0	0	0	0	0	22

1203	380	53	4	1	0	0	0	0	2385
1440	480	69	5	2	1	0	0	0	2852
1471	487	72	6	2	1	0	0	0	2910
1510	506	78	8	2	1	0	0	0	2994

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
5	1	1	0	0	0	0	0	0	11
1	2	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	3
3	0	2	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	3
12	8	0	0	0	0	0	0	0	27
51	23	7	3	1	0	0	0	0	95
139	51	11	0	0	0	0	0	0	253
191	36	2	1	0	0	0	0	0	348
93	21	2	1	0	0	0	0	0	172
83	21	0	0	0	0	0	0	0	137
78	25	4	0	1	0	0	0	0	158
92	11	3	0	0	0	0	0	0	169
102	20	3	1	0	0	0	0	0	180
99	29	4	0	0	0	0	0	0	213
102	30	1	1	0	0	0	0	0	217
143	47	5	3	0	0	0	0	0	265
107	38	5	0	1	0	0	0	0	233
100	31	9	1	0	0	0	0	0	210
74	27	6	1	0	0	0	0	0	148
49	17	7	0	0	0	0	0	0	114
47	11	3	0	0	0	0	0	0	88
27	11	2	0	0	0	0	0	0	48
9	7	0	1	0	0	0	0	0	27

1329	360	49	8	2	0	0	0	0	2555
1550	438	72	12	3	0	0	0	0	3000
1586	456	74	13	3	0	0	0	0	3075
1612	468	77	13	3	0	0	0	0	3130

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
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0	0	0	0	12
0	0	0	0	4
0	0	0	0	3
0	0	0	0	3
0	0	0	0	13
0	0	0	0	44
0	0	1	0	73
0	0	2	0	126
0	0	4	0	146
0	0	4	0	146
0	0	7	0	174
0	0	5	0	175
0	0	5	0	147
0	0	5	0	162
0	0	6	0	169
0	0	3	0	213
0	0	3	0	277
0	0	2	0	325
0	0	2	0	226
0	0	1	0	149
0	0	1	0	116
0	0	0	0	77
0	0	1	0	55
0	0	1	0	32

1	0	0	4
2	0	0	3
3	0	0	2
4	0	0	2
5	1	2	1
6	0	2	6
7	2	6	10
8	0	4	20
9	1	8	24
10	1	5	32
11	0	5	41
12	0	4	43
13	2	2	28
14	0	6	51
15	0	11	43
16	1	11	54
17	0	26	69
18	0	7	68
19	0	9	60
20	0	4	27
21	0	5	32
22	0	2	19
23	1	2	15
24	1	1	7

0	0	48	0	2286
0	0	51	0	2701
0	0	53	0	2788
0	0	53	0	2867

7-19	5	98	533
6-22	7	115	621
6-24	9	118	643
0-24	10	122	661

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	17
0	0	0	0	4
0	0	0	0	4
0	0	0	0	5
0	0	0	0	4
0	0	0	0	30
0	0	0	0	97
0	0	4	0	284
0	0	5	0	329
0	0	4	0	176
0	0	3	0	117
0	0	5	0	172
0	0	4	0	173
0	0	4	0	164
1	0	1	0	215
0	0	5	0	223
0	0	5	0	238
0	0	3	0	235
0	0	3	0	220
0	0	1	0	145
0	0	0	0	127
0	0	0	0	76
0	0	0	0	72
0	0	0	0	22

04-04-19			
Hr Ending	0-10	11-20	21-25
1	0	1	2
2	0	0	0
3	0	1	0
4	0	1	1
5	0	0	2
6	0	1	6
7	0	1	16
8	0	8	40
9	1	20	57
10	1	10	26
11	1	2	35
12	0	15	45
13	1	6	43
14	0	10	40
15	0	12	74
16	0	19	77
17	1	15	82
18	0	15	77
19	1	18	63
20	0	12	28
21	1	3	47
22	0	5	23
23	0	4	18
24	0	2	6

7-19	2449	48	1	0	0	0	0	1	0
6-22	2888	52	2	0	0	0	0	1	0
6-24	2982	52	2	0	0	0	0	1	0
0-24	3045	53	2	0	0	0	0	1	0

Channel 1 - Westbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	12	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	35	0	0	1	0	0	0	0	0
7	76	1	1	0	0	0	0	0	0
8	124	3	0	0	0	0	0	0	0
9	156	2	0	0	0	0	0	0	0
10	167	2	0	0	0	0	0	0	0
11	160	5	0	0	0	0	0	0	0
12	164	2	0	0	0	0	0	0	0
13	161	4	0	0	0	0	0	0	0
14	233	2	0	0	0	0	0	0	0
15	180	5	0	0	0	0	0	0	0
16	272	4	0	0	0	0	0	0	0
17	285	2	0	0	0	0	0	0	0
18	279	3	0	0	0	0	0	0	0
19	263	2	0	0	0	0	0	0	0
20	143	2	0	0	0	0	0	0	0
21	96	1	0	0	0	0	0	0	0
22	84	0	0	0	0	0	0	0	0
23	61	0	0	0	0	0	0	0	0
24	37	0	0	0	0	0	0	0	0

7-19	2444	36	0	0	0	0	0	0	0
6-22	2843	40	1	0	0	0	0	0	0
6-24	2941	40	1	0	0	0	0	0	0
0-24	3009	40	1	1	0	0	0	0	0

Channel 2 - Eastbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	16	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	18	0	0	0	0	0	0	0	0
7	72	2	0	0	0	0	0	0	0
8	226	5	0	0	0	0	0	0	1
9	303	7	0	0	0	0	0	0	0
10	145	5	0	1	0	0	0	0	0
11	133	4	0	0	0	0	0	0	0
12	159	3	0	0	0	0	0	0	0
13	212	5	0	0	1	0	0	0	0
14	182	4	0	0	0	0	0	0	0
15	211	4	0	0	0	0	0	0	0

1	0	46	0	2546
1	0	47	0	2991
1	0	47	0	3085
1	0	47	0	3149

7-19	6	150	659
6-22	7	171	773
6-24	7	177	797
0-24	7	181	808

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	12
0	0	0	0	5
0	0	0	0	2
0	0	0	0	3
0	0	0	0	11
0	0	1	0	37
0	0	0	0	78
0	0	3	0	130
0	0	5	0	163
0	0	3	0	172
0	0	5	0	170
0	0	6	0	172
0	0	7	0	172
0	0	4	0	239
0	0	4	0	189
0	0	6	0	282
0	0	4	0	291
0	0	2	0	284
0	0	1	0	266
0	0	1	0	146
0	0	1	0	98
0	0	1	0	85
0	0	0	0	61
0	0	1	0	38

04-05-19			
Hr Ending	0-10	11-20	21-25
1	0	1	1
2	0	0	3
3	0	0	1
4	0	0	1
5	0	0	3
6	2	4	5
7	1	1	8
8	0	2	26
9	1	2	32
10	1	7	57
11	2	9	48
12	0	6	26
13	0	4	35
14	0	5	49
15	2	5	46
16	1	13	49
17	1	3	38
18	0	4	48
19	0	11	83
20	1	3	42
21	0	4	27
22	0	0	26
23	1	0	14
24	1	0	10

0	0	50	0	2530
0	0	53	0	2937
0	0	54	0	3036
0	0	55	0	3106

7-19	8	71	537
6-22	10	79	640
6-24	12	79	664
0-24	14	84	678

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	16
0	0	0	0	4
0	0	0	0	3
0	0	0	0	6
0	0	0	0	11
0	0	0	0	18
0	0	1	0	75
0	0	5	0	237
0	0	5	0	315
0	0	1	0	152
0	0	7	0	144
0	0	6	0	168
0	0	7	0	225
0	0	4	0	190
0	0	3	0	218

04-05-19			
Hr Ending	0-10	11-20	21-25
1	1	3	1
2	0	0	0
3	0	1	0
4	0	0	1
5	0	0	0
6	0	1	1
7	0	2	11
8	1	7	33
9	1	23	75
10	1	13	42
11	0	3	45
12	0	9	28
13	0	9	72
14	0	3	41
15	0	12	42

1274	399	55	3	0	0	0	0	0	2546
1487	481	66	6	0	0	0	0	0	2991
1525	503	70	6	0	0	0	0	0	3085
1555	518	73	7	0	0	0	0	0	3149

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
8	1	1	0	0	0	0	0	0	12
2	0	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	3
4	4	0	0	0	0	0	0	0	11
15	11	0	0	0	0	0	0	0	37
34	23	10	1	0	0	0	0	0	78
57	39	6	0	0	0	0	0	0	130
91	28	7	2	0	0	0	0	0	163
87	19	1	0	0	0	0	0	0	172
81	27	3	0	0	0	0	0	0	170
96	37	5	2	0	0	0	0	0	172
91	32	7	3	0	0	0	0	0	172
123	56	4	2	0	0	0	0	0	239
105	27	3	1	0	0	0	0	0	189
141	67	10	1	0	0	0	0	0	282
165	73	8	2	1	0	0	0	0	291
161	61	7	2	1	0	0	0	0	284
134	35	2	1	0	0	0	0	0	266
77	21	0	1	1	0	0	0	0	146
47	16	2	1	0	1	0	0	0	98
44	14	1	0	0	0	0	0	0	85
29	14	3	0	0	0	0	0	0	61
19	6	2	0	0	0	0	0	0	38

1332	501	63	16	2	0	0	0	0	2530
1534	575	76	19	3	1	0	0	0	2937
1582	595	81	19	3	1	0	0	0	3036
1614	611	82	19	3	1	0	0	0	3106

26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
9	2	0	0	0	0	0	0	0	16
3	1	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	3
2	2	1	0	0	0	0	0	0	6
6	2	2	1	0	0	0	0	0	11
10	4	0	1	0	1	0	0	0	18
31	23	4	2	2	0	0	0	0	75
121	64	10	0	0	1	0	0	0	237
155	57	3	1	0	0	0	0	0	315
64	29	2	1	0	0	0	0	0	152
74	18	4	0	0	0	0	0	0	144
88	38	4	0	1	0	0	0	0	168
106	35	3	0	0	0	0	0	0	225
110	32	4	0	0	0	0	0	0	190
121	37	4	2	0	0	0	0	0	218

16	225	3	0	2	0	0	0	0	0
17	245	4	0	0	0	0	0	0	0
18	253	3	0	0	0	0	0	0	0
19	230	3	0	0	0	0	0	0	0
20	174	1	0	0	0	0	0	0	0
21	120	1	0	0	0	0	0	1	0
22	94	0	0	0	0	0	0	0	0
23	90	0	0	0	0	0	0	0	0
24	37	0	0	0	0	0	0	0	0

7-19	2524	50	0	3	1	0	0	0	1
6-22	2984	54	0	3	1	0	0	1	1
6-24	3111	54	0	3	1	0	0	1	1
0-24	3169	54	0	3	1	0	0	1	1

0	0	6	0	236
0	0	2	0	251
0	0	4	0	260
0	0	2	0	235
0	0	1	0	176
1	0	0	0	123
0	0	0	0	94
0	0	0	0	90
0	0	0	0	37

16	0	8	70
17	1	16	43
18	0	13	56
19	0	7	73
20	0	9	58
21	0	4	32
22	0	4	22
23	0	5	15
24	0	1	5

0	0	52	0	2631
1	0	54	0	3099
1	0	54	0	3226
1	0	54	0	3284

7-19	4	123	620
6-22	4	142	743
6-24	4	148	763
0-24	5	153	766

116	37	5	0	0	0	0	0	0	236
132	50	9	0	0	0	0	0	0	251
151	33	7	0	0	0	0	0	0	260
118	29	8	0	0	0	0	0	0	235
77	31	1	0	0	0	0	0	0	176
56	21	10	0	0	0	0	0	0	123
51	14	3	0	0	0	0	0	0	94
53	16	1	0	0	0	0	0	0	90
23	7	0	0	1	0	0	0	0	37

1356	459	63	4	1	1	0	0	0	2631
1571	548	81	6	3	1	0	0	0	3099
1647	571	82	6	4	1	0	0	0	3226
1679	582	85	8	4	2	0	0	0	3284

Warrington ATC G, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	19	0	0	0	0	0	0	0	0
2	13	0	0	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	30	0	0	0	0	0	0	0	0
7	29	2	0	0	0	0	0	0	0
8	66	2	0	0	0	0	0	0	0
9	111	2	0	0	0	0	0	0	0
10	138	3	0	0	0	0	0	0	0
11	161	1	0	0	0	0	0	0	0
12	173	2	0	1	0	0	0	0	0
13	183	2	0	0	0	0	0	0	0
14	203	1	0	0	0	0	0	1	0
15	197	2	0	0	0	0	0	0	0
16	171	1	0	0	0	0	0	0	0
17	178	2	0	0	0	0	0	0	0
18	149	1	0	0	0	0	0	0	0
19	162	0	0	0	0	0	0	0	0
20	109	0	0	0	0	0	0	0	0
21	84	0	0	0	0	0	0	0	0
22	58	1	0	0	0	0	0	0	0
23	40	1	0	0	0	0	0	0	0
24	30	0	0	1	0	0	0	0	0

7-19	1892	19	0	1	0	0	0	1	0
6-22	2172	22	0	1	0	0	0	1	0
6-24	2242	23	0	2	0	0	0	1	0
0-24	2328	23	0	2	0	0	0	1	0

Channel 2 - Eastbound

03-30-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	18	0	0	0	0	0	0	0	0
2	14	0	0	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0	0
6	17	0	0	0	0	0	0	0	0
7	29	0	0	0	0	0	0	0	0
8	44	2	0	0	0	0	0	0	0
9	63	2	0	1	0	0	0	0	0
10	117	2	0	0	0	0	0	1	0
11	161	2	0	0	0	0	0	0	0
12	176	3	0	0	0	0	0	0	0
13	161	4	0	1	1	0	0	0	0
14	202	3	0	0	0	0	0	2	0
15	187	3	0	0	0	0	0	1	0

Warrington ATC G, Poplar

Produced by Road Data Services Ltd

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	19
0	0	0	0	13
0	0	0	0	7
0	0	0	0	6
0	0	0	0	11
0	0	0	0	30
0	0	1	0	32
0	0	2	0	70
0	0	3	0	116
0	0	4	0	145
0	0	5	0	167
0	0	3	0	179
0	0	5	0	190
0	0	4	0	209
0	0	6	0	205
0	0	4	0	176
0	0	3	0	183
0	0	5	0	155
0	0	2	0	164
0	0	0	0	109
0	0	1	0	85
0	0	0	0	59
0	0	0	0	41
0	0	0	0	31

0	0	46	0	1959
0	0	48	0	2244
0	0	48	0	2316
0	0	48	0	2402

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	7
2	0	0	3
3	1	0	2
4	0	1	2
5	0	0	1
6	2	2	2
7	0	1	2
8	0	5	5
9	1	3	9
10	1	12	17
11	8	6	25
12	0	6	20
13	0	6	25
14	1	9	28
15	1	11	29
16	1	2	20
17	0	4	10
18	1	8	15
19	0	6	18
20	0	6	9
21	1	4	5
22	0	3	7
23	0	3	5
24	0	2	3

7-19	14	78	221
6-22	15	92	244
6-24	15	97	252
0-24	18	100	269

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	18
0	0	0	0	14
0	0	0	0	7
0	0	0	0	6
0	0	0	0	6
0	0	0	0	17
0	0	0	0	29
0	0	3	0	49
0	0	3	0	69
0	0	5	0	125
0	0	5	0	168
0	0	4	0	183
0	0	6	0	173
0	0	3	0	210
0	0	5	0	196

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	1	4
2	0	0	6
3	0	1	1
4	0	0	2
5	0	0	1
6	1	2	1
7	0	0	2
8	0	1	7
9	1	2	15
10	2	2	30
11	1	7	41
12	2	8	27
13	1	1	32
14	0	8	42
15	1	7	27

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	6	0	0	0	0	0	0	0	19
2	6	2	0	0	0	0	0	0	13
1	3	0	0	0	0	0	0	0	7
1	2	0	0	0	0	0	0	0	6
3	4	3	0	0	0	0	0	0	11
8	11	4	1	0	0	0	0	0	30
9	15	5	0	0	0	0	0	0	32
16	37	4	2	0	1	0	0	0	70
51	45	7	0	0	0	0	0	0	116
70	40	5	0	0	0	0	0	0	145
68	58	2	0	0	0	0	0	0	167
90	49	14	0	0	0	0	0	0	179
85	68	6	0	0	0	0	0	0	190
99	61	10	1	0	0	0	0	0	209
91	62	11	0	0	0	0	0	0	205
60	82	9	2	0	0	0	0	0	176
82	77	10	0	0	0	0	0	0	183
59	55	13	4	0	0	0	0	0	155
82	51	7	0	0	0	0	0	0	164
55	34	3	2	0	0	0	0	0	109
30	38	7	0	0	0	0	0	0	85
30	16	2	1	0	0	0	0	0	59
19	12	2	0	0	0	0	0	0	41
13	9	2	1	1	0	0	0	0	31

853	685	98	9	0	1	0	0	0	1959
977	788	115	12	0	1	0	0	0	2244
1009	809	119	13	1	1	0	0	0	2316
1030	841	128	14	1	1	0	0	0	2402

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	6	1	0	0	0	0	0	0	18
4	3	1	0	0	0	0	0	0	14
1	3	1	0	0	0	0	0	0	7
3	1	0	0	0	0	0	0	0	6
2	3	0	0	0	0	0	0	0	6
7	5	1	0	0	0	0	0	0	17
15	10	2	0	0	0	0	0	0	29
25	12	3	0	1	0	0	0	0	49
29	18	3	1	0	0	0	0	0	69
62	22	7	0	0	0	0	0	0	125
83	34	2	0	0	0	0	0	0	168
93	45	7	1	0	0	0	0	0	183
98	35	4	1	1	0	0	0	0	173
126	30	2	2	0	0	0	0	0	210
103	53	4	1	0	0	0	0	0	196

Warrington ATC G, Poplars Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	19	19	9	14	11	8
2	13	8	4	1	3	3
3	7	0	1	4	0	2
4	6	7	8	6	5	3
5	11	16	6	14	15	16
6	30	18	45	38	44	48
7	32	25	68	71	79	78
8	70	43	143	142	140	122
9	116	60	176	169	153	139
10	145	109	140	136	163	131
11	167	145	126	132	132	159
12	179	196	133	134	140	161
13	190	223	146	133	151	145
14	209	208	159	168	166	149
15	205	208	159	146	172	149
16	176	156	190	206	212	179
17	183	140	251	255	239	241
18	155	135	238	255	284	265
19	164	123	176	201	208	209
20	109	103	136	140	144	124
21	85	87	97	101	98	104
22	59	62	64	73	86	68
23	41	32	41	33	31	42
24	31	18	16	14	19	24

7-19	1959	1746	2037	2077	2160	2049
6-22	2244	2023	2402	2462	2567	2423
6-24	2316	2073	2459	2509	2617	2489
0-24	2402	2141	2532	2586	2695	2569

Warrington ATC G, Poplar

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
8	10	12
5	3	5
1	1	2
2	4	5
11	12	12
40	43	37
92	77	63
132	135	113
142	155	136
173	148	142
147	139	144
154	144	156
158	146	163
228	174	183
178	160	173
243	206	194
248	246	222
242	256	224
237	206	188
120	132	125
85	97	93
76	73	69
50	39	38
33	21	22

2282	2121	2044
2655	2501	2396
2738	2562	2457
2805	2637	2532

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	22.0	25.7
2	25.6	23.2
3	21.6	-
4	21.6	21.7
5	25.9	25.1
6	24.5	24.1
7	25.8	24.3
8	25.8	24.3
9	24.5	24.6
10	23.4	24.5
11	23.0	24.3
12	24.3	25.3
13	24.0	25.0
14	23.7	24.6
15	23.7	24.3
16	25.1	24.5
17	24.9	24.9
18	24.7	24.6
19	24.0	24.8
20	24.0	24.4
21	24.8	24.9
22	23.9	24.3
23	23.5	25.9
24	25.0	23.4

10-12	23.7	24.8
14-16	24.3	24.4
0-24	24.2	24.7

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	26.6	28.9
2	30.0	26.3
3	26.5	-
4	26.3	28.9
5	30.7	30.8
6	30.9	29.1
7	30.6	27.4
8	29.9	28.1
9	28.8	29.1
10	28.1	28.3
11	28.0	28.6
12	29.3	29.3
13	28.0	29.4
14	28.3	28.3
15	27.9	28.2

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
26.3	24.1	21.8	24.8	27.6
28.0	15.8	21.9	21.6	18.7
28.2	29.6	-	21.3	20.6
23.5	27.0	25.5	22.0	30.1
26.4	21.6	27.1	24.2	26.0
24.4	24.7	23.7	24.2	22.5
24.5	23.9	25.6	24.9	25.5
23.3	23.5	24.0	24.6	24.9
24.7	23.5	23.8	23.6	24.9
23.8	22.3	23.1	23.8	23.1
23.6	23.4	22.3	23.2	23.0
23.4	23.5	23.6	23.4	24.1
23.8	23.1	23.0	24.1	23.9
23.2	23.5	22.3	22.6	24.0
23.7	23.8	22.8	23.6	23.8
23.1	23.8	23.2	22.9	24.0
24.0	24.0	24.4	23.1	25.1
23.2	23.7	23.8	24.7	25.0
24.2	24.6	23.8	23.7	22.9
24.0	24.0	24.2	23.8	23.6
24.3	24.7	23.9	24.1	24.1
24.9	24.7	24.4	25.0	23.9
25.1	25.8	23.8	24.6	25.2
24.2	24.2	24.2	25.7	23.8

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

23.5	23.5	23.0	23.3	23.6
23.4	23.8	23.0	23.2	23.9
23.8	23.8	23.6	23.8	24.1

Average **24.0**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
31.1	27.4	25.6	29.2	36.4
29.9	-	25.3	24.1	27.9
-	32.2	-	22.0	-
29.5	29.2	28.1	23.3	31.4
29.5	27.7	30.7	29.9	28.8
28.8	28.6	28.4	29.5	28.1
28.9	28.3	29.2	30.2	29.1
28.5	28.1	28.8	29.1	28.6
29.3	27.0	28.2	28.6	28.9
28.8	27.0	27.3	29.1	27.5
28.3	28.1	26.3	27.6	28.5
27.7	27.9	27.6	28.1	27.9
28.3	27.6	26.9	28.6	28.6
27.6	28.2	26.6	26.8	28.2
27.7	28.2	27.1	27.3	28.2

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
387	288	487	476	533	516
1999	1840	2034	2102	2157	2041
16	13	11	8	5	12
0	0	0	0	0	0
2402	2141	2532	2586	2695	2569

Warrington ATC G, Poplars Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
474
2322
9
0
2805

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	1892	65
6-22	2172	70
6-24	2242	71
0-24	2328	71
03-31-19		
7-19	1715	31
6-22	1991	32
6-24	2041	32
0-24	2109	32
04-01-19		
7-19	1936	99
6-22	2291	109
6-24	2347	110
0-24	2417	113
04-02-19		
7-19	1984	92
6-22	2361	99
6-24	2406	101
0-24	2481	103
04-03-19		
7-19	2065	94
6-22	2465	101
6-24	2513	103
0-24	2588	106
04-04-19		
7-19	1970	79
6-22	2335	87
6-24	2400	88
0-24	2480	88
04-05-19		
7-19	2191	90
6-22	2557	97
6-24	2639	98
0-24	2703	101

Average		
7-19	1964	78
6-22	2310	85
6-24	2369	86
0-24	2443	87

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
2	1959
2	2244
3	2316
3	2402
0	1746
0	2023
0	2073
0	2141
2	2037
2	2402
2	2459
2	2532
1	2077
2	2462
2	2509
2	2586
1	2160
1	2567
1	2617
1	2695
0	2049
1	2423
1	2489
1	2569
1	2282
1	2655
1	2738
1	2805

1	2044
1	2396
1	2457
1	2532

0	0	4	0	196
0	0	4	0	209
0	0	3	0	202
0	0	3	0	179
0	0	0	0	122
0	0	0	0	108
0	0	0	0	68
0	0	0	0	62
0	0	0	0	42

16	0	2	16
17	0	9	32
18	0	5	38
19	2	10	23
20	3	4	31
21	0	4	15
22	1	1	11
23	1	3	9
24	0	2	5

0	0	48	0	1959
0	0	48	0	2286
0	0	48	0	2390
0	0	48	0	2458

7-19	10	62	330
6-22	14	71	389
6-24	15	76	403
0-24	16	80	418

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	19
0	0	0	0	8
0	0	0	0	0
0	0	0	0	7
0	0	0	0	16
0	0	0	0	18
0	0	0	0	25
0	0	1	0	43
0	0	1	0	60
0	0	2	0	109
0	0	1	0	145
0	0	2	0	196
0	0	2	0	223
0	0	2	0	208
0	0	2	0	208
0	0	2	0	156
0	0	2	0	140
0	0	2	0	135
0	0	0	0	123
0	0	0	0	103
0	0	0	0	87
0	0	0	0	62
0	0	0	0	32
0	0	0	0	18

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	3
3	0	0	0
4	0	1	2
5	0	2	1
6	1	2	1
7	0	1	3
8	1	3	3
9	1	3	8
10	1	7	3
11	4	4	17
12	0	10	13
13	0	9	17
14	1	5	16
15	0	5	20
16	0	7	23
17	1	3	11
18	1	4	17
19	0	6	10
20	0	5	10
21	0	3	4
22	0	1	5
23	0	1	2
24	0	1	4

0	0	19	0	1746
0	0	19	0	2023
0	0	19	0	2073
0	0	19	0	2141

7-19	10	66	158
6-22	10	76	180
6-24	10	78	186
0-24	11	84	193

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	19
0	0	0	0	10
0	0	0	0	0
0	0	0	0	9
0	0	0	0	11

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	4	2
2	0	0	2
3	0	0	0
4	0	0	1
5	0	0	2

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	18	19	9	7	11	16
2	14	10	6	3	5	5
3	7	0	4	7	2	7
4	6	9	4	5	5	3
5	6	11	3	3	6	4
6	17	9	19	19	15	17
7	29	19	74	81	85	88
8	49	24	240	226	219	237
9	69	42	270	286	292	276
10	125	78	146	152	162	155
11	168	116	108	146	124	112
12	183	155	148	129	147	153
13	173	196	152	173	152	160
14	210	227	149	155	154	146
15	196	177	192	201	193	206
16	196	190	211	210	203	198
17	209	162	206	202	245	222
18	202	160	216	255	219	208
19	179	123	203	171	195	199
20	122	124	116	153	134	141
21	108	94	128	109	103	125
22	68	63	73	78	80	71
23	62	33	56	63	54	67
24	42	12	24	23	23	20

7-19	1959	1650	2241	2306	2305	2272
6-22	2286	1950	2632	2727	2707	2697
6-24	2390	1995	2712	2813	2784	2784
0-24	2458	2053	2757	2857	2828	2836

16	28.7	28.6
17	28.6	28.6
18	29.4	28.9
19	28.3	28.8
20	27.8	28.6
21	29.0	28.8
22	28.2	27.9
23	27.4	30.1
24	29.1	27.9

10-12	28.5	29.2
14-16	28.6	28.3
0-24	28.5	28.8

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
13	11	13
3	4	6
3	4	4
3	4	5
12	5	6
15	17	15
55	76	61
220	228	173
265	277	214
128	148	135
138	125	130
143	144	151
213	170	174
194	159	176
192	196	193
210	206	202
241	223	212
230	225	212
220	197	184
169	142	137
114	115	111
87	77	74
76	63	58
38	25	26

2394	2303	2161
2819	2716	2545
2933	2805	2630
2982	2852	2681

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	23.5	22.5
2	22.6	24.4
3	24.0	-
4	22.8	25.6
5	24.3	24.5
6	22.9	22.6
7	25.3	25.3
8	24.7	24.7
9	23.5	24.2
10	23.1	23.7
11	22.7	23.5
12	23.7	24.0
13	23.9	23.3
14	22.9	23.9
15	23.9	22.8
16	24.9	23.6
17	24.2	23.0
18	23.9	23.0
19	23.5	24.7
20	22.8	23.6
21	24.6	24.3
22	24.0	23.9
23	23.8	25.3
24	24.5	20.7

10-12	23.2	23.7
14-16	24.4	23.2
0-24	23.7	23.6

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	28.9	28.9
2	27.0	29.2
3	28.4	-
4	25.3	29.0
5	27.7	29.2

28.0	28.3	27.9	27.3	28.9
28.4	27.9	27.8	27.5	28.5
28.1	27.8	27.9	28.5	29.0
28.7	28.6	28.4	28.2	27.0
28.4	28.5	28.7	27.6	27.7
28.5	28.7	27.4	28.8	28.6
29.2	29.7	27.5	28.1	27.8
29.3	32.0	27.3	31.6	29.4
28.0	28.2	27.2	28.8	27.5

28.1	27.9	27.2	27.6	28.2
27.9	28.2	27.6	27.3	28.6
28.5	28.1	27.9	28.3	28.4

85th %ile	28.4
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
26.5	23.2	24.5	27.4	21.9
25.6	26.0	25.4	22.1	26.0
25.0	26.0	23.5	24.7	20.5
24.3	26.6	26.7	22.0	29.4
26.6	25.7	24.2	25.5	28.0
21.9	25.2	23.8	24.8	27.2
25.1	25.2	25.5	25.7	24.4
23.8	24.0	23.8	25.1	24.5
23.9	23.2	23.5	24.1	24.0
23.5	23.3	22.6	23.7	22.7
23.7	23.1	23.4	22.6	23.0
23.5	22.6	22.5	22.8	24.3
23.5	23.6	21.6	22.9	23.3
22.9	23.4	21.8	22.6	23.7
22.7	24.0	24.1	23.1	23.4
23.5	22.5	23.0	23.0	24.2
22.7	22.7	23.3	22.9	23.4
22.2	22.3	22.7	23.8	22.8
23.7	24.5	24.0	22.7	23.8
23.2	24.1	23.4	24.0	24.2
23.5	23.2	23.3	23.4	25.2
24.6	24.5	23.5	24.2	24.7
23.6	23.4	23.8	24.6	24.6
24.2	22.6	24.4	23.5	24.3

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

23.6	22.9	22.9	22.7	23.6
23.1	23.2	23.6	23.1	23.8
23.4	23.4	23.3	23.6	23.8

Average	23.5
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
30.7	27.1	27.8	31.7	27.5
28.3	29.5	28.2	26.3	27.3
26.9	28.0	24.1	27.1	24.7
29.7	29.5	29.3	24.1	33.2
28.4	27.0	25.8	28.0	34.5

Channel 2 - Eastbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
514	450	669	690	713	634
1926	1591	2074	2152	2094	2198
18	12	14	15	21	4
0	0	0	0	0	0
2458	2053	2757	2857	2828	2836

Week 1

Channel 2 - Eastbound

04-05-19 Friday
632
2331
19
0
2982

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	1875	78
6-22	2196	82
6-24	2300	82
0-24	2368	82
03-31-19		
7-19	1622	27
6-22	1919	30
6-24	1964	30
0-24	2022	30
04-01-19		
7-19	2141	95
6-22	2525	102
6-24	2604	103
0-24	2649	103
04-02-19		
7-19	2202	99
6-22	2617	105
6-24	2703	105
0-24	2747	105
04-03-19		
7-19	2203	99
6-22	2600	104
6-24	2677	104
0-24	2721	104
04-04-19		
7-19	2180	90
6-22	2603	92
6-24	2690	92
0-24	2742	92
04-05-19		
7-19	2284	106
6-22	2706	109
6-24	2820	109
0-24	2868	110
Average		
7-19	2072	84
6-22	2452	89
6-24	2536	89

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
6	1959
8	2286
8	2390
8	2458
1	1650
1	1950
1	1995
1	2053
5	2241
5	2632
5	2712
5	2757
5	2306
5	2727
5	2813
5	2857
3	2305
3	2707
3	2784
3	2828
2	2272
2	2697
2	2784
2	2836
4	2394
4	2819
4	2933
4	2982

3	2161
4	2545
4	2630

6	9	0	0	0	0	0	0	0	0
7	17	2	0	0	0	0	0	0	0
8	24	0	0	0	0	0	0	0	0
9	41	1	0	0	0	0	0	0	0
10	76	0	0	0	0	0	0	0	0
11	111	1	0	0	0	0	0	0	0
12	151	3	0	0	0	0	0	0	0
13	196	0	0	0	0	0	0	0	0
14	223	1	0	0	0	0	0	0	0
15	173	1	0	0	0	0	0	1	0
16	188	1	0	0	0	0	0	0	0
17	159	0	0	0	0	0	0	0	0
18	157	1	0	0	0	0	0	0	0
19	123	0	0	0	0	0	0	0	0
20	124	0	0	0	0	0	0	0	0
21	94	0	0	0	0	0	0	0	0
22	62	1	0	0	0	0	0	0	0
23	33	0	0	0	0	0	0	0	0
24	12	0	0	0	0	0	0	0	0

7-19	1622	9	0	0	0	0	0	1	0
6-22	1919	12	0	0	0	0	0	1	0
6-24	1964	12	0	0	0	0	0	1	0
0-24	2022	12	0	0	0	0	0	1	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	9	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0	0
6	42	1	0	0	0	0	0	0	0
7	64	2	0	0	0	0	0	0	0
8	135	2	0	0	0	0	0	0	0
9	169	4	0	0	0	0	0	0	0
10	130	4	0	0	0	0	0	0	0
11	117	3	0	0	0	0	0	0	0
12	122	4	0	0	0	0	0	0	0
13	137	3	0	0	0	0	0	0	0
14	151	3	0	0	0	0	0	0	0
15	152	2	0	0	0	0	0	0	0
16	182	2	0	0	0	0	0	0	0
17	242	4	0	0	0	0	0	0	0
18	229	3	0	0	0	0	0	0	1
19	170	2	0	0	0	0	0	0	0
20	133	2	0	0	0	0	0	0	0
21	95	2	0	0	0	0	0	0	0
22	63	0	0	0	0	0	0	0	0
23	41	0	0	0	0	0	0	0	0
24	15	0	0	0	0	0	0	0	0

7-19	1936	36	0	0	0	0	0	0	1
6-22	2291	42	0	0	0	0	0	0	1
6-24	2347	42	0	0	0	0	0	0	1
0-24	2417	43	0	0	0	0	0	0	1

0	0	0	0	9
0	0	0	0	19
0	0	0	0	24
0	0	0	0	42
0	0	2	0	78
0	0	4	0	116
0	0	1	0	155
0	0	0	0	196
0	0	3	0	227
0	0	2	0	177
0	0	1	0	190
0	0	3	0	162
0	0	2	0	160
0	0	0	0	123
0	0	0	0	124
0	0	0	0	94
0	0	0	0	63
0	0	0	0	33
0	0	0	0	12

6	1	1	2
7	0	0	2
8	0	1	3
9	1	1	6
10	3	1	8
11	1	4	22
12	1	7	22
13	1	6	36
14	1	3	38
15	2	8	38
16	0	10	32
17	2	9	38
18	2	4	39
19	0	2	18
20	1	3	22
21	0	2	14
22	0	4	9
23	0	1	3
24	1	2	1

0	0	18	0	1650
0	0	18	0	1950
0	0	18	0	1995
0	0	18	0	2053

7-19	14	56	300
6-22	15	65	347
6-24	16	68	351
0-24	17	73	360

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	9
0	0	0	0	4
0	0	0	0	1
0	0	0	0	8
0	0	0	0	6
0	0	2	0	45
0	0	2	0	68
0	0	6	0	143
1	0	2	0	176
0	0	6	0	140
0	0	6	0	126
0	0	7	0	133
0	0	6	0	146
0	0	5	0	159
0	0	5	0	159
0	0	6	0	190
0	0	5	0	251
0	0	5	0	238
0	0	4	0	176
0	0	1	0	136
0	0	0	0	97
0	0	1	0	64
0	0	0	0	41
0	0	1	0	16

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	2	0
5	0	0	0
6	2	2	3
7	1	2	8
8	2	11	25
9	2	4	22
10	0	8	20
11	0	7	20
12	1	5	20
13	0	7	25
14	2	13	20
15	1	4	32
16	5	14	21
17	1	8	35
18	3	18	37
19	0	8	16
20	0	9	13
21	0	5	9
22	1	1	4
23	0	0	5
24	0	0	2

1	0	63	0	2037
1	0	67	0	2402
1	0	68	0	2459
1	0	70	0	2532

7-19	17	107	293
6-22	19	124	327
6-24	19	124	334
0-24	21	129	337

2	1	1	1	0	0	0	0	0	9
11	4	2	0	0	0	0	0	0	19
11	8	1	0	0	0	0	0	0	24
18	15	1	0	0	0	0	0	0	42
46	19	1	0	0	0	0	0	0	78
56	29	4	0	0	0	0	0	0	116
76	42	6	0	1	0	0	0	0	155
108	43	2	0	0	0	0	0	0	196
123	50	9	3	0	0	0	0	0	227
86	41	2	0	0	0	0	0	0	177
102	32	13	1	0	0	0	0	0	190
67	43	3	0	0	0	0	0	0	162
71	40	3	1	0	0	0	0	0	160
62	30	10	1	0	0	0	0	0	123
62	31	5	0	0	0	0	0	0	124
49	20	7	2	0	0	0	0	0	94
33	13	2	2	0	0	0	0	0	63
14	14	1	0	0	0	0	0	0	33
6	2	0	0	0	0	0	0	0	12

826	392	55	6	1	0	0	0	0	1650
981	460	71	10	1	0	0	0	0	1950
1001	476	72	10	1	0	0	0	0	1995
1022	495	74	11	1	0	0	0	0	2053

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
1	5	2	0	0	0	0	0	0	9
0	3	1	0	0	0	0	0	0	4
0	1	0	0	0	0	0	0	0	1
1	5	0	0	0	0	0	0	0	8
2	3	1	0	0	0	0	0	0	6
17	17	3	1	0	0	0	0	0	45
25	26	5	1	0	0	0	0	0	68
56	39	10	0	0	0	0	0	0	143
71	63	13	1	0	0	0	0	0	176
59	47	6	0	0	0	0	0	0	140
55	38	6	0	0	0	0	0	0	126
64	38	5	0	0	0	0	0	0	133
52	55	7	0	0	0	0	0	0	146
75	40	9	0	0	0	0	0	0	159
66	48	6	2	0	0	0	0	0	159
82	62	6	0	0	0	0	0	0	190
101	96	10	0	0	0	0	0	0	251
97	71	10	2	0	0	0	0	0	238
82	62	7	1	0	0	0	0	0	176
60	47	7	0	0	0	0	0	0	136
44	33	6	0	0	0	0	0	0	97
32	18	7	1	0	0	0	0	0	64
15	17	2	2	0	0	0	0	0	41
9	4	1	0	0	0	0	0	0	16

860	659	95	6	0	0	0	0	0	2037
1021	783	120	8	0	0	0	0	0	2402
1045	804	123	10	0	0	0	0	0	2459
1066	838	130	11	0	0	0	0	0	2532

6	27.9	32.0
7	28.6	29.0
8	28.5	28.8
9	28.0	28.3
10	27.4	28.0
11	26.9	28.4
12	27.9	29.2
13	27.5	27.7
14	25.7	27.9
15	28.0	27.5
16	28.9	28.3
17	28.9	28.2
18	28.4	28.0
19	27.9	29.8
20	27.4	27.5
21	29.4	29.3
22	27.9	28.3
23	28.8	29.3
24	28.5	25.7

10-12	27.3	28.7
14-16	28.7	27.9
0-24	28.1	28.4

27.0	30.9	26.5	28.9	35.4
29.9	30.7	30.0	29.3	28.8
28.7	27.9	28.2	29.1	29.2
27.7	27.4	27.4	28.4	28.7
27.2	26.8	27.5	28.7	25.9
27.6	27.4	27.5	26.0	27.4
27.6	27.3	26.1	26.7	29.0
28.6	28.0	25.2	26.7	27.6
27.5	27.8	27.2	26.9	27.9
27.2	28.6	28.1	27.4	27.6
27.8	27.2	27.3	26.0	28.3
27.8	27.5	28.4	27.0	28.6
27.5	27.1	28.5	28.6	27.5
28.7	28.6	28.6	27.4	28.4
26.7	28.5	28.0	29.2	28.8
27.3	28.3	27.7	28.0	29.8
29.5	29.3	29.2	28.7	29.2
28.3	28.1	28.3	29.3	29.1
28.4	28.2	30.0	27.8	28.3

27.6	27.3	27.1	26.3	28.8
27.6	28.1	27.7	27.0	27.9
28.2	28.1	27.9	28.2	28.5

85th %ile	28.2
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0-24	2588	89
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4

2681

Channel 2 - Eastbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	9	0	0	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0
6	19	0	0	0	0	0	0	0	0
7	71	2	0	0	0	0	0	0	0
8	231	4	0	0	0	0	0	0	0
9	260	4	0	0	0	0	0	0	0
10	138	4	0	0	0	0	0	0	0
11	99	3	0	0	0	0	0	0	0
12	138	4	0	0	0	0	0	0	0
13	144	2	0	1	0	0	0	0	0
14	139	3	0	0	0	0	0	0	0
15	187	2	0	0	0	0	0	0	0
16	202	3	0	0	0	0	0	2	0
17	196	3	0	1	0	0	0	1	0
18	209	4	0	0	1	0	0	0	0
19	198	1	0	0	0	0	0	0	0
20	115	1	0	0	0	0	0	0	0
21	126	2	0	0	0	0	0	0	0
22	72	1	0	0	0	0	0	0	0
23	55	1	0	0	0	0	0	0	0
24	24	0	0	0	0	0	0	0	0
7-19	2141	37	0	2	1	0	0	3	0
6-22	2525	43	0	2	1	0	0	3	0
6-24	2604	44	0	2	1	0	0	3	0
0-24	2649	44	0	2	1	0	0	3	0

Channel 1 - Westbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	14	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	0	0	0
6	36	1	0	0	0	0	0	0	0
7	68	1	0	0	0	0	0	0	0
8	133	3	0	0	0	0	0	0	0
9	163	1	0	0	0	0	0	0	0
10	127	3	1	0	0	0	0	0	0
11	124	2	0	0	0	0	0	0	0
12	129	1	0	0	0	0	0	0	0
13	125	3	0	0	0	0	0	0	0
14	161	1	0	0	0	0	0	0	0
15	135	3	0	0	0	0	0	0	1
16	198	2	0	0	0	0	0	0	0
17	247	4	0	0	0	0	0	0	0
18	247	3	0	0	0	0	0	0	0
19	195	2	0	0	0	0	0	0	0
20	138	2	0	0	0	0	0	0	0

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	9
0	0	0	0	6
0	0	0	0	4
0	0	0	0	4
0	0	0	0	3
0	0	0	0	19
0	0	1	0	74
0	0	5	0	240
0	0	6	0	270
0	0	4	0	146
0	0	6	0	108
0	0	6	0	148
0	0	5	0	152
0	0	7	0	149
0	0	3	0	192
0	0	4	0	211
0	0	5	0	206
0	0	2	0	216
0	0	4	0	203
0	0	0	0	116
0	0	0	0	128
0	0	0	0	73
0	0	0	0	56
0	0	0	0	24

0	0	57	0	2241
0	0	58	0	2632
0	0	58	0	2712
0	0	58	0	2757

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	1	0
5	0	0	0
6	1	3	1
7	1	0	10
8	3	4	44
9	1	9	35
10	0	5	22
11	0	3	20
12	0	5	28
13	0	6	36
14	0	8	40
15	1	14	39
16	0	10	39
17	2	13	51
18	3	22	50
19	1	11	40
20	1	4	20
21	0	4	29
22	0	2	12
23	1	2	6
24	0	1	4

7-19	11	110	444
6-22	13	120	515
6-24	14	123	525
0-24	15	127	527

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	14
0	0	0	0	1
0	0	0	0	4
0	0	0	0	6
0	0	0	0	14
0	0	1	0	38
0	0	2	0	71
0	0	6	0	142
0	0	5	0	169
0	0	5	0	136
0	0	6	0	132
0	0	4	0	134
0	0	5	0	133
0	0	6	0	168
0	0	7	0	146
0	0	6	0	206
0	0	4	0	255
0	0	5	0	255
0	0	4	0	201
0	0	0	0	140

04-02-19			
Hr Ending	0-10	11-15	16-20
1	1	0	1
2	0	0	1
3	0	0	0
4	0	0	0
5	1	1	1
6	1	1	2
7	0	5	9
8	2	10	12
9	2	4	18
10	1	11	30
11	3	5	17
12	1	7	17
13	2	7	21
14	1	9	30
15	1	8	20
16	1	11	31
17	1	4	28
18	2	9	39
19	3	9	20
20	2	9	11

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
2	5	1	0	0	0	0	0	0	9
3	3	0	0	0	0	0	0	0	6
2	2	0	0	0	0	0	0	0	4
1	2	0	0	0	0	0	0	0	4
1	2	0	0	0	0	0	0	0	3
7	7	0	0	0	0	0	0	0	19
36	20	5	1	1	0	0	0	0	74
113	67	8	1	0	0	0	0	0	240
145	74	5	0	1	0	0	0	0	270
90	24	5	0	0	0	0	0	0	146
60	23	2	0	0	0	0	0	0	108
73	41	1	0	0	0	0	0	0	148
66	39	5	0	0	0	0	0	0	152
69	26	5	1	0	0	0	0	0	149
95	41	2	0	0	0	0	0	0	192
104	50	7	1	0	0	0	0	0	211
92	43	4	0	0	1	0	0	0	206
91	47	2	1	0	0	0	0	0	216
89	50	9	2	1	0	0	0	0	203
65	22	4	0	0	0	0	0	0	116
68	22	3	1	0	1	0	0	0	128
34	22	2	1	0	0	0	0	0	73
33	10	4	0	0	0	0	0	0	56
10	7	2	0	0	0	0	0	0	24

1087	525	55	6	2	1	0	0	0	2241
1290	611	69	9	3	2	0	0	0	2632
1333	628	75	9	3	2	0	0	0	2712
1349	649	76	9	3	2	0	0	0	2757

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	5	0	1	0	0	0	0	0	14
0	0	0	0	0	0	0	0	0	1
0	3	1	0	0	0	0	0	0	4
2	4	0	0	0	0	0	0	0	6
7	4	0	0	0	0	0	0	0	14
15	17	2	0	0	0	0	0	0	38
28	24	5	0	0	0	0	0	0	71
63	53	2	0	0	0	0	0	0	142
90	48	6	1	0	0	0	0	0	169
59	32	3	0	0	0	0	0	0	136
66	33	8	0	0	0	0	0	0	132
63	38	8	0	0	0	0	0	0	134
62	39	2	0	0	0	0	0	0	133
67	51	10	0	0	0	0	0	0	168
55	55	7	0	0	0	0	0	0	146
87	64	12	0	0	0	0	0	0	206
134	80	8	0	0	0	0	0	0	255
112	83	9	1	0	0	0	0	0	255
71	85	11	2	0	0	0	0	0	201
59	51	8	0	0	0	0	0	0	140

21	100	0	0	0	0	0	0	0	0
22	71	0	0	0	0	0	0	1	0
23	32	0	0	0	0	0	0	0	0
24	13	0	0	0	0	0	0	0	0

7-19	1984	28	1	0	0	0	0	0	1
6-22	2361	31	1	0	0	0	0	1	1
6-24	2406	31	1	0	0	0	0	1	1
0-24	2481	32	1	0	0	0	0	1	1

Channel 2 - Eastbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	7	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0
3	7	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0
6	19	0	0	0	0	0	0	0	0
7	79	1	0	0	0	0	0	0	0
8	217	4	0	0	0	0	0	0	0
9	278	4	0	0	0	0	0	0	0
10	142	4	0	1	0	0	0	0	0
11	138	2	0	0	0	0	0	0	0
12	118	4	0	0	0	0	0	0	0
13	163	3	0	0	0	0	0	0	0
14	145	2	0	1	0	0	0	1	0
15	191	4	0	0	0	0	0	1	0
16	202	4	0	0	0	0	0	0	0
17	195	5	0	0	0	0	0	0	0
18	249	2	0	0	0	0	0	1	0
19	164	2	0	0	0	0	0	0	0
20	152	1	0	0	0	0	0	0	0
21	108	1	0	0	0	0	0	0	0
22	76	2	0	0	0	0	0	0	0
23	63	0	0	0	0	0	0	0	0
24	23	0	0	0	0	0	0	0	0

7-19	2202	40	0	2	0	0	0	3	0
6-22	2617	45	0	2	0	0	0	3	0
6-24	2703	45	0	2	0	0	0	3	0
0-24	2747	45	0	2	0	0	0	3	0

Channel 1 - Westbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	11	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	15	0	0	0	0	0	0	0	0
6	41	1	0	0	0	0	0	0	0
7	77	1	0	0	0	0	0	0	0
8	134	3	0	0	0	0	0	0	0
9	145	3	0	0	0	0	0	0	0
10	156	3	0	0	0	0	0	0	0

0	0	1	0	101
0	0	1	0	73
0	0	1	0	33
0	0	1	0	14

21	0	2	11
22	0	7	4
23	0	1	4
24	0	2	2

0	0	63	0	2077
0	0	67	0	2462
0	0	69	0	2509
0	0	70	0	2586

7-19	20	94	283
6-22	22	117	318
6-24	22	120	324
0-24	25	122	329

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	7
0	0	0	0	3
0	0	0	0	7
0	0	0	0	5
0	0	0	0	3
0	0	0	0	19
0	0	1	0	81
0	0	5	0	226
0	0	4	0	286
0	0	5	0	152
0	0	6	0	146
0	0	7	0	129
0	0	7	0	173
0	0	6	0	155
0	0	5	0	201
0	0	4	0	210
0	0	2	0	202
0	0	3	0	255
0	0	5	0	171
0	0	0	0	153
0	0	0	0	109
0	0	0	0	78
0	0	0	0	63
0	0	0	0	23

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	3
2	0	0	1
3	0	0	0
4	0	0	0
5	0	0	0
6	0	2	0
7	1	2	5
8	0	7	26
9	1	13	51
10	1	3	30
11	3	2	32
12	1	7	28
13	1	5	27
14	0	4	32
15	0	5	35
16	2	12	63
17	0	13	53
18	0	27	64
19	1	4	25
20	0	5	22
21	0	11	17
22	0	5	9
23	0	3	18
24	0	6	2

0	0	59	0	2306
0	0	60	0	2727
0	0	60	0	2813
0	0	60	0	2857

7-19	10	102	466
6-22	11	125	519
6-24	11	134	539
0-24	11	136	543

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	11
0	0	0	0	3
0	0	0	0	0
0	0	0	0	5
0	0	0	0	15
0	0	2	0	44
0	0	1	0	79
0	0	3	0	140
0	0	5	0	153
0	0	4	0	163

04-03-19			
Hr Ending	0-10	11-15	16-20
1	1	0	2
2	0	0	1
3	0	0	0
4	0	0	0
5	0	0	0
6	0	4	7
7	1	2	5
8	2	11	12
9	3	6	19
10	0	12	30

51	30	6	1	0	0	0	0	0	101
28	28	5	1	0	0	0	0	0	73
9	13	5	0	1	0	0	0	0	33
3	6	1	0	0	0	0	0	0	14

929	661	86	4	0	0	0	0	0	2077
1095	794	110	6	0	0	0	0	0	2462
1107	813	116	6	1	0	0	0	0	2509
1137	846	119	7	1	0	0	0	0	2586

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
1	3	0	0	0	0	0	0	0	7
0	2	0	0	0	0	0	0	0	3
3	4	0	0	0	0	0	0	0	7
3	2	0	0	0	0	0	0	0	5
2	1	0	0	0	0	0	0	0	3
10	4	3	0	0	0	0	0	0	19
41	21	8	3	0	0	0	0	0	81
126	60	6	1	0	0	0	0	0	226
155	61	5	0	0	0	0	0	0	286
88	25	5	0	0	0	0	0	0	152
74	32	1	1	1	0	0	0	0	146
66	26	0	1	0	0	0	0	0	129
97	38	5	0	0	0	0	0	0	173
79	38	2	0	0	0	0	0	0	155
99	56	5	1	0	0	0	0	0	201
91	33	7	2	0	0	0	0	0	210
94	33	8	1	0	0	0	0	0	202
111	48	4	1	0	0	0	0	0	255
72	60	8	1	0	0	0	0	0	171
75	46	5	0	0	0	0	0	0	153
50	29	1	1	0	0	0	0	0	109
32	25	7	0	0	0	0	0	0	78
24	15	2	1	0	0	0	0	0	63
6	7	2	0	0	0	0	0	0	23

1152	510	56	9	1	0	0	0	0	2306
1350	631	77	13	1	0	0	0	0	2727
1380	653	81	14	1	0	0	0	0	2813
1399	669	84	14	1	0	0	0	0	2857

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	1	1	0	0	0	0	0	0	11
1	1	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	5
5	8	2	0	0	0	0	0	0	15
14	16	3	0	0	0	0	0	0	44
24	39	6	2	0	0	0	0	0	79
52	52	11	0	0	0	0	0	0	140
64	53	8	0	0	0	0	0	0	153
73	40	8	0	0	0	0	0	0	163

11	124	2	0	0	0	0	0	0	0
12	133	2	0	0	0	0	0	0	0
13	145	1	0	0	0	0	0	0	0
14	158	2	0	0	0	0	0	0	0
15	165	1	0	0	0	0	0	0	0
16	203	4	0	0	0	0	0	0	0
17	224	6	0	0	0	0	0	0	0
18	274	4	0	0	0	0	0	1	0
19	204	1	0	0	0	0	0	0	0
20	142	1	0	0	0	0	0	0	0
21	97	1	0	0	0	0	0	0	0
22	84	1	0	0	0	0	0	0	0
23	30	0	0	0	0	0	0	0	0
24	18	0	0	0	0	0	0	0	0

7-19	2065	32	0	0	0	0	0	1	0
6-22	2465	36	0	0	0	0	0	1	0
6-24	2513	36	0	0	0	0	0	1	0
0-24	2588	37	0	0	0	0	0	1	0

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	11	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0	0
6	15	0	0	0	0	0	0	0	0
7	84	0	0	0	0	0	0	0	0
8	212	4	1	0	0	0	0	0	0
9	281	5	0	0	0	0	0	0	0
10	152	5	0	0	0	0	0	1	0
11	118	2	0	0	0	0	0	0	0
12	141	2	0	0	0	0	0	0	0
13	144	2	0	0	0	0	0	0	0
14	144	3	0	1	0	0	0	0	0
15	185	3	0	0	0	0	0	0	0
16	194	5	0	0	0	0	0	0	0
17	234	6	0	0	0	0	0	0	0
18	210	4	0	0	0	0	0	1	0
19	188	2	0	0	0	0	0	0	0
20	132	2	0	0	0	0	0	0	0
21	102	1	0	0	0	0	0	0	0
22	79	1	0	0	0	0	0	0	0
23	54	0	0	0	0	0	0	0	0
24	23	0	0	0	0	0	0	0	0

7-19	2203	43	1	1	0	0	0	2	0
6-22	2600	47	1	1	0	0	0	2	0
6-24	2677	47	1	1	0	0	0	2	0
0-24	2721	47	1	1	0	0	0	2	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	6	0	132
0	0	5	0	140
0	0	5	0	151
0	0	6	0	166
0	0	6	0	172
0	0	5	0	212
0	0	9	0	239
0	0	5	0	284
0	0	3	0	208
0	0	1	0	144
0	0	0	0	98
0	0	1	0	86
0	0	1	0	31
0	0	1	0	19

11	0	12	26
12	0	7	25
13	0	6	37
14	1	12	34
15	3	12	25
16	2	12	31
17	0	7	16
18	1	16	29
19	0	14	25
20	0	3	26
21	0	3	10
22	0	1	11
23	0	1	4
24	0	1	2

0	0	62	0	2160
0	0	65	0	2567
0	0	67	0	2617
0	0	69	0	2695

7-19	12	127	309
6-22	13	136	361
6-24	13	138	367
0-24	14	142	377

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	11
0	0	0	0	5
0	0	0	0	2
0	0	0	0	5
0	0	0	0	6
0	0	0	0	15
0	0	1	0	85
0	0	2	0	219
0	0	6	0	292
0	0	4	0	162
0	0	4	0	124
0	0	4	0	147
0	0	6	0	152
0	0	6	0	154
0	0	5	0	193
0	0	4	0	203
0	0	5	0	245
0	0	4	0	219
0	0	5	0	195
0	0	0	0	134
0	0	0	0	103
0	0	0	0	80
0	0	0	0	54
0	0	0	0	23

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	2
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	1	0
7	1	2	6
8	0	9	29
9	0	8	61
10	4	10	35
11	0	5	20
12	1	12	39
13	2	7	46
14	3	13	38
15	0	6	22
16	1	4	47
17	0	22	40
18	2	13	65
19	1	6	32
20	0	6	30
21	1	9	13
22	0	4	17
23	1	3	8
24	0	2	4

0	0	55	0	2305
0	0	56	0	2707
0	0	56	0	2784
0	0	56	0	2828

7-19	14	115	474
6-22	16	136	540
6-24	17	141	552
0-24	17	142	554

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

64	30	0	0	0	0	0	0	0	132
62	40	6	0	0	0	0	0	0	140
69	38	1	0	0	0	0	0	0	151
77	39	3	0	0	0	0	0	0	166
76	52	4	0	0	0	0	0	0	172
103	59	5	0	0	0	0	0	0	212
120	87	8	1	0	0	0	0	0	239
132	93	12	0	1	0	0	0	0	284
90	70	9	0	0	0	0	0	0	208
52	57	6	0	0	0	0	0	0	144
49	33	3	0	0	0	0	0	0	98
42	29	2	1	0	0	0	0	0	86
14	10	2	0	0	0	0	0	0	31
5	10	1	0	0	0	0	0	0	19

982	653	75	1	1	0	0	0	0	2160
1149	811	92	4	1	0	0	0	0	2567
1168	831	95	4	1	0	0	0	0	2617
1197	859	101	4	1	0	0	0	0	2695

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
5	4	0	0	0	0	0	0	0	11
3	2	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	5
5	1	0	0	0	0	0	0	0	6
11	3	0	0	0	0	0	0	0	15
35	34	5	1	1	0	0	0	0	85
122	51	8	0	0	0	0	0	0	219
155	61	3	2	2	0	0	0	0	292
74	37	2	0	0	0	0	0	0	162
71	25	2	1	0	0	0	0	0	124
68	21	4	1	1	0	0	0	0	147
78	19	0	0	0	0	0	0	0	152
68	32	0	0	0	0	0	0	0	154
113	44	7	1	0	0	0	0	0	193
99	44	7	1	0	0	0	0	0	203
105	66	10	2	0	0	0	0	0	245
78	52	9	0	0	0	0	0	0	219
99	47	6	4	0	0	0	0	0	195
60	33	3	2	0	0	0	0	0	134
53	22	5	0	0	0	0	0	0	103
32	24	3	0	0	0	0	0	0	80
22	18	1	1	0	0	0	0	0	54
8	6	2	1	0	0	0	0	0	23

1130	499	58	12	3	0	0	0	0	2305
1310	612	74	15	4	0	0	0	0	2707
1340	636	77	17	4	0	0	0	0	2784
1369	648	77	17	4	0	0	0	0	2828

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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0	0	0	0	8
0	0	0	0	3
0	0	0	0	2
0	0	0	0	3
0	0	0	0	16
0	0	0	0	48
0	0	2	0	78
0	0	4	0	122
0	0	6	0	139
0	0	5	0	131
0	0	6	0	159
0	0	3	0	161
0	0	4	0	145
0	0	6	0	149
0	0	2	0	149
0	0	4	0	179
0	0	3	0	241
0	0	2	0	265
0	0	3	0	209
0	0	0	0	124
0	0	1	0	104
0	0	0	0	68
0	0	1	0	42
0	0	0	0	24

1	0	0	1
2	0	0	1
3	0	0	0
4	0	0	1
5	1	1	3
6	1	3	5
7	1	4	7
8	1	10	15
9	3	10	15
10	4	7	16
11	0	10	30
12	1	6	31
13	0	5	17
14	0	10	34
15	0	4	24
16	2	14	23
17	1	9	44
18	1	3	32
19	0	9	37
20	0	3	14
21	0	5	16
22	0	1	6
23	0	1	11
24	0	0	2

0	0	48	0	2049
0	0	51	0	2423
0	0	52	0	2489
0	0	52	0	2569

7-19	13	97	318
6-22	14	110	361
6-24	14	111	374
0-24	16	115	385

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	16
0	0	0	0	5
0	0	0	0	7
0	0	0	0	3
0	0	0	0	4
0	0	0	0	17
0	0	1	0	88
0	0	3	0	237
0	0	6	0	276
0	0	4	0	155
0	0	5	0	112
0	0	2	0	153
0	0	4	0	160
0	0	4	0	146
0	0	3	0	206
0	0	3	0	198
0	0	3	0	222
0	0	5	0	208
0	0	3	0	199
0	0	0	0	141
0	0	0	0	125
0	0	0	0	71
0	0	0	0	67
0	0	0	0	20

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	1	0	0
3	0	0	1
4	0	0	1
5	0	0	0
6	0	0	2
7	0	2	7
8	1	3	19
9	1	7	39
10	1	3	29
11	0	4	31
12	2	5	31
13	1	3	39
14	1	7	40
15	2	5	46
16	1	3	45
17	0	7	52
18	0	7	43
19	0	16	43
20	1	9	16
21	1	5	26
22	1	3	7
23	0	1	8
24	0	1	4

4	2	1	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	3
4	5	0	2	0	0	0	0	0	16
20	13	4	2	0	0	0	0	0	48
23	33	10	0	0	0	0	0	0	78
33	52	11	0	0	0	0	0	0	122
53	50	8	0	0	0	0	0	0	139
47	51	3	3	0	0	0	0	0	131
65	50	4	0	0	0	0	0	0	159
68	48	6	0	1	0	0	0	0	161
72	43	8	0	0	0	0	0	0	145
68	34	3	0	0	0	0	0	0	149
76	44	1	0	0	0	0	0	0	149
87	44	9	0	0	0	0	0	0	179
117	63	6	1	0	0	0	0	0	241
110	105	14	0	0	0	0	0	0	265
85	70	8	0	0	0	0	0	0	209
61	45	1	0	0	0	0	0	0	124
43	33	7	0	0	0	0	0	0	104
36	17	5	3	0	0	0	0	0	68
12	9	9	0	0	0	0	0	0	42
9	11	2	0	0	0	0	0	0	24

881	654	81	4	1	0	0	0	0	2049
1044	782	104	7	1	0	0	0	0	2423
1065	802	115	7	1	0	0	0	0	2489
1099	822	120	11	1	0	0	0	0	2569

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
8	4	4	0	0	0	0	0	0	16
2	2	0	0	0	0	0	0	0	5
3	3	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	0	4
7	8	0	0	0	0	0	0	0	17
32	41	6	0	0	0	0	0	0	88
119	82	12	1	0	0	0	0	0	237
136	86	7	0	0	0	0	0	0	276
76	37	9	0	0	0	0	0	0	155
57	18	2	0	0	0	0	0	0	112
86	27	2	0	0	0	0	0	0	153
82	34	1	0	0	0	0	0	0	160
67	30	1	0	0	0	0	0	0	146
108	41	4	0	0	0	0	0	0	206
114	33	2	0	0	0	0	0	0	198
121	40	2	0	0	0	0	0	0	222
98	50	9	1	0	0	0	0	0	208
96	38	6	0	0	0	0	0	0	199
64	47	4	0	0	0	0	0	0	141
59	28	6	0	0	0	0	0	0	125
41	15	2	2	0	0	0	0	0	71
33	20	5	0	0	0	0	0	0	67
8	6	1	0	0	0	0	0	0	20

7-19	2180	42	2	0	1	0	0	2	0
6-22	2603	43	2	0	1	0	0	2	0
6-24	2690	43	2	0	1	0	0	2	0
0-24	2742	43	2	0	1	0	0	2	0

Channel 1 - Westbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	8	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0
5	11	0	0	0	0	0	0	0	0
6	37	1	0	0	0	0	0	0	0
7	91	1	0	0	0	0	0	0	0
8	124	3	1	0	0	0	0	0	0
9	133	3	0	0	0	0	0	0	1
10	165	3	0	0	0	0	0	0	0
11	137	4	0	0	0	0	0	0	0
12	147	2	0	0	0	0	0	0	0
13	148	4	0	0	0	0	0	0	0
14	223	1	0	0	0	0	0	0	0
15	169	5	0	0	0	0	0	0	0
16	233	3	0	0	0	0	0	0	0
17	242	2	0	0	0	0	0	0	0
18	238	2	0	0	0	0	0	0	0
19	232	2	0	0	0	0	0	0	0
20	117	2	0	0	0	0	0	0	0
21	83	1	0	0	0	0	0	0	0
22	75	0	0	0	0	0	0	0	0
23	50	0	0	0	0	0	0	0	0
24	32	0	0	0	0	0	0	0	0

7-19	2191	34	1	0	0	0	0	0	1
6-22	2557	38	1	0	0	0	0	0	1
6-24	2639	38	1	0	0	0	0	0	1
0-24	2703	39	1	0	0	0	0	0	1

Channel 2 - Eastbound

04-05-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	13	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0
5	11	1	0	0	0	0	0	0	0
6	15	0	0	0	0	0	0	0	0
7	53	1	0	0	0	0	0	0	0
8	212	3	0	0	0	0	0	0	0
9	252	7	0	0	0	0	0	0	0
10	117	5	0	1	1	0	0	0	0
11	128	4	1	0	0	0	0	0	0
12	135	3	0	0	0	0	0	0	0
13	200	5	0	0	0	0	0	1	0
14	185	6	0	0	0	0	0	0	0
15	182	3	0	0	0	0	0	1	0

0	0	45	0	2272
0	0	46	0	2697
0	0	46	0	2784
0	0	46	0	2836

7-19	10	70	457
6-22	13	89	513
6-24	13	91	525
0-24	14	91	529

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	8
0	0	0	0	5
0	0	0	0	1
0	0	0	0	2
0	0	0	0	11
0	0	2	0	40
0	0	0	0	92
0	0	4	0	132
0	0	5	0	142
0	0	5	0	173
0	0	6	0	147
0	0	5	0	154
0	0	6	0	158
0	0	4	0	228
0	0	4	0	178
0	0	7	0	243
0	0	4	0	248
0	0	2	0	242
0	0	3	0	237
0	0	1	0	120
0	0	1	0	85
0	0	1	0	76
0	0	0	0	50
0	0	1	0	33

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	1	1	0
3	0	0	0
4	0	0	0
5	0	0	0
6	2	5	4
7	1	4	8
8	2	6	5
9	1	8	11
10	0	12	34
11	2	9	31
12	1	3	18
13	2	7	21
14	1	11	24
15	2	7	21
16	2	21	26
17	2	2	21
18	2	11	13
19	6	14	32
20	1	6	14
21	0	4	11
22	0	4	8
23	0	0	2
24	0	1	5

0	0	55	0	2282
0	0	58	0	2655
0	0	59	0	2738
0	0	61	0	2805

7-19	23	111	257
6-22	25	129	298
6-24	25	130	305
0-24	28	136	310

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	13
0	0	0	0	3
0	0	0	0	3
0	0	0	0	3
0	0	0	0	12
0	0	0	0	15
0	0	1	0	55
0	0	5	0	220
0	0	6	0	265
0	0	4	0	128
0	0	5	0	138
0	0	5	0	143
0	0	7	0	213
0	0	3	0	194
1	0	5	0	192

04-05-19			
Hr Ending	0-10	11-15	16-20
1	1	1	1
2	0	0	0
3	0	1	0
4	0	0	0
5	0	0	0
6	0	0	3
7	0	2	6
8	1	5	25
9	0	10	41
10	1	5	27
11	0	9	36
12	0	3	28
13	0	10	43
14	0	4	36
15	0	6	36

1160	516	57	2	0	0	0	0	0	2272
1356	647	75	4	0	0	0	0	0	2697
1397	673	81	4	0	0	0	0	0	2784
1421	692	85	4	0	0	0	0	0	2836

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
2	3	0	2	0	0	0	0	0	8
1	2	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	0	1
0	1	1	0	0	0	0	0	0	2
5	5	1	0	0	0	0	0	0	11
16	10	3	0	0	0	0	0	0	40
24	47	5	1	1	1	0	0	0	92
53	60	6	0	0	0	0	0	0	132
45	68	9	0	0	0	0	0	0	142
70	54	3	0	0	0	0	0	0	173
54	46	5	0	0	0	0	0	0	147
75	49	8	0	0	0	0	0	0	154
66	51	10	1	0	0	0	0	0	158
98	88	6	0	0	0	0	0	0	228
85	60	3	0	0	0	0	0	0	178
82	96	16	0	0	0	0	0	0	243
100	104	17	2	0	0	0	0	0	248
85	117	14	0	0	0	0	0	0	242
117	58	10	0	0	0	0	0	0	237
61	32	6	0	0	0	0	0	0	120
33	32	5	0	0	0	0	0	0	85
34	28	1	1	0	0	0	0	0	76
25	18	5	0	0	0	0	0	0	50
14	13	0	0	0	0	0	0	0	33

930	851	107	3	0	0	0	0	0	2282
1082	990	124	5	1	1	0	0	0	2655
1121	1021	129	5	1	1	0	0	0	2738
1146	1042	134	7	1	1	0	0	0	2805

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
6	4	0	0	0	0	0	0	0	13
1	2	0	0	0	0	0	0	0	3
1	1	0	0	0	0	0	0	0	3
1	0	2	0	0	0	0	0	0	3
6	3	1	2	0	0	0	0	0	12
6	3	0	2	1	0	0	0	0	15
27	17	3	0	0	0	0	0	0	55
110	67	12	0	0	0	0	0	0	220
136	70	7	1	0	0	0	0	0	265
73	19	3	0	0	0	0	0	0	128
60	29	4	0	0	0	0	0	0	138
67	37	5	2	1	0	0	0	0	143
100	54	6	0	0	0	0	0	0	213
103	46	5	0	0	0	0	0	0	194
101	46	3	0	0	0	0	0	0	192

16	203	3	0	0	0	0	0	0	0
17	232	5	0	0	0	0	0	0	0
18	222	4	0	0	0	0	0	0	0
19	216	2	0	0	0	0	0	0	0
20	169	0	0	0	0	0	0	0	0
21	113	1	0	0	0	0	0	0	0
22	87	0	0	0	0	0	0	0	0
23	76	0	0	0	0	0	0	0	0
24	38	0	0	0	0	0	0	0	0

7-19	2284	50	1	1	1	0	0	2	0
6-22	2706	52	1	1	1	0	0	2	0
6-24	2820	52	1	1	1	0	0	2	0
0-24	2868	53	1	1	1	0	0	2	0

0	0	4	0	210
0	0	4	0	241
0	0	4	0	230
0	0	2	0	220
0	0	0	0	169
0	0	0	0	114
0	0	0	0	87
0	0	0	0	76
0	0	0	0	38

16	0	4	26
17	5	17	48
18	6	16	40
19	0	7	43
20	0	6	28
21	0	2	11
22	0	1	11
23	0	1	10
24	0	2	7

1	0	54	0	2394
1	0	55	0	2819
1	0	55	0	2933
1	0	55	0	2982

7-19	13	96	429
6-22	13	107	485
6-24	13	110	502
0-24	14	112	506

113	63	3	1	0	0	0	0	0	210
86	68	15	2	0	0	0	0	0	241
112	48	8	0	0	0	0	0	0	230
115	45	6	0	3	1	0	0	0	220
72	55	8	0	0	0	0	0	0	169
54	34	11	1	1	0	0	0	0	114
43	27	5	0	0	0	0	0	0	87
36	25	3	1	0	0	0	0	0	76
12	15	2	0	0	0	0	0	0	38

1176	592	77	6	4	1	0	0	0	2394
1372	725	104	7	5	1	0	0	0	2819
1420	765	109	8	5	1	0	0	0	2933
1441	778	112	12	6	1	0	0	0	2982

Warrington ATC H, Poplar

Produced by Road Data Services Ltd

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	0
0	0	0	0	3
0	0	0	0	2
0	0	0	0	12
0	0	0	0	9
0	0	0	0	7
0	0	0	0	19
0	0	0	0	17
0	0	0	0	16
0	0	0	0	21
0	0	0	0	6
0	0	0	0	6
0	0	0	0	5
0	0	0	0	5
0	0	0	0	6
0	0	0	0	4
0	0	0	0	7
0	0	0	0	4
0	0	0	0	2

0	0	0	0	125
0	0	0	0	145
0	0	0	0	151
0	0	0	0	154

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	0
7	0	0	3
8	0	0	1
9	1	1	4
10	2	3	1
11	1	1	3
12	6	3	6
13	2	5	3
14	2	4	4
15	1	7	7
16	0	2	1
17	0	0	1
18	0	3	2
19	0	3	1
20	0	1	0
21	1	0	2
22	1	1	3
23	0	1	1
24	0	0	1

7-19	15	32	34
6-22	17	34	42
6-24	17	35	44
0-24	17	35	45

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

Warrington ATC H, Poplars Avenu

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	0	2	0	4	2	2
2	0	0	1	0	1	0
3	0	0	0	0	0	0
4	1	0	0	0	0	0
5	2	0	1	0	0	0
6	0	1	1	2	3	2
7	3	1	8	5	7	4
8	2	1	8	7	7	8
9	12	5	19	23	24	34
10	9	10	15	8	13	13
11	7	5	17	13	7	8
12	19	7	12	15	8	18
13	17	19	16	15	14	14
14	16	22	11	19	8	12
15	21	6	15	14	12	16
16	6	9	6	7	15	12
17	6	8	13	11	10	9
18	5	10	19	18	16	15
19	5	6	6	13	8	11
20	6	8	7	13	11	10
21	4	11	9	5	4	4
22	7	3	5	4	5	8
23	4	3	4	2	7	2
24	2	1	2	3	1	2

7-19	125	108	157	163	142	170
6-22	145	131	186	190	169	196
6-24	151	135	192	195	177	200
0-24	154	138	195	201	183	204

Warrington ATC H, Poplar

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
1	1	1
1	0	0
1	0	0
0	0	0
0	0	0
2	2	1
5	5	4
10	8	6
18	23	19
14	12	11
8	10	9
11	12	12
13	14	15
7	11	13
14	14	14
15	11	10
17	12	10
19	17	14
12	10	8
4	9	8
3	5	5
4	5	5
5	4	3
0	1	1

158	158	146
174	183	170
179	188	175
184	193	179

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	-	20.3
2	-	-
3	-	-
4	21.5	-
5	21.8	-
6	-	16.1
7	17.7	18.2
8	20.0	25.5
9	20.1	17.8
10	17.9	17.4
11	16.6	19.5
12	15.0	17.0
13	20.3	18.9
14	17.9	20.7
15	18.2	18.7
16	19.0	18.1
17	23.2	23.1
18	14.7	12.7
19	16.2	18.5
20	22.6	16.6
21	17.2	19.5
22	16.7	19.8
23	20.0	15.5
24	20.3	27.1

10-12	15.5	18.0
14-16	18.4	18.4
0-24	18.3	18.6

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	-	21.7
2	-	-
3	-	-
4	-	-
5	23.0	-
6	-	-
7	19.0	-
8	23.4	-
9	24.5	20.3
10	25.3	22.6
11	22.5	26.2
12	22.5	22.0
13	30.0	23.6
14	24.8	26.1
15	23.8	23.7

Warringt

Produced by

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	16.5	20.6	11.1	10.8
16.9	-	14.9	-	16.6
-	-	-	-	15.2
-	-	-	-	-
18.3	-	-	-	-
17.7	15.8	18.0	12.7	22.0
20.7	21.1	23.9	18.4	24.4
20.4	16.0	19.1	17.8	17.0
20.1	20.2	19.7	19.5	19.2
17.8	17.4	13.4	16.7	21.9
15.6	14.6	17.4	15.4	14.8
19.7	16.8	19.6	18.8	19.3
17.9	15.5	17.2	18.7	20.5
17.4	15.5	15.1	16.1	17.4
19.9	19.0	14.7	17.3	18.5
18.4	23.0	20.4	20.2	18.7
19.4	18.2	19.6	17.1	22.1
19.3	17.5	17.3	20.8	19.7
20.3	18.9	18.0	17.1	14.4
17.1	17.5	16.5	15.9	16.4
15.1	17.8	15.5	21.6	18.3
18.1	19.7	15.9	14.1	18.5
17.4	25.7	18.9	16.1	20.6
18.3	16.4	15.2	5.3	-

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

17.3	15.8	18.5	17.8	17.4
19.5	20.4	17.9	18.5	18.6
18.5	17.8	17.9	17.8	19.1

Average **18.3**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	19.0	23.0	12.4	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	17.5	21.8	15.4	23.9
25.3	24.8	27.0	20.9	25.6
24.2	21.2	23.4	21.2	22.5
26.5	24.7	23.1	24.5	23.6
22.6	22.7	18.3	22.8	27.7
19.5	20.1	21.3	22.2	20.5
23.0	23.0	24.8	25.9	23.3
22.4	20.2	22.3	25.0	23.5
23.8	21.4	21.8	21.9	21.7
23.5	21.7	17.5	25.5	24.4

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
97	87	115	131	120	131
56	50	80	70	63	73
1	1	0	0	0	0
0	0	0	0	0	0
154	138	195	201	183	204

Warrington ATC H, Poplars Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
96
88
0
0
184

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	123	1
6-22	143	1
6-24	149	1
0-24	152	1
03-31-19		
7-19	108	0
6-22	131	0
6-24	135	0
0-24	138	0
04-01-19		
7-19	150	7
6-22	178	8
6-24	184	8
0-24	187	8
04-02-19		
7-19	158	5
6-22	184	6
6-24	189	6
0-24	195	6
04-03-19		
7-19	136	6
6-22	162	7
6-24	170	7
0-24	176	7
04-04-19		
7-19	167	3
6-22	192	4
6-24	196	4
0-24	200	4
04-05-19		
7-19	152	6
6-22	168	6
6-24	173	6
0-24	178	6

Average		
7-19	142	4
6-22	165	4
6-24	170	4
0-24	175	4

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
1	125
1	145
1	151
1	154
0	108
0	131
0	135
0	138
0	157
0	186
0	192
0	195
0	163
0	190
0	195
0	201
0	142
0	169
0	177
0	183
0	170
0	196
0	200
0	204
0	158
0	174
0	179
0	184

0	146
0	170
0	175
0	179

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	5
0	0	0	0	10
0	0	0	0	5
0	0	0	0	7
0	0	0	0	19
0	0	0	0	22
0	0	0	0	6
0	0	0	0	9
0	0	0	0	8
0	0	0	0	10
0	0	0	0	6
0	0	0	0	8
0	0	0	0	11
0	0	0	0	3
0	0	0	0	3
0	0	0	0	1

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	1
7	0	0	1
8	0	0	0
9	0	2	2
10	1	1	5
11	1	0	2
12	1	1	3
13	0	3	11
14	1	4	7
15	1	1	0
16	1	0	5
17	0	2	0
18	5	1	3
19	1	1	1
20	0	5	1
21	0	2	4
22	0	1	1
23	0	2	1
24	0	0	0

0	0	0	0	108
0	0	0	0	131
0	0	0	0	135
0	0	0	0	138

7-19	12	16	39
6-22	12	24	46
6-24	12	26	47
0-24	12	26	49

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	0	0	0	0	0	0
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	0	0	0	0	0	0
7-19	0	0	0	0	0	0
6-22	0	0	0	0	0	0
6-24	0	0	0	0	0	0
0-24	0	0	0	0	0	0

16	24.2	21.3
17	29.0	26.9
18	17.2	18.5
19	18.4	23.8
20	25.7	22.4
21	21.2	22.8
22	20.7	23.1
23	25.2	17.1
24	20.5	-

10-12	22.6	24.7
14-16	24.1	22.9
0-24	24.6	24.1

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

0	0	0
0	0	0
0	0	0
0	0	0

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-
11	-	-
12	-	-
13	-	-
14	-	-
15	-	-
16	-	-
17	-	-
18	-	-
19	-	-
20	-	-
21	-	-
22	-	-
23	-	-
24	-	-

10-12	-	-
14-16	-	-
0-24	-	-

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-

22.5	27.8	29.1	25.7	25.5
23.8	22.0	23.5	20.5	25.7
26.1	24.3	21.9	28.1	26.4
28.2	23.5	21.8	24.7	20.7
20.3	20.7	20.4	21.6	19.7
23.2	22.5	21.7	26.2	23.7
25.3	23.4	22.3	17.3	21.1
19.0	30.4	24.0	17.0	26.5
19.3	17.4	-	5.4	-

21.8	22.7	23.4	25.2	23.1
23.1	26.1	23.2	26.0	25.4
23.6	23.4	23.4	24.0	24.6

85th %ile	23.9
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Speed (MPH)
0-20
21-35
36-50
51-
TOTAL

-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Average	-
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Channel 2 - Eastbound

Speed Summary

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Week 1

Channel 2 - Eastbound

04-05-19 Friday
0
0
0
0
0

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
03-31-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
04-01-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
04-02-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
04-03-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
04-04-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
04-05-19		
7-19	0	0
6-22	0	0
6-24	0	0
0-24	0	0
Average		
7-19	0	0
6-22	0	0
6-24	0	0

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

0	0
0	0
0	0

6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0

7-19	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0
7	7	1	0	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0	0
9	18	1	0	0	0	0	0	0	0
10	12	3	0	0	0	0	0	0	0
11	17	0	0	0	0	0	0	0	0
12	12	0	0	0	0	0	0	0	0
13	16	0	0	0	0	0	0	0	0
14	11	0	0	0	0	0	0	0	0
15	15	0	0	0	0	0	0	0	0
16	6	0	0	0	0	0	0	0	0
17	12	1	0	0	0	0	0	0	0
18	19	0	0	0	0	0	0	0	0
19	5	1	0	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0	0
21	9	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0	0

7-19	150	7	0	0	0	0	0	0	0
6-22	178	8	0	0	0	0	0	0	0
6-24	184	8	0	0	0	0	0	0	0
0-24	187	8	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	8
0	0	0	0	8
0	0	0	0	19
0	0	0	0	15
0	0	0	0	17
0	0	0	0	12
0	0	0	0	16
0	0	0	0	11
0	0	0	0	15
0	0	0	0	6
0	0	0	0	13
0	0	0	0	19
0	0	0	0	6
0	0	0	0	7
0	0	0	0	9
0	0	0	0	5
0	0	0	0	4
0	0	0	0	2

0	0	0	0	157
0	0	0	0	186
0	0	0	0	192
0	0	0	0	195

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	1
3	0	0	0
4	0	0	0
5	0	0	1
6	0	0	1
7	1	1	2
8	1	0	1
9	3	2	3
10	1	4	5
11	1	9	5
12	1	1	4
13	2	4	2
14	1	4	2
15	1	1	5
16	0	3	1
17	1	3	2
18	0	5	6
19	0	1	3
20	1	2	3
21	3	3	0
22	1	1	0
23	0	1	3
24	0	0	2

7-19	12	37	39
6-22	18	44	44
6-24	18	45	49
0-24	18	45	52

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	1
2	1	1	0	0	0	0	0	0	8
6	0	0	0	0	0	0	0	0	8
7	2	2	0	0	0	0	0	0	19
4	1	0	0	0	0	0	0	0	15
2	0	0	0	0	0	0	0	0	17
5	1	0	0	0	0	0	0	0	12
7	1	0	0	0	0	0	0	0	16
4	0	0	0	0	0	0	0	0	11
6	2	0	0	0	0	0	0	0	15
2	0	0	0	0	0	0	0	0	6
6	1	0	0	0	0	0	0	0	13
5	3	0	0	0	0	0	0	0	19
0	2	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	9
2	1	0	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0	2

54	13	2	0	0	0	0	0	0	157
61	16	3	0	0	0	0	0	0	186
61	16	3	0	0	0	0	0	0	192
61	16	3	0	0	0	0	0	0	195

6	-	-
7	-	-
8	-	-
9	-	-
10	-	-
11	-	-
12	-	-
13	-	-
14	-	-
15	-	-
16	-	-
17	-	-
18	-	-
19	-	-
20	-	-
21	-	-
22	-	-
23	-	-
24	-	-

10-12	-	-
14-16	-	-
0-24	-	-

-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

85th %ile	-
-----------	---

0-24	0	0
------	---	---

0	0
---	---

0	0	0	0	5
0	0	0	0	4
0	0	0	0	2
0	0	0	0	3

21	0	2	2
22	0	1	1
23	0	0	1
24	0	0	3

0	0	1	0	163
0	0	1	0	190
0	0	1	0	195
0	0	1	0	201

7-19	19	43	41
6-22	20	49	53
6-24	20	49	57
0-24	20	52	59

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	3
0	0	0	0	7
0	0	0	0	7
0	0	0	0	24
0	0	0	0	13

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	1	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	1	1
7	0	0	1
8	1	1	1
9	0	2	12
10	3	5	4

11	6	1	0	0	0	0	0	0	0
12	8	0	0	0	0	0	0	0	0
13	14	0	0	0	0	0	0	0	0
14	8	0	0	0	0	0	0	0	0
15	11	1	0	0	0	0	0	0	0
16	14	1	0	0	0	0	0	0	0
17	9	1	0	0	0	0	0	0	0
18	15	1	0	0	0	0	0	0	0
19	8	0	0	0	0	0	0	0	0
20	11	0	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0
23	7	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0

7-19	136	6	0	0	0	0	0	0	0
6-22	162	7	0	0	0	0	0	0	0
6-24	170	7	0	0	0	0	0	0	0
0-24	176	7	0	0	0	0	0	0	0

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0

7-19	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	0	0	7
0	0	0	0	8
0	0	0	0	14
0	0	0	0	8
0	0	0	0	12
0	0	0	0	15
0	0	0	0	10
0	0	0	0	16
0	0	0	0	8
0	0	0	0	11
0	0	0	0	4
0	0	0	0	5
0	0	0	0	7
0	0	0	0	1

11	1	1	3
12	0	2	2
13	2	4	2
14	2	2	2
15	2	4	5
16	1	1	7
17	0	2	4
18	2	5	5
19	0	2	2
20	0	5	4
21	1	1	1
22	2	0	2
23	1	0	3
24	0	1	0

0	0	0	0	142
0	0	0	0	169
0	0	0	0	177
0	0	0	0	183

7-19	14	31	49
6-22	17	37	57
6-24	18	38	60
0-24	18	40	62

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	4
0	0	0	0	8
0	0	0	0	34
0	0	0	0	13
0	0	0	0	8
0	0	0	0	18
0	0	0	0	14
0	0	0	0	12
0	0	0	0	16
0	0	0	0	12
0	0	0	0	9
0	0	0	0	15
0	0	0	0	11
0	0	0	0	10
0	0	0	0	4
0	0	0	0	8
0	0	0	0	2
0	0	0	0	2

1	1	1	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	1	0	1
7	0	0	3
8	1	1	4
9	3	4	10
10	1	4	4
11	1	5	0
12	1	6	5
13	2	4	3
14	2	3	4
15	4	4	1
16	0	2	5
17	1	2	3
18	1	2	3
19	1	4	2
20	2	3	3
21	0	0	2
22	2	2	3
23	0	1	1
24	2	0	0

0	0	0	0	170
0	0	0	0	196
0	0	0	0	200
0	0	0	0	204

7-19	18	41	44
6-22	22	46	55
6-24	24	47	56
0-24	26	48	57

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	5
0	0	0	0	10
0	0	0	0	18
0	0	0	0	14
0	0	0	0	8
0	0	0	0	11
0	0	0	0	13
0	0	0	0	7
0	0	0	0	14
0	0	0	0	15
0	0	0	0	17
0	0	0	0	19
0	0	0	0	12
0	0	0	0	4
0	0	0	0	3
0	0	0	0	4
0	0	0	0	5
0	0	0	0	0

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	1
3	0	0	1
4	0	0	0
5	0	0	0
6	0	0	1
7	0	0	0
8	0	6	1
9	2	1	5
10	0	0	5
11	2	3	1
12	0	2	5
13	0	2	3
14	0	3	2
15	2	1	5
16	2	4	2
17	0	1	4
18	2	2	5
19	3	5	2
20	0	1	2
21	1	0	0
22	0	0	3
23	0	1	1
24	0	0	0

0	0	0	0	158
0	0	0	0	174
0	0	0	0	179
0	0	0	0	184

7-19	13	30	40
6-22	14	31	45
6-24	14	32	46
0-24	14	33	49

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

04-05-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7-19	0	0	0
6-22	0	0	0
6-24	0	0	0
0-24	0	0	0

Warrington ATC I, Bich A

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Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	1
0	0	0	0	1
0	0	0	0	2
0	0	0	0	5
0	0	0	0	9
0	0	0	0	11
0	0	0	0	16
0	0	0	0	13
0	0	0	0	11
0	0	0	0	7
0	0	0	0	16
0	0	0	0	14
0	0	0	0	10
0	0	0	0	7
0	0	0	0	6
0	0	0	0	7
0	0	0	0	1
0	0	0	0	1

0	0	0	0	115
0	0	0	0	136
0	0	0	0	138
0	0	0	0	142

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	1	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	2	0
7	0	1	0
8	1	0	0
9	1	1	0
10	0	2	3
11	4	4	1
12	2	8	1
13	3	8	5
14	0	8	5
15	0	9	2
16	0	6	1
17	2	6	8
18	0	7	7
19	2	5	3
20	2	2	3
21	0	1	5
22	1	5	1
23	1	0	0
24	0	0	1

7-19	15	64	36
6-22	18	73	45
6-24	19	73	46
0-24	19	76	47

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	2
0	0	0	0	2
0	0	0	0	11
0	0	0	0	6
0	0	0	0	10
0	0	0	0	9
0	0	0	0	10
0	0	0	0	17
0	0	0	0	8

03-30-19			
Hr Ending	0-10	11-15	16-20
1	0	1	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	1	1
7	0	1	1
8	0	1	1
9	1	3	7
10	1	4	1
11	3	3	4
12	1	5	3
13	0	6	4
14	0	10	7
15	1	4	3

Warrington ATC I, Bich Avenue

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	2	3	0	1	0	0
2	0	1	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	1	1
5	0	1	0	1	2	0
6	2	0	0	1	0	2
7	1	0	1	1	3	4
8	1	2	4	2	3	4
9	2	3	19	24	21	32
10	5	3	18	15	26	21
11	9	8	9	14	15	20
12	11	9	16	8	16	19
13	16	17	19	27	20	13
14	13	20	24	12	16	18
15	11	13	11	9	25	14
16	7	8	14	12	30	18
17	16	11	14	14	21	18
18	14	11	16	16	19	18
19	10	7	14	11	14	14
20	7	6	8	12	7	15
21	6	4	6	11	7	6
22	7	7	5	5	6	8
23	1	2	4	2	7	0
24	1	2	3	3	1	5

7-19	115	112	178	164	226	209
6-22	136	129	198	193	249	242
6-24	138	133	205	198	257	247
0-24	142	138	205	201	260	250

Warrington ATC I, Bich Av

Produced by Road Data Services Ltd.

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
3	2	1
2	3	2
20	23	17
19	19	15
14	14	12
23	16	14
20	19	18
15	17	16
21	16	14
17	18	15
15	16	15
23	18	16
10	12	11
11	10	9
11	8	7
8	6	6
2	3	2
2	2	2

199	195	171
232	222	197
236	228	202
236	230	204

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	16.2	14.6
2	-	16.0
3	-	-
4	-	-
5	-	12.2
6	12.8	-
7	12.9	-
8	9.3	16.2
9	9.5	10.4
10	15.7	15.2
11	11.0	14.4
12	12.2	14.2
13	13.3	15.4
14	14.4	14.1
15	14.3	13.3
16	13.0	14.6
17	14.1	13.1
18	15.0	14.7
19	13.1	14.4
20	13.3	12.9
21	17.8	9.3
22	13.5	11.6
23	7.4	14.9
24	17.7	12.6

10-12	11.7	14.3
14-16	13.8	13.8
0-24	13.7	13.9

Channel 1 - Westbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	17.3	15.4
2	-	-
3	-	-
4	-	-
5	-	-
6	13.6	-
7	-	-
8	-	18.7
9	12.5	13.2
10	18.5	16.9
11	12.6	17.8
12	14.9	15.4
13	16.6	18.8
14	17.2	16.8
15	15.7	17.6

Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	10.8	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	5.7	15.6	-
-	14.1	17.0	-	-
-	12.9	-	15.2	-
19.8	11.9	8.6	12.1	15.2
12.3	10.6	17.0	13.1	14.4
13.9	14.9	13.6	14.2	12.7
14.4	15.0	14.0	13.9	13.5
14.7	15.1	13.9	12.9	14.8
11.6	16.1	14.1	11.7	14.5
14.6	14.1	15.0	13.3	13.5
14.8	13.6	14.7	13.9	14.0
14.2	13.9	14.2	14.3	14.2
13.9	13.5	14.5	13.0	14.9
14.0	13.2	13.5	12.6	14.0
15.0	13.6	12.7	13.5	15.1
12.9	13.6	13.4	13.5	15.3
15.1	12.3	13.2	14.0	13.3
13.6	13.3	14.7	13.1	13.4
14.5	13.8	11.5	12.4	16.0
11.3	15.9	15.0	-	7.2
15.1	11.5	12.8	12.3	11.8

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

12.7	15.5	14.0	12.3	14.6
14.0	13.7	14.3	13.6	14.5
14.0	14.0	13.9	13.4	14.1

Average **13.8**

85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	18.4	-	-
-	-	-	15.2	-
-	-	10.3	15.4	17.5
15.4	12.8	18.4	14.6	16.8
18.0	17.6	17.0	17.2	15.4
16.2	17.6	16.7	17.5	16.5
17.3	18.9	18.6	17.4	18.1
15.4	17.3	17.3	14.0	17.2
17.4	17.6	18.6	14.6	15.9
18.6	18.2	18.0	16.5	17.0
17.7	16.0	17.7	17.6	16.7

Channel 1 - Westbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
142	137	204	200	259	250
0	1	1	1	1	0
0	0	0	0	0	0
0	0	0	0	0	0
142	138	205	201	260	250

Warrington ATC I, Bich Avenue

Produced by Road Data Services Ltd.

Week 1

Channel 1 - Westbound

04-05-19 Friday
236
0
0
0
236

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	115	0
6-22	136	0
6-24	138	0
0-24	142	0
03-31-19		
7-19	112	0
6-22	129	0
6-24	133	0
0-24	138	0
04-01-19		
7-19	176	2
6-22	196	2
6-24	203	2
0-24	203	2
04-02-19		
7-19	153	11
6-22	182	11
6-24	186	12
0-24	188	13
04-03-19		
7-19	211	15
6-22	233	16
6-24	240	17
0-24	242	18
04-04-19		
7-19	193	16
6-22	225	17
6-24	229	18
0-24	231	19
04-05-19		
7-19	191	8
6-22	223	9
6-24	227	9
0-24	227	9

Average		
7-19	164	7
6-22	189	7
6-24	193	8
0-24	195	8

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	115
0	136
0	138
0	142
0	112
0	129
0	133
0	138
0	178
0	198
0	205
0	205
0	164
0	193
0	198
0	201
0	226
0	249
0	257
0	260
0	209
0	242
0	247
0	250
0	199
0	232
0	236
0	236

0	171
0	197
0	202
0	204

0	0	0	0	12
0	0	0	0	5
0	0	0	0	7
0	0	0	0	11
0	0	0	0	5
0	0	0	0	8
0	0	0	0	5
0	0	0	0	2
0	0	0	0	2

16	0	6	6
17	0	2	3
18	1	3	3
19	1	5	5
20	0	5	0
21	0	2	6
22	2	0	3
23	0	0	2
24	0	0	2

0	0	0	0	108
0	0	0	0	128
0	0	0	0	132
0	0	0	0	136

7-19	9	52	47
6-22	11	60	57
6-24	11	60	61
0-24	11	62	63

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	3
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	3
0	0	0	0	3
0	0	0	0	8
0	0	0	0	9
0	0	0	0	17
0	0	0	0	20
0	0	0	0	13
0	0	0	0	8
0	0	0	0	11
0	0	0	0	11
0	0	0	0	7
0	0	0	0	6
0	0	0	0	4
0	0	0	0	7
0	0	0	0	2
0	0	0	0	2

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	3	0
2	0	0	1
3	0	0	0
4	0	0	0
5	0	1	0
6	0	0	0
7	0	0	0
8	0	1	1
9	1	2	0
10	0	2	1
11	0	5	3
12	1	5	3
13	1	8	8
14	1	13	6
15	2	7	4
16	0	4	4
17	1	8	2
18	0	8	2
19	1	4	2
20	1	4	1
21	2	2	0
22	3	2	2
23	0	2	0
24	0	2	0

0	0	0	0	112
0	0	0	0	129
0	0	0	0	133
0	0	0	0	138

7-19	8	67	36
6-22	14	75	39
6-24	14	79	39
0-24	14	83	40

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	2
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1

03-31-19			
Hr Ending	0-10	11-15	16-20
1	0	1	1
2	0	0	1
3	0	0	0
4	0	1	0
5	0	1	0

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
1	2	2	1	0	0	0
2	0	1	0	0	0	0
3	0	0	0	1	0	0
4	0	1	0	0	3	2
5	0	1	0	0	2	0
6	2	0	3	5	1	4
7	2	0	7	5	9	5
8	2	1	9	11	17	8
9	11	2	11	9	16	15
10	6	5	19	17	30	25
11	10	15	18	16	13	16
12	9	20	19	8	19	23
13	10	13	14	16	18	24
14	17	8	13	15	23	16
15	8	13	13	18	23	21
16	12	10	24	9	19	16
17	5	6	14	13	27	11
18	7	7	19	20	26	25
19	11	9	12	12	9	9
20	5	7	7	6	9	9
21	8	6	3	3	6	2
22	5	4	4	8	3	6
23	2	2	5	2	3	1
24	2	2	2	1	1	2

7-19	108	109	185	164	240	209
6-22	128	126	206	186	267	231
6-24	132	130	213	189	271	234
0-24	136	135	217	195	277	240

16	14.0	17.4
17	17.8	15.3
18	18.0	17.8
19	16.8	18.3
20	16.9	15.6
21	19.0	12.9
22	15.0	15.5
23	-	15.0
24	-	12.8

10-12	14.9	17.4
14-16	15.6	17.5
0-24	17.7	17.8

Vehicle Flow

Week 1

04-05-19 Friday	5 Day Ave	7 Day Ave
1	0	0
0	0	0
0	0	0
0	1	0
0	0	0
3	3	2
4	6	4
8	10	8
13	12	11
19	22	17
18	16	15
20	17	16
17	17	16
18	17	15
21	19	16
13	16	14
15	16	13
21	22	17
13	11	10
12	8	7
5	3	4
7	5	5
2	2	2
4	2	2
196	198	173
224	222	195
230	227	199
234	232	204

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	15.6	16.9
2	-	17.7
3	-	-
4	-	10.9
5	-	12.8
6	17.4	-
7	16.1	-
8	15.9	15.7
9	15.5	14.7
10	13.2	13.7
11	13.8	15.1
12	14.5	13.9
13	15.7	14.1
14	15.9	12.2
15	14.0	12.4
16	15.6	15.5
17	16.5	16.4
18	13.9	14.2
19	15.1	14.5
20	14.7	13.6
21	16.9	13.8
22	13.2	18.3
23	17.2	18.5
24	17.6	13.5
10-12	14.1	14.4
14-16	14.9	13.8
0-24	15.2	14.3

Channel 2 - Eastbound

Hr Ending	03-30-19 Saturday	03-31-19 Sunday
1	17.0	18.4
2	-	-
3	-	-
4	-	-
5	-	-

15.9	16.1	17.9	17.4	19.5
15.9	15.2	17.2	15.2	17.4
18.1	16.5	16.0	16.4	18.3
16.4	17.6	15.3	14.8	17.1
16.6	16.1	15.9	17.2	16.3
14.9	17.1	18.6	16.7	15.3
18.0	15.3	16.1	18.1	19.8
13.9	18.2	16.2	-	9.3
17.0	14.5	-	14.9	14.3

17.0	18.3	17.8	16.6	17.4
17.6	16.1	18.0	17.6	18.1
17.8	17.3	17.6	16.7	17.6

85th %ile	17.5
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Average Speed

Week 1

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
18.2	-	-	-	19.6
-	-	-	-	-
-	12.4	-	-	-
-	-	12.0	9.1	-
-	-	12.8	-	-
15.6	13.7	15.2	14.3	14.0
14.3	13.2	13.4	13.5	17.1
15.2	13.6	13.8	13.5	12.5
15.0	16.0	14.8	13.9	14.6
15.0	15.5	13.6	14.1	13.2
13.5	14.7	10.9	13.6	14.6
13.4	14.0	13.4	13.0	15.2
13.9	16.5	14.4	14.0	13.6
14.1	15.1	14.1	14.8	14.3
14.9	15.4	13.6	15.0	14.8
15.0	15.1	15.0	14.5	15.8
13.4	16.7	14.3	16.3	15.7
14.7	14.4	14.6	13.4	14.7
12.9	15.2	14.9	14.2	15.0
13.9	15.9	14.4	15.8	15.2
14.1	14.5	11.5	15.4	12.2
13.5	13.5	15.4	12.8	10.6
15.8	17.8	15.5	13.0	10.3
17.1	9.6	12.7	17.3	16.3

Speed (MPH)
0-20
21-35
36-50
51-

TOTAL

13.5	14.5	12.4	13.2	14.9
15.0	15.3	14.3	14.8	15.2
14.3	15.0	13.9	14.1	14.5

Average	14.4
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85th Percentile

04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday	04-05-19 Friday
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	16.4	10.0	-
-	-	13.5	-	-

Channel 2 - Eastbound**Speed Summary**

03-30-19 Saturday	03-31-19 Sunday	04-01-19 Monday	04-02-19 Tuesday	04-03-19 Wednesday	04-04-19 Thursday
136	133	217	193	275	238
0	2	0	2	2	2
0	0	0	0	0	0
0	0	0	0	0	0
136	135	217	195	277	240

Week 1

Channel 2 - Eastbound

04-05-19 Friday
232
2
0
0
234

Classes Day/ Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12
03-30-19		
7-19	108	0
6-22	128	0
6-24	132	0
0-24	136	0
03-31-19		
7-19	109	0
6-22	126	0
6-24	130	0
0-24	135	0
04-01-19		
7-19	179	6
6-22	199	7
6-24	205	8
0-24	209	8
04-02-19		
7-19	154	10
6-22	176	10
6-24	178	11
0-24	183	12
04-03-19		
7-19	226	14
6-22	251	16
6-24	255	16
0-24	260	17
04-04-19		
7-19	193	16
6-22	213	18
6-24	215	19
0-24	220	20
04-05-19		
7-19	188	8
6-22	215	9
6-24	221	9
0-24	225	9
Average		
7-19	165	7
6-22	186	8
6-24	190	9

Vehicle Class

Week 1

OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
0	108
0	128
0	132
0	136
0	109
0	126
0	130
0	135
0	185
0	206
0	213
0	217
0	164
0	186
0	189
0	195
0	240
0	267
0	271
0	277
0	209
0	231
0	234
0	240
0	196
0	224
0	230
0	234

0	173
0	195
0	199

6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0	0
11	15	0	0	0	0	0	0	0	0
12	20	0	0	0	0	0	0	0	0
13	13	0	0	0	0	0	0	0	0
14	8	0	0	0	0	0	0	0	0
15	13	0	0	0	0	0	0	0	0
16	10	0	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0	0
18	7	0	0	0	0	0	0	0	0
19	9	0	0	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0	0
21	6	0	0	0	0	0	0	0	0
22	4	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0	0

7-19	109	0	0	0	0	0	0	0	0
6-22	126	0	0	0	0	0	0	0	0
6-24	130	0	0	0	0	0	0	0	0
0-24	135	0	0	0	0	0	0	0	0

Channel 1 - Westbound

04-01-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0
9	18	1	0	0	0	0	0	0	0
10	18	0	0	0	0	0	0	0	0
11	9	0	0	0	0	0	0	0	0
12	15	1	0	0	0	0	0	0	0
13	19	0	0	0	0	0	0	0	0
14	24	0	0	0	0	0	0	0	0
15	11	0	0	0	0	0	0	0	0
16	14	0	0	0	0	0	0	0	0
17	14	0	0	0	0	0	0	0	0
18	16	0	0	0	0	0	0	0	0
19	14	0	0	0	0	0	0	0	0
20	8	0	0	0	0	0	0	0	0
21	6	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0	0

7-19	176	2	0	0	0	0	0	0	0
6-22	196	2	0	0	0	0	0	0	0
6-24	203	2	0	0	0	0	0	0	0
0-24	203	2	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	5
0	0	0	0	15
0	0	0	0	20
0	0	0	0	13
0	0	0	0	8
0	0	0	0	13
0	0	0	0	10
0	0	0	0	6
0	0	0	0	7
0	0	0	0	9
0	0	0	0	7
0	0	0	0	6
0	0	0	0	4
0	0	0	0	2
0	0	0	0	2

6	0	0	0
7	0	0	0
8	0	1	0
9	0	1	1
10	1	3	1
11	0	12	2
12	4	10	5
13	3	6	4
14	1	6	1
15	3	8	2
16	2	2	6
17	0	3	3
18	1	4	2
19	0	5	4
20	0	6	1
21	0	5	1
22	0	1	3
23	0	0	2
24	0	2	0

0	0	0	0	109
0	0	0	0	126
0	0	0	0	130
0	0	0	0	135

7-19	15	61	31
6-22	15	73	36
6-24	15	75	38
0-24	15	78	40

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	4
0	0	0	0	19
0	0	0	0	18
0	0	0	0	9
0	0	0	0	16
0	0	0	0	19
0	0	0	0	24
0	0	0	0	11
0	0	0	0	14
0	0	0	0	14
0	0	0	0	16
0	0	0	0	14
0	0	0	0	8
0	0	0	0	6
0	0	0	0	5
0	0	0	0	4
0	0	0	0	3

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	1
8	1	2	1
9	3	11	5
10	0	13	4
11	0	6	3
12	5	9	2
13	0	11	8
14	1	13	10
15	1	6	4
16	0	11	3
17	0	12	2
18	0	10	6
19	2	8	4
20	0	4	4
21	0	5	1
22	1	2	2
23	1	3	0
24	0	2	1

0	0	0	0	178
0	0	0	0	198
0	0	0	0	205
0	0	0	0	205

7-19	13	112	52
6-22	14	123	60
6-24	15	128	61
0-24	15	128	61

6	19.7	-
7	17.9	-
8	18.3	-
9	18.7	17.1
10	15.5	16.8
11	18.4	16.7
12	17.8	18.2
13	17.7	19.0
14	18.8	14.7
15	18.4	15.0
16	18.7	18.9
17	18.8	19.8
18	17.3	16.9
19	18.8	16.2
20	15.8	15.1
21	18.9	16.1
22	18.4	19.7
23	18.5	18.6
24	18.3	14.0

10-12	18.2	18.2
14-16	18.6	17.9
0-24	18.8	18.4

16.8	17.0	-	17.9	15.4
17.0	14.9	15.8	17.1	20.2
17.0	16.9	15.6	18.4	14.3
17.9	20.0	17.5	15.5	18.1
15.9	19.0	16.0	18.6	16.3
16.7	19.0	15.6	14.8	17.5
15.5	17.0	16.6	14.7	19.0
17.4	19.8	18.8	17.0	16.2
17.7	18.9	17.1	18.9	16.8
18.5	18.2	17.0	18.8	19.1
18.5	18.9	19.2	16.7	18.7
18.8	19.0	17.8	18.7	18.4
17.5	16.7	16.9	16.3	17.5
14.8	17.5	17.0	15.3	17.3
18.0	19.3	16.0	19.2	18.7
16.0	15.3	15.1	16.6	15.4
15.3	17.5	18.8	15.1	14.1
20.0	18.2	15.9	-	11.4
18.5	-	-	18.6	18.8

15.7	18.4	16.3	14.9	18.1
18.9	18.3	18.1	17.7	19.1
17.6	18.8	17.3	18.2	18.1

85th %ile	18.2
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0-24	195	9
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0

204

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	3
0	0	0	0	7
0	0	0	0	9
0	0	0	0	11
0	0	0	0	19
0	0	0	0	18
0	0	0	0	19
0	0	0	0	14
0	0	0	0	13
0	0	0	0	13
0	0	0	0	24
0	0	0	0	14
0	0	0	0	19
0	0	0	0	12
0	0	0	0	7
0	0	0	0	3
0	0	0	0	4
0	0	0	0	5
0	0	0	0	2

0	0	0	0	185
0	0	0	0	206
0	0	0	0	213
0	0	0	0	217

04-01-19			
Hr Ending	0-10	11-15	16-20
1	0	0	1
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	2	1
7	1	2	4
8	0	5	4
9	1	7	3
10	0	15	4
11	3	11	4
12	0	17	2
13	2	8	4
14	2	6	5
15	1	7	5
16	1	14	9
17	2	7	5
18	0	13	6
19	1	10	1
20	2	3	2
21	0	2	1
22	0	4	0
23	1	1	3
24	0	1	1

7-19	13	120	52
6-22	16	131	59
6-24	17	133	63
0-24	17	135	65

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	1
0	0	0	0	1
0	0	0	0	2
0	0	0	0	24
0	0	0	0	15
0	0	0	0	14
0	0	0	0	8
0	0	0	0	27
0	0	0	0	12
0	0	0	0	9
0	0	0	0	12
0	0	0	0	14
0	0	0	0	16
0	0	0	0	11
0	0	0	0	12

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	1	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	1	0
6	0	1	0
7	0	1	0
8	1	1	0
9	0	16	8
10	0	9	6
11	1	7	5
12	0	2	6
13	1	15	11
14	2	6	4
15	0	7	2
16	1	7	4
17	2	10	2
18	1	10	5
19	1	5	5
20	3	4	5

21	11	0	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0
24	2	1	0	0	0	0	0	0	0

7-19	153	11	0	0	0	0	0	0	0
6-22	182	11	0	0	0	0	0	0	0
6-24	186	12	0	0	0	0	0	0	0
0-24	188	13	0	0	0	0	0	0	0

Channel 2 - Eastbound

04-02-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0	0
8	10	1	0	0	0	0	0	0	0
9	8	1	0	0	0	0	0	0	0
10	16	1	0	0	0	0	0	0	0
11	14	2	0	0	0	0	0	0	0
12	7	1	0	0	0	0	0	0	0
13	15	1	0	0	0	0	0	0	0
14	15	0	0	0	0	0	0	0	0
15	17	1	0	0	0	0	0	0	0
16	8	1	0	0	0	0	0	0	0
17	13	0	0	0	0	0	0	0	0
18	20	0	0	0	0	0	0	0	0
19	11	1	0	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0
24	0	1	0	0	0	0	0	0	0

7-19	154	10	0	0	0	0	0	0	0
6-22	176	10	0	0	0	0	0	0	0
6-24	178	11	0	0	0	0	0	0	0
0-24	183	12	0	0	0	0	0	0	0

Channel 1 - Westbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0	0
9	19	2	0	0	0	0	0	0	0
10	24	2	0	0	0	0	0	0	0

0	0	0	0	11
0	0	0	0	5
0	0	0	0	2
0	0	0	0	3

21	2	5	4
22	0	4	1
23	0	1	1
24	1	2	0

0	0	0	0	164
0	0	0	0	193
0	0	0	0	198
0	0	0	0	201

7-19	10	95	58
6-22	15	109	68
6-24	16	112	69
0-24	16	115	69

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	5
0	0	0	0	5
0	0	0	0	11
0	0	0	0	9
0	0	0	0	17
0	0	0	0	16
0	0	0	0	8
0	0	0	0	16
0	0	0	0	15
0	0	0	0	18
0	0	0	0	9
0	0	0	0	13
0	0	0	0	20
0	0	0	0	12
0	0	0	0	6
0	0	0	0	3
0	0	0	0	8
0	0	0	0	2
0	0	0	0	1

04-02-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	1	0
4	0	0	0
5	0	0	0
6	1	2	2
7	0	5	0
8	2	6	3
9	1	4	4
10	1	7	9
11	2	8	6
12	0	5	3
13	0	6	9
14	1	9	5
15	0	11	7
16	1	4	4
17	0	4	9
18	1	13	6
19	1	6	4
20	0	3	3
21	0	2	1
22	2	4	2
23	0	0	2
24	1	0	0

0	0	0	0	164
0	0	0	0	186
0	0	0	0	189
0	0	0	0	195

7-19	10	83	69
6-22	12	97	75
6-24	13	97	77
0-24	14	100	79

Channel 1 - Westbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	0
0	0	0	0	3
0	0	0	0	3
0	0	0	0	21
0	0	0	0	26

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	1	0	0
5	0	1	1
6	0	0	0
7	2	1	0
8	0	0	3
9	1	14	6
10	2	18	6

11	15	0	0	0	0	0	0	0	0
12	14	2	0	0	0	0	0	0	0
13	18	2	0	0	0	0	0	0	0
14	15	1	0	0	0	0	0	0	0
15	24	1	0	0	0	0	0	0	0
16	28	2	0	0	0	0	0	0	0
17	20	1	0	0	0	0	0	0	0
18	18	1	0	0	0	0	0	0	0
19	13	1	0	0	0	0	0	0	0
20	6	1	0	0	0	0	0	0	0
21	7	0	0	0	0	0	0	0	0
22	6	0	0	0	0	0	0	0	0
23	6	1	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0

7-19	211	15	0	0	0	0	0	0	0
6-22	233	16	0	0	0	0	0	0	0
6-24	240	17	0	0	0	0	0	0	0
0-24	242	18	0	0	0	0	0	0	0

Channel 2 - Eastbound

04-03-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0
7	9	0	0	0	0	0	0	0	0
8	17	0	0	0	0	0	0	0	0
9	15	1	0	0	0	0	0	0	0
10	27	3	0	0	0	0	0	0	0
11	13	0	0	0	0	0	0	0	0
12	18	1	0	0	0	0	0	0	0
13	16	2	0	0	0	0	0	0	0
14	22	1	0	0	0	0	0	0	0
15	21	2	0	0	0	0	0	0	0
16	18	1	0	0	0	0	0	0	0
17	26	1	0	0	0	0	0	0	0
18	25	1	0	0	0	0	0	0	0
19	8	1	0	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0	0
21	5	1	0	0	0	0	0	0	0
22	3	0	0	0	0	0	0	0	0
23	3	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0

7-19	226	14	0	0	0	0	0	0	0
6-22	251	16	0	0	0	0	0	0	0
6-24	255	16	0	0	0	0	0	0	0
0-24	260	17	0	0	0	0	0	0	0

Channel 1 - Westbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9

0	0	0	0	15
0	0	0	0	16
0	0	0	0	20
0	0	0	0	16
0	0	0	0	25
0	0	0	0	30
0	0	0	0	21
0	0	0	0	19
0	0	0	0	14
0	0	0	0	7
0	0	0	0	7
0	0	0	0	6
0	0	0	0	7
0	0	0	0	1

11	2	9	4
12	0	11	5
13	1	11	8
14	1	10	5
15	2	15	8
16	0	23	6
17	4	11	6
18	4	11	4
19	1	12	1
20	2	4	1
21	0	5	2
22	3	2	1
23	0	5	2
24	0	1	0

0	0	0	0	226
0	0	0	0	249
0	0	0	0	257
0	0	0	0	260

7-19	18	145	62
6-22	25	157	66
6-24	25	163	68
0-24	26	164	69

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	3
0	0	0	0	2
0	0	0	0	1
0	0	0	0	9
0	0	0	0	17
0	0	0	0	16
0	0	0	0	30
0	0	0	0	13
0	0	0	0	19
0	0	0	0	18
0	0	0	0	23
0	0	0	0	23
0	0	0	0	19
0	0	0	0	27
0	0	0	0	26
0	0	0	0	9
0	0	0	0	9
0	0	0	0	6
0	0	0	0	3
0	0	0	0	3
0	0	0	0	1

04-03-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	1	1	1
5	0	2	0
6	0	0	1
7	2	3	4
8	0	15	2
9	1	9	6
10	3	21	6
11	7	3	3
12	4	12	3
13	1	11	6
14	2	15	6
15	3	14	6
16	1	11	6
17	3	16	7
18	0	19	7
19	1	6	2
20	0	7	2
21	3	2	1
22	0	2	1
23	0	1	2
24	0	1	0

0	0	0	0	240
0	0	0	0	267
0	0	0	0	271
0	0	0	0	277

7-19	26	152	60
6-22	31	166	68
6-24	31	168	70
0-24	32	171	72

Channel 1 - Westbound

10	11	12	13	TOTAL
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04-04-19			
Hr Ending	0-10	11-15	16-20

0	0	0	0	0	0	0	0	0	15
0	0	0	0	0	0	0	0	0	16
0	0	0	0	0	0	0	0	0	20
0	0	0	0	0	0	0	0	0	16
0	0	0	0	0	0	0	0	0	25
1	0	0	0	0	0	0	0	0	30
0	0	0	0	0	0	0	0	0	21
0	0	0	0	0	0	0	0	0	19
0	0	0	0	0	0	0	0	0	14
0	0	0	0	0	0	0	0	0	7
0	0	0	0	0	0	0	0	0	7
0	0	0	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0	7
0	0	0	0	0	0	0	0	0	1

1	0	0	0	0	0	0	0	0	226
1	0	0	0	0	0	0	0	0	249
1	0	0	0	0	0	0	0	0	257
1	0	0	0	0	0	0	0	0	260

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	9
0	0	0	0	0	0	0	0	0	17
0	0	0	0	0	0	0	0	0	16
0	0	0	0	0	0	0	0	0	30
0	0	0	0	0	0	0	0	0	13
0	0	0	0	0	0	0	0	0	19
0	0	0	0	0	0	0	0	0	18
0	0	0	0	0	0	0	0	0	23
0	0	0	0	0	0	0	0	0	23
1	0	0	0	0	0	0	0	0	19
1	0	0	0	0	0	0	0	0	27
0	0	0	0	0	0	0	0	0	26
0	0	0	0	0	0	0	0	0	9
0	0	0	0	0	0	0	0	0	9
0	0	0	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0	1

2	0	0	0	0	0	0	0	0	240
2	0	0	0	0	0	0	0	0	267
2	0	0	0	0	0	0	0	0	271
2	0	0	0	0	0	0	0	0	277

21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61+	TOTAL
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1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0	0
9	30	2	0	0	0	0	0	0	0
10	20	1	0	0	0	0	0	0	0
11	18	2	0	0	0	0	0	0	0
12	17	1	1	0	0	0	0	0	0
13	11	2	0	0	0	0	0	0	0
14	16	2	0	0	0	0	0	0	0
15	13	1	0	0	0	0	0	0	0
16	17	1	0	0	0	0	0	0	0
17	17	1	0	0	0	0	0	0	0
18	17	1	0	0	0	0	0	0	0
19	14	0	0	0	0	0	0	0	0
20	15	0	0	0	0	0	0	0	0
21	6	0	0	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
24	4	1	0	0	0	0	0	0	0

7-19	193	15	1	0	0	0	0	0	0
6-22	225	16	1	0	0	0	0	0	0
6-24	229	17	1	0	0	0	0	0	0
0-24	231	18	1	0	0	0	0	0	0

Channel 2 - Eastbound

04-04-19	Vehicle Classes								
Hr Ending	1	2	3	4	5	6	7	8	9
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0	0
9	13	2	0	0	0	0	0	0	0
10	25	0	0	0	0	0	0	0	0
11	13	3	0	0	0	0	0	0	0
12	20	2	1	0	0	0	0	0	0
13	23	1	0	0	0	0	0	0	0
14	14	2	0	0	0	0	0	0	0
15	19	2	0	0	0	0	0	0	0
16	15	1	0	0	0	0	0	0	0
17	10	1	0	0	0	0	0	0	0
18	25	0	0	0	0	0	0	0	0
19	9	0	0	0	0	0	0	0	0
20	9	0	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0	0
22	5	1	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0
24	1	1	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	2
0	0	0	0	4
0	0	0	0	4
0	0	0	0	32
0	0	0	0	21
0	0	0	0	20
0	0	0	0	19
0	0	0	0	13
0	0	0	0	18
0	0	0	0	14
0	0	0	0	18
0	0	0	0	18
0	0	0	0	18
0	0	0	0	14
0	0	0	0	15
0	0	0	0	6
0	0	0	0	8
0	0	0	0	0
0	0	0	0	5

1	0	0	0
2	0	0	0
3	0	0	0
4	0	1	0
5	0	0	0
6	0	0	2
7	2	1	1
8	0	3	1
9	0	23	9
10	2	12	7
11	4	10	6
12	4	13	2
13	0	12	1
14	1	12	5
15	1	10	3
16	4	9	5
17	3	12	3
18	2	12	4
19	0	12	2
20	3	6	6
21	1	4	1
22	2	4	2
23	0	0	0
24	1	3	1

0	0	0	0	209
0	0	0	0	242
0	0	0	0	247
0	0	0	0	250

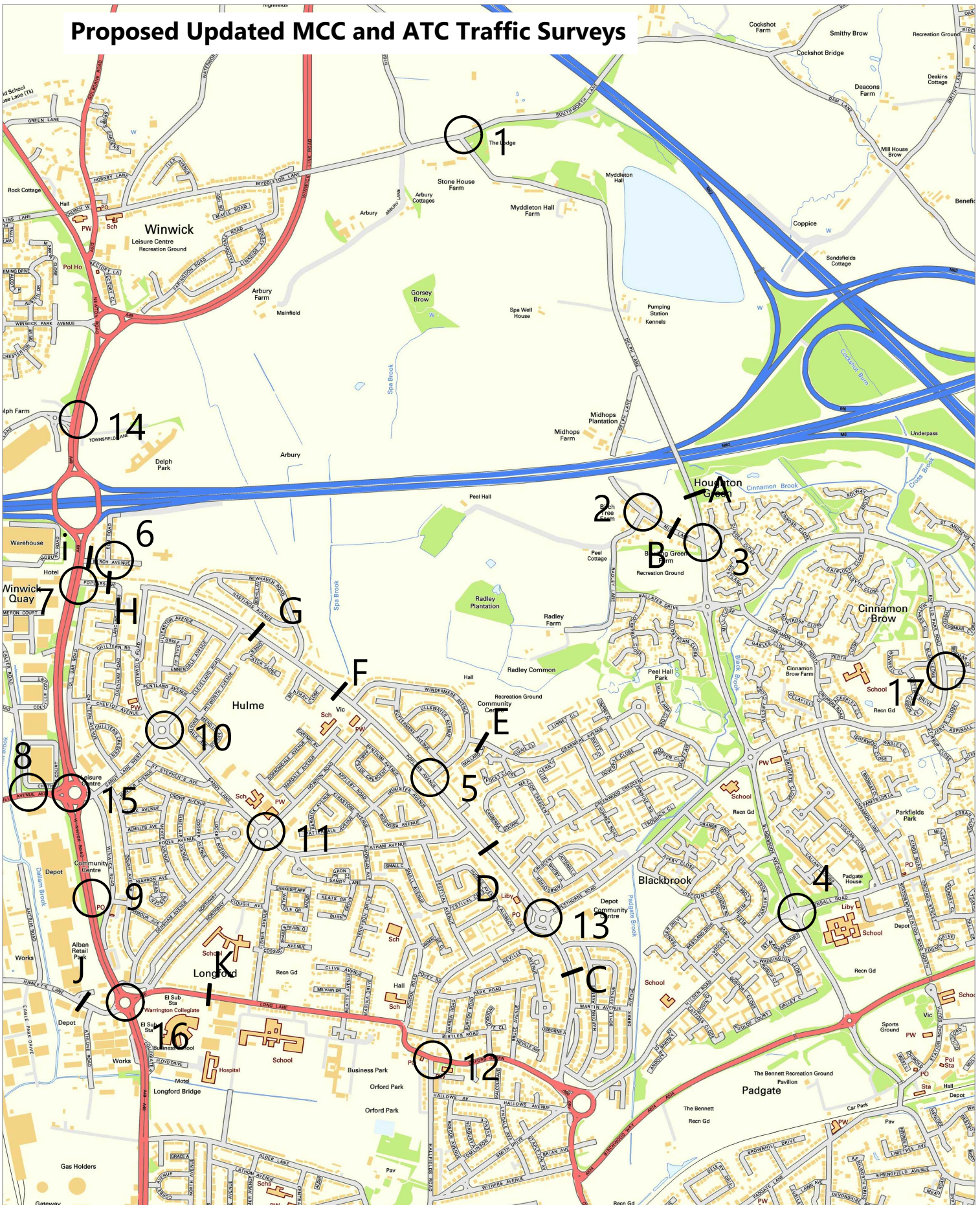
7-19	21	140	48
6-22	29	155	58
6-24	30	158	59
0-24	30	159	61

Channel 2 - Eastbound

10	11	12	13	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	2
0	0	0	0	0
0	0	0	0	4
0	0	0	0	5
0	0	0	0	8
0	0	0	0	15
0	0	0	0	25
0	0	0	0	16
0	0	0	0	23
0	0	0	0	24
0	0	0	0	16
0	0	0	0	21
0	0	0	0	16
0	0	0	0	11
0	0	0	0	25
0	0	0	0	9
0	0	0	0	9
0	0	0	0	2
0	0	0	0	6
0	0	0	0	1
0	0	0	0	2

04-04-19			
Hr Ending	0-10	11-15	16-20
1	0	0	0
2	0	0	0
3	0	0	0
4	1	1	0
5	0	0	0
6	1	2	1
7	1	3	1
8	2	3	3
9	2	11	2
10	1	18	5
11	1	13	2
12	3	17	3
13	2	16	6
14	2	6	8
15	2	11	8
16	0	12	4
17	0	4	7
18	4	17	4
19	0	8	1
20	1	4	3
21	0	1	1
22	1	4	1
23	0	1	0
24	0	1	1

Proposed Updated MCC and ATC Traffic Surveys



Peel Hall, Warrington

2019 Peak Period MCC
2019 Week-Long ATC



1-17 (to include for queues)
A-K

Warrington - Queue Survey, Wedne

Produced by Road Data Services Ltd

			Delph Lane	Myddleton Lane
Time			Lane 1	Lane 1
			Vehicles	
7:00	-	7:05	2	1
7:05	-	7:10	2	1
7:10	-	7:15	2	2
7:15	-	7:20	3	3
7:20	-	7:25	3	2
7:25	-	7:30	2	2
7:30	-	7:35	4	3
7:35	-	7:40	4	3
7:40	-	7:45	6	3
7:45	-	7:50	7	4
7:50	-	7:55	4	4
7:55	-	8:00	10	4
8:00	-	8:05	9	4
8:05	-	8:10	8	3
8:10	-	8:15	4	3
8:15	-	8:20	8	3
8:20	-	8:25	7	5
8:25	-	8:30	3	3
8:30	-	8:35	9	3
8:35	-	8:40	12	4
8:40	-	8:45	11	3
8:45	-	8:50	9	4
8:50	-	8:55	6	3
8:55	-	9:00	4	5
9:00	-	9:05	2	3
9:05	-	9:10	7	2
9:10	-	9:15	4	3
9:15	-	9:20	5	3
9:20	-	9:25	3	2
9:25	-	9:30	1	1
9:30	-	9:35	5	2
9:35	-	9:40	1	1
9:40	-	9:45	2	2
9:45	-	9:50	3	0
9:50	-	9:55	2	0
9:55	-	10:00	3	2

16:00	-	16:05	3	5
16:05	-	16:10	4	3
16:10	-	16:15	12	2
16:15	-	16:20	3	3
16:20	-	16:25	6	6
16:25	-	16:30	10	6

16:30	-	16:35	6	4
16:35	-	16:40	8	6
16:40	-	16:45	7	5
16:45	-	16:50	5	3
16:50	-	16:55	7	3
16:55	-	17:00	10	5
17:00	-	17:05	6	4
17:05	-	17:10	16	4
17:10	-	17:15	25	3
17:15	-	17:20	8	3
17:20	-	17:25	7	4
17:25	-	17:30	6	3
17:30	-	17:35	18	4
17:35	-	17:40	10	3
17:40	-	17:45	6	2
17:45	-	17:50	6	2
17:50	-	17:55	4	2
17:55	-	18:00	7	3
18:00	-	18:05	2	1
18:05	-	18:10	3	1
18:10	-	18:15	2	1
18:15	-	18:20	4	1
18:20	-	18:25	2	2
18:25	-	18:30	4	1
18:30	-	18:35	2	1
18:35	-	18:40	1	1
18:40	-	18:45	4	3
18:45	-	18:50	1	1
18:50	-	18:55	3	1
18:55	-	19:00	1	2

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wedne

Produced by Road Data Services Ltd

			Radley Lane	Mill Lane (West)
Time			Lane 1	Lane 1
			Vehicles	
7:00	-	7:05	0	0
7:05	-	7:10	0	0
7:10	-	7:15	0	0
7:15	-	7:20	0	0
7:20	-	7:25	0	0
7:25	-	7:30	0	0
7:30	-	7:35	0	0
7:35	-	7:40	1	0
7:40	-	7:45	0	0
7:45	-	7:50	0	0
7:50	-	7:55	0	0
7:55	-	8:00	0	0
8:00	-	8:05	0	0
8:05	-	8:10	0	0
8:10	-	8:15	0	0
8:15	-	8:20	0	0
8:20	-	8:25	0	0
8:25	-	8:30	0	0
8:30	-	8:35	0	0
8:35	-	8:40	1	0
8:40	-	8:45	0	0
8:45	-	8:50	0	0
8:50	-	8:55	0	0
8:55	-	9:00	0	0
9:00	-	9:05	0	0
9:05	-	9:10	0	0
9:10	-	9:15	0	0
9:15	-	9:20	0	0
9:20	-	9:25	0	0
9:25	-	9:30	0	0
9:30	-	9:35	0	0
9:35	-	9:40	0	0
9:40	-	9:45	0	0
9:45	-	9:50	1	0
9:50	-	9:55	0	0
9:55	-	10:00	0	0

16:00	-	16:05	0	0
16:05	-	16:10	0	0
16:10	-	16:15	0	0
16:15	-	16:20	0	0
16:20	-	16:25	0	0
16:25	-	16:30	0	0

16:30	-	16:35	0	0
16:35	-	16:40	0	0
16:40	-	16:45	0	0
16:45	-	16:50	0	0
16:50	-	16:55	0	0
16:55	-	17:00	0	0
17:00	-	17:05	0	0
17:05	-	17:10	0	0
17:10	-	17:15	0	0
17:15	-	17:20	0	0
17:20	-	17:25	1	0
17:25	-	17:30	0	0
17:30	-	17:35	0	0
17:35	-	17:40	0	0
17:40	-	17:45	0	0
17:45	-	17:50	0	0
17:50	-	17:55	0	0
17:55	-	18:00	0	0
18:00	-	18:05	0	0
18:05	-	18:10	0	0
18:10	-	18:15	0	0
18:15	-	18:20	0	0
18:20	-	18:25	0	0
18:25	-	18:30	0	0
18:30	-	18:35	0	0
18:35	-	18:40	0	0
18:40	-	18:45	0	0
18:45	-	18:50	0	0
18:50	-	18:55	0	0
18:55	-	19:00	0	0

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Mill Lane (North)	Mill Lane (West)	
Time			Lane 1	Left Turn	Right Turn
			Vehicles		
7:00	-	7:05	0	1	0
7:05	-	7:10	0	0	1
7:10	-	7:15	0	0	1
7:15	-	7:20	0	0	0
7:20	-	7:25	0	1	0
7:25	-	7:30	0	1	1
7:30	-	7:35	0	0	0
7:35	-	7:40	0	0	1
7:40	-	7:45	0	0	1
7:45	-	7:50	0	0	1
7:50	-	7:55	0	0	1
7:55	-	8:00	0	1	1
8:00	-	8:05	0	0	1
8:05	-	8:10	0	1	1
8:10	-	8:15	0	0	1
8:15	-	8:20	0	1	1
8:20	-	8:25	0	0	1
8:25	-	8:30	0	1	1
8:30	-	8:35	0	0	0
8:35	-	8:40	0	0	0
8:40	-	8:45	0	0	2
8:45	-	8:50	0	0	1
8:50	-	8:55	0	0	0
8:55	-	9:00	0	1	1
9:00	-	9:05	0	0	1
9:05	-	9:10	0	0	1
9:10	-	9:15	0	0	1
9:15	-	9:20	0	0	1
9:20	-	9:25	0	0	0
9:25	-	9:30	0	0	1
9:30	-	9:35	0	0	0
9:35	-	9:40	0	0	0
9:40	-	9:45	0	1	0
9:45	-	9:50	0	0	1
9:50	-	9:55	0	0	2
9:55	-	10:00	0	0	1
16:00	-	16:05	0	0	1
16:05	-	16:10	0	0	1
16:10	-	16:15	0	0	2
16:15	-	16:20	0	0	1
16:20	-	16:25	0	0	0
16:25	-	16:30	0	0	0

16:30	-	16:35	0	1	1
16:35	-	16:40	0	0	0
16:40	-	16:45	0	0	0
16:45	-	16:50	0	0	1
16:50	-	16:55	0	0	0
16:55	-	17:00	0	1	1
17:00	-	17:05	0	1	1
17:05	-	17:10	0	0	1
17:10	-	17:15	0	1	1
17:15	-	17:20	3	0	1
17:20	-	17:25	1	0	1
17:25	-	17:30	0	0	1
17:30	-	17:35	1	0	0
17:35	-	17:40	0	0	1
17:40	-	17:45	0	0	2
17:45	-	17:50	0	0	1
17:50	-	17:55	1	0	0
17:55	-	18:00	0	1	1
18:00	-	18:05	0	0	1
18:05	-	18:10	0	0	1
18:10	-	18:15	0	0	1
18:15	-	18:20	0	0	1
18:20	-	18:25	2	0	0
18:25	-	18:30	0	0	1
18:30	-	18:35	0	0	1
18:35	-	18:40	0	0	1
18:40	-	18:45	0	0	1
18:45	-	18:50	0	0	1
18:50	-	18:55	0	0	0
18:55	-	19:00	0	0	1

Queues are maximum vehicle length every 5 minutes



Westbound



0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
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0
1
0
0
0
0

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Blackbrook Avenue (North)		Insall Road
Time			Lane 1	Lane 2	Lane 1
7:00	-	7:05	4	1	2
7:05	-	7:10	4	2	1
7:10	-	7:15	2	2	2
7:15	-	7:20	4	2	1
7:20	-	7:25	9	3	6
7:25	-	7:30	3	0	3
7:30	-	7:35	4	3	2
7:35	-	7:40	4	3	4
7:40	-	7:45	5	2	5
7:45	-	7:50	5	2	2
7:50	-	7:55	7	1	4
7:55	-	8:00	9	3	6
8:00	-	8:05	6	2	3
8:05	-	8:10	7	3	4
8:10	-	8:15	9	5	7
8:15	-	8:20	8	3	10
8:20	-	8:25	11	3	9
8:25	-	8:30	11	2	13
8:30	-	8:35	13	1	12
8:35	-	8:40	12	3	14
8:40	-	8:45	14	3	6
8:45	-	8:50	6	1	4
8:50	-	8:55	8	2	2
8:55	-	9:00	13	2	9
9:00	-	9:05	9	4	5
9:05	-	9:10	8	1	5
9:10	-	9:15	14	1	2
9:15	-	9:20	5	1	3
9:20	-	9:25	3	2	5
9:25	-	9:30	2	2	2
9:30	-	9:35	2	1	1
9:35	-	9:40	5	1	4
9:40	-	9:45	3	2	3
9:45	-	9:50	5	5	3
9:50	-	9:55	4	3	5
9:55	-	10:00	6	0	6
16:00	-	16:05	10	1	5
16:05	-	16:10	3	3	6
16:10	-	16:15	6	1	7
16:15	-	16:20	5	2	5
16:20	-	16:25	5	3	5
16:25	-	16:30	6	1	7

Vehicles

16:30	-	16:35	5	1	4
16:35	-	16:40	6	2	5
16:40	-	16:45	7	3	5
16:45	-	16:50	7	2	2
16:50	-	16:55	6	3	6
16:55	-	17:00	7	5	9
17:00	-	17:05	5	2	3
17:05	-	17:10	6	1	6
17:10	-	17:15	11	2	6
17:15	-	17:20	6	1	5
17:20	-	17:25	3	6	3
17:25	-	17:30	13	2	7
17:30	-	17:35	10	2	7
17:35	-	17:40	9	2	7
17:40	-	17:45	9	1	6
17:45	-	17:50	11	1	9
17:50	-	17:55	5	1	6
17:55	-	18:00	5	2	2
18:00	-	18:05	5	4	5
18:05	-	18:10	3	3	3
18:10	-	18:15	6	1	3
18:15	-	18:20	5	1	2
18:20	-	18:25	5	2	2
18:25	-	18:30	9	2	2
18:30	-	18:35	6	1	3
18:35	-	18:40	3	1	3
18:40	-	18:45	2	1	2
18:45	-	18:50	7	2	2
18:50	-	18:55	4	1	4
18:55	-	19:00	2	1	2

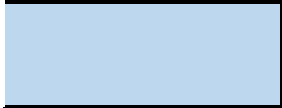
Queues are maximum vehicle length every 5 minutes

	Blackbrook Avenue (South)		Hilden Road
Lane 2	Lane 1	Lane 2	Lane 1

1	2	2	2
1	4	1	4
1	2	1	2
1	6	1	6
1	3	2	3
1	1	1	4
4	2	2	3
0	3	2	6
1	6	1	5
1	5	1	4
0	2	3	5
2	7	3	7
1	3	2	5
1	6	6	5
2	10	4	8
1	8	6	8
3	6	3	7
1	6	3	6
3	7	4	6
1	7	3	11
0	7	8	5
2	12	2	5
1	4	2	5
3	6	3	6
1	8	3	8
1	10	1	5
1	3	2	4
2	3	1	5
1	4	1	1
1	3	2	5
2	2	1	2
1	6	2	5
2	3	2	2
0	2	1	2
1	3	1	4
1	4	2	1

3	1	2	8
2	4	1	4
2	2	1	5
0	5	2	4
2	6	5	5
2	7	2	8

2	16	3	7
1	7	2	8
1	6	2	7
1	14	1	6
1	7	4	5
0	9	2	5
2	8	1	4
1	7	2	5
1	13	4	10
4	9	3	6
1	8	2	9
1	4	2	4
1	6	2	10
5	9	2	8
2	9	1	5
1	11	2	5
0	8	2	6
0	5	3	7
2	10	1	4
1	3	3	4
1	3	1	5
1	5	2	5
2	5	2	3
2	5	3	13
0	3	1	3
1	3	1	3
0	4	3	7
0	5	1	2
2	6	2	4
0	3	2	6



Lane 2



1
2
1
1
2
1
1
3
1
1
1
1
1
1
2
1
2
2
1
5
4
4
1
1
1
1
2
1
0
1
0
1
0
1
1
1

3
1
1
1
1
1

Warrington - Queue Survey, Wedne

Produced by Road Data Services Ltd

			Windermere Avenue	Poplars Ave (South)
Time			Lane 1	Lane 1
			Vehicles	
7:00	-	7:05	1	0
7:05	-	7:10	0	0
7:10	-	7:15	0	0
7:15	-	7:20	1	0
7:20	-	7:25	0	0
7:25	-	7:30	1	0
7:30	-	7:35	2	1
7:35	-	7:40	1	0
7:40	-	7:45	1	0
7:45	-	7:50	3	3
7:50	-	7:55	1	4
7:55	-	8:00	1	1
8:00	-	8:05	1	1
8:05	-	8:10	1	1
8:10	-	8:15	1	0
8:15	-	8:20	2	2
8:20	-	8:25	1	1
8:25	-	8:30	1	0
8:30	-	8:35	2	0
8:35	-	8:40	2	1
8:40	-	8:45	2	0
8:45	-	8:50	2	0
8:50	-	8:55	1	1
8:55	-	9:00	1	1
9:00	-	9:05	1	4
9:05	-	9:10	1	0
9:10	-	9:15	1	1
9:15	-	9:20	0	1
9:20	-	9:25	1	0
9:25	-	9:30	0	1
9:30	-	9:35	1	0
9:35	-	9:40	0	1
9:40	-	9:45	0	0
9:45	-	9:50	2	0
9:50	-	9:55	2	0
9:55	-	10:00	1	0

16:00	-	16:05	1	1
16:05	-	16:10	11	0
16:10	-	16:15	1	0
16:15	-	16:20	1	1
16:20	-	16:25	4	1
16:25	-	16:30	1	4

16:30	-	16:35	3	0
16:35	-	16:40	2	1
16:40	-	16:45	3	0
16:45	-	16:50	2	0
16:50	-	16:55	2	0
16:55	-	17:00	1	2
17:00	-	17:05	1	0
17:05	-	17:10	2	3
17:10	-	17:15	1	3
17:15	-	17:20	1	0
17:20	-	17:25	2	0
17:25	-	17:30	1	0
17:30	-	17:35	1	0
17:35	-	17:40	1	2
17:40	-	17:45	1	2
17:45	-	17:50	2	1
17:50	-	17:55	0	3
17:55	-	18:00	1	0
18:00	-	18:05	1	2
18:05	-	18:10	1	2
18:10	-	18:15	1	2
18:15	-	18:20	2	0
18:20	-	18:25	1	1
18:25	-	18:30	1	0
18:30	-	18:35	2	0
18:35	-	18:40	1	1
18:40	-	18:45	1	0
18:45	-	18:50	1	1
18:50	-	18:55	2	0
18:55	-	19:00	1	0

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wedne

Produced by Road Data Services Ltd

			Elm Road	Birch Ave (East)
Time			Lane 1	Lane 1
			Vehicles	
7:00	-	7:05	0	0
7:05	-	7:10	1	0
7:10	-	7:15	0	0
7:15	-	7:20	0	0
7:20	-	7:25	0	0
7:25	-	7:30	0	0
7:30	-	7:35	0	0
7:35	-	7:40	0	0
7:40	-	7:45	0	0
7:45	-	7:50	0	0
7:50	-	7:55	1	0
7:55	-	8:00	0	0
8:00	-	8:05	0	0
8:05	-	8:10	1	0
8:10	-	8:15	0	0
8:15	-	8:20	1	0
8:20	-	8:25	1	0
8:25	-	8:30	0	0
8:30	-	8:35	0	0
8:35	-	8:40	0	0
8:40	-	8:45	0	0
8:45	-	8:50	0	0
8:50	-	8:55	0	0
8:55	-	9:00	0	0
9:00	-	9:05	1	0
9:05	-	9:10	0	0
9:10	-	9:15	0	0
9:15	-	9:20	1	0
9:20	-	9:25	0	0
9:25	-	9:30	0	0
9:30	-	9:35	0	0
9:35	-	9:40	0	0
9:40	-	9:45	0	0
9:45	-	9:50	0	0
9:50	-	9:55	0	0
9:55	-	10:00	0	0

16:00	-	16:05	0	0
16:05	-	16:10	0	0
16:10	-	16:15	0	0
16:15	-	16:20	1	0
16:20	-	16:25	0	0
16:25	-	16:30	0	0

16:30	-	16:35	0	0
16:35	-	16:40	0	0
16:40	-	16:45	0	0
16:45	-	16:50	0	0
16:50	-	16:55	0	0
16:55	-	17:00	0	0
17:00	-	17:05	0	0
17:05	-	17:10	0	0
17:10	-	17:15	0	0
17:15	-	17:20	0	0
17:20	-	17:25	0	0
17:25	-	17:30	0	0
17:30	-	17:35	0	0
17:35	-	17:40	0	0
17:40	-	17:45	0	0
17:45	-	17:50	0	0
17:50	-	17:55	0	0
17:55	-	18:00	0	0
18:00	-	18:05	0	0
18:05	-	18:10	1	0
18:10	-	18:15	0	0
18:15	-	18:20	0	0
18:20	-	18:25	0	0
18:25	-	18:30	0	0
18:30	-	18:35	0	0
18:35	-	18:40	0	0
18:40	-	18:45	0	0
18:45	-	18:50	1	0
18:50	-	18:55	0	0
18:55	-	19:00	0	0

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wedne

Produced by Road Data Services Ltd

			Poplars Avenue
Time			Lane 1
			Vehicles
7:00	-	7:05	0
7:05	-	7:10	0
7:10	-	7:15	1
7:15	-	7:20	0
7:20	-	7:25	1
7:25	-	7:30	1
7:30	-	7:35	0
7:35	-	7:40	0
7:40	-	7:45	0
7:45	-	7:50	0
7:50	-	7:55	0
7:55	-	8:00	0
8:00	-	8:05	2
8:05	-	8:10	2
8:10	-	8:15	1
8:15	-	8:20	2
8:20	-	8:25	1
8:25	-	8:30	0
8:30	-	8:35	1
8:35	-	8:40	1
8:40	-	8:45	1
8:45	-	8:50	1
8:50	-	8:55	1
8:55	-	9:00	0
9:00	-	9:05	0
9:05	-	9:10	0
9:10	-	9:15	2
9:15	-	9:20	1
9:20	-	9:25	0
9:25	-	9:30	0
9:30	-	9:35	1
9:35	-	9:40	2
9:40	-	9:45	1
9:45	-	9:50	0
9:50	-	9:55	0
9:55	-	10:00	0

16:00	-	16:05	0
16:05	-	16:10	1
16:10	-	16:15	1
16:15	-	16:20	1
16:20	-	16:25	0
16:25	-	16:30	1

16:30	-	16:35	0
16:35	-	16:40	0
16:40	-	16:45	1
16:45	-	16:50	0
16:50	-	16:55	0
16:55	-	17:00	0
17:00	-	17:05	1
17:05	-	17:10	1
17:10	-	17:15	0
17:15	-	17:20	1
17:20	-	17:25	1
17:25	-	17:30	1
17:30	-	17:35	1
17:35	-	17:40	0
17:40	-	17:45	2
17:45	-	17:50	0
17:50	-	17:55	2
17:55	-	18:00	0
18:00	-	18:05	0
18:05	-	18:10	0
18:10	-	18:15	0
18:15	-	18:20	0
18:20	-	18:25	1
18:25	-	18:30	1
18:30	-	18:35	1
18:35	-	18:40	0
18:40	-	18:45	0
18:45	-	18:50	0
18:50	-	18:55	1
18:55	-	19:00	0

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Calver Road	A574 (East)	A574 (West)
Time			Lane 1	Lane 1	Lane 1
			Vehicles		
7:00	-	7:05	9	3	8
7:05	-	7:10	9	4	7
7:10	-	7:15	7	4	9
7:15	-	7:20	12	4	12
7:20	-	7:25	10	9	18
7:25	-	7:30	18	4	16
7:30	-	7:35	10	6	12
7:35	-	7:40	15	9	16
7:40	-	7:45	17	10	23
7:45	-	7:50	9	9	11
7:50	-	7:55	30	9	16
7:55	-	8:00	35	6	18
8:00	-	8:05	40	6	12
8:05	-	8:10	8	5	9
8:10	-	8:15	16	6	10
8:15	-	8:20	9	9	16
8:20	-	8:25	38	5	20
8:25	-	8:30	35	8	25
8:30	-	8:35	6	3	8
8:35	-	8:40	16	4	10
8:40	-	8:45	37	8	22
8:45	-	8:50	39	7	30
8:50	-	8:55	41	8	18
8:55	-	9:00	12	5	15
9:00	-	9:05	12	6	18
9:05	-	9:10	14	10	16
9:10	-	9:15	18	3	8
9:15	-	9:20	6	5	8
9:20	-	9:25	6	3	7
9:25	-	9:30	7	3	7
9:30	-	9:35	6	3	7
9:35	-	9:40	7	4	15
9:40	-	9:45	5	2	8
9:45	-	9:50	10	7	9
9:50	-	9:55	5	3	5
9:55	-	10:00	7	5	10
16:00	-	16:05	11	16	12
16:05	-	16:10	12	16	15
16:10	-	16:15	22	16	14
16:15	-	16:20	16	7	11
16:20	-	16:25	7	14	12
16:25	-	16:30	6	10	14

16:30	-	16:35	8	11	10
16:35	-	16:40	12	6	28
16:40	-	16:45	12	13	26
16:45	-	16:50	8	9	22
16:50	-	16:55	11	9	10
16:55	-	17:00	8	8	10
17:00	-	17:05	18	13	15
17:05	-	17:10	15	6	22
17:10	-	17:15	25	8	27
17:15	-	17:20	16	15	30
17:20	-	17:25	12	9	28
17:25	-	17:30	10	15	27
17:30	-	17:35	17	5	16
17:35	-	17:40	16	8	6
17:40	-	17:45	8	4	15
17:45	-	17:50	14	7	22
17:50	-	17:55	8	8	15
17:55	-	18:00	6	7	5
18:00	-	18:05	6	4	8
18:05	-	18:10	10	15	12
18:10	-	18:15	9	7	8
18:15	-	18:20	9	9	10
18:20	-	18:25	8	4	7
18:25	-	18:30	6	6	5
18:30	-	18:35	6	5	6
18:35	-	18:40	6	7	9
18:40	-	18:45	7	7	8
18:45	-	18:50	4	2	5
18:50	-	18:55	5	6	3
18:55	-	19:00	11	3	6

Queues are maximum vehicle length every 5 minutes



Lane 2



3
4
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3

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			A49 (North)		
Time			Lane 1	Lane 2	Lane 3
7:00	-	7:05	0	0	3
7:05	-	7:10	0	0	1
7:10	-	7:15	0	0	0
7:15	-	7:20	0	0	2
7:20	-	7:25	0	0	2
7:25	-	7:30	5	7	2
7:30	-	7:35	0	0	1
7:35	-	7:40	0	0	2
7:40	-	7:45	0	0	2
7:45	-	7:50	0	0	2
7:50	-	7:55	0	0	3
7:55	-	8:00	1	4	0
8:00	-	8:05	38	41	1
8:05	-	8:10	3	1	3
8:10	-	8:15	0	0	2
8:15	-	8:20	15	17	5
8:20	-	8:25	8	2	2
8:25	-	8:30	4	12	7
8:30	-	8:35	4	5	4
8:35	-	8:40	0	0	3
8:40	-	8:45	0	0	3
8:45	-	8:50	7	6	5
8:50	-	8:55	16	13	4
8:55	-	9:00	17	16	3
9:00	-	9:05	8	8	3
9:05	-	9:10	31	12	4
9:10	-	9:15	50	50	4
9:15	-	9:20	50	50	7
9:20	-	9:25	50	50	6
9:25	-	9:30	18	23	3
9:30	-	9:35	10	12	4
9:35	-	9:40	6	8	5
9:40	-	9:45	5	10	6
9:45	-	9:50	8	19	4
9:50	-	9:55	4	7	7
9:55	-	10:00	8	10	6
16:00	-	16:05	12	5	6
16:05	-	16:10	14	11	12
16:10	-	16:15	1	6	11
16:15	-	16:20	9	4	5
16:20	-	16:25	7	15	7
16:25	-	16:30	10	8	7

Vehicles

16:30	-	16:35	8	4	11
16:35	-	16:40	7	5	8
16:40	-	16:45	13	8	7
16:45	-	16:50	11	3	9
16:50	-	16:55	8	4	7
16:55	-	17:00	11	3	9
17:00	-	17:05	8	10	4
17:05	-	17:10	8	5	5
17:10	-	17:15	7	8	8
17:15	-	17:20	6	7	5
17:20	-	17:25	4	6	10
17:25	-	17:30	7	2	9
17:30	-	17:35	10	4	5
17:35	-	17:40	9	8	3
17:40	-	17:45	8	5	9
17:45	-	17:50	11	5	5
17:50	-	17:55	9	5	10
17:55	-	18:00	6	5	10
18:00	-	18:05	3	7	8
18:05	-	18:10	4	2	8
18:10	-	18:15	7	9	4
18:15	-	18:20	8	5	9
18:20	-	18:25	11	3	10
18:25	-	18:30	6	2	7
18:30	-	18:35	3	6	9
18:35	-	18:40	5	2	10
18:40	-	18:45	6	5	4
18:45	-	18:50	7	4	4
18:50	-	18:55	3	9	7
18:55	-	19:00	7	3	6

Queues are maximum vehicle length every 5 minutes

Queue to	Site 16
Queue to	Site 15

A49 (South)		Junction Nine Retail Park	
Lane 1	Lane 1	Lane 1	Lane 2

5	7	0	0
3	3	1	0
5	14	2	0
4	4	3	0
7	8	3	0
8	5	1	0
12	4	3	0
7	5	1	0
5	5	2	0
11	7	0	0
3	1	3	0
6	4	2	2
12	10	1	2
7	4	1	0
3	5	2	0
12	9	3	1
6	4	4	1
10	8	6	1
13	10	2	1
6	6	2	0
10	5	3	0
16	10	2	1
15	4	3	1
18	9	2	1
13	3	3	2
10	5	2	0
14	5	3	2
18	10	4	1
13	7	5	2
9	6	4	1
7	5	6	1
15	4	4	1
5	1	3	2
7	4	4	1
12	7	2	5
19	4	3	4

53	53	9	4
45	40	17	4
53	32	17	5
53	33	14	2
53	29	5	2
53	37	8	6

18	24	11	5
21	22	11	5
53	35	6	5
53	41	8	3
53	53	10	3
42	29	4	4
38	18	15	4
45	35	12	4
53	53	6	6
47	41	9	5
42	37	10	1
23	5	17	2
20	16	8	6
16	14	9	4
30	25	10	4
42	36	5	2
25	18	6	3
17	13	5	2
22	20	11	2
24	18	6	4
22	19	7	4
16	17	7	3
20	15	6	3
15	10	4	5
11	7	4	3
20	12	6	2
17	8	5	4
13	13	4	2
10	6	6	4
13	5	4	3



Lane 3



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Warrington - Queue Survey, Saturday 30t

Produced by Road Data Services Ltd

			A49 (North)		
Time			Lane 1	Lane 2	Lane 3
10:00	-	10:05	11	12	11
10:05	-	10:10	10	10	7
10:10	-	10:15	8	14	15
10:15	-	10:20	14	8	15
10:20	-	10:25	10	6	13
10:25	-	10:30	10	10	15
10:30	-	10:35	3	8	8
10:35	-	10:40	19	6	8
10:40	-	10:45	7	7	10
10:45	-	10:50	8	5	13
10:50	-	10:55	6	7	9
10:55	-	11:00	9	6	8
11:00	-	11:05	11	10	12
11:05	-	11:10	5	4	13
11:10	-	11:15	8	9	18
11:15	-	11:20	13	6	9
11:20	-	11:25	12	7	14
11:25	-	11:30	9	9	10
11:30	-	11:35	13	11	9
11:35	-	11:40	12	8	14
11:40	-	11:45	9	9	22
11:45	-	11:50	9	9	15
11:50	-	11:55	14	5	16
11:55	-	12:00	9	1	25
12:00	-	12:05	11	9	10
12:05	-	12:10	10	8	13
12:10	-	12:15	12	9	14
12:15	-	12:20	12	10	20
12:20	-	12:25	12	7	29
12:25	-	12:30	9	6	17
12:30	-	12:35	10	8	10
12:35	-	12:40	12	8	13
12:40	-	12:45	5	10	16
12:45	-	12:50	12	6	1
12:50	-	12:55	10	8	20
12:55	-	13:00	9	6	16
13:00	-	13:05	10	9	14
13:05	-	13:10	9	6	13
13:10	-	13:15	9	7	16
13:15	-	13:20	9	8	15
13:20	-	13:25	6	5	10
13:25	-	13:30	12	8	29
13:30	-	13:35	13	4	23

Vehicles

13:35	-	13:40	16	5	14
13:40	-	13:45	11	7	16
13:45	-	13:50	11	9	22
13:50	-	13:55	3	6	16
13:55	-	14:00	3	5	21
14:00	-	14:05	7	9	12
14:05	-	14:10	13	7	12
14:10	-	14:15	8	7	11
14:15	-	14:20	7	9	31
14:20	-	14:25	8	3	15
14:25	-	14:30	2	20	18
14:30	-	14:35	11	9	10
14:35	-	14:40	5	4	18
14:40	-	14:45	8	6	20
14:45	-	14:50	10	9	22
14:50	-	14:55	7	5	19
14:55	-	15:00	8	7	11
15:00	-	15:05	14	8	16
15:05	-	15:10	6	3	21
15:10	-	15:15	7	4	24
15:15	-	15:20	11	8	20
15:20	-	15:25	8	5	23
15:25	-	15:30	20	10	16
15:30	-	15:35	7	5	19
15:35	-	15:40	12	5	30
15:40	-	15:45	7	5	7
15:45	-	15:50	7	5	7
15:50	-	15:55	6	3	16
15:55	-	16:00	6	5	17

Queues are maximum vehicle length every 5 minutes

A49 (South)		Junction Nine Retail Park	
Lane 1	Lane 1	Lane 1	Lane 2
14	6	6	1
14	9	5	2
12	5	5	4
14	12	6	3
10	11	5	3
11	6	5	5
16	3	5	4
19	11	8	4
20	15	4	3
17	10	5	1
13	4	4	3
8	4	7	1
16	10	6	3
14	4	7	4
22	19	9	2
23	16	5	4
15	12	9	5
20	8	10	3
19	10	10	3
24	14	9	3
15	14	6	4
26	16	7	4
15	17	3	2
26	18	6	5
15	14	7	4
17	18	6	2
18	14	8	2
17	18	14	4
23	20	5	5
26	18	10	4
22	14	15	3
2	2	11	2
14	8	7	3
16	12	6	3
16	6	7	4
16	6	7	1
13	17	12	3
19	7	9	3
22	19	13	3
19	15	18	4
11	8	5	5
22	18	6	2
19	15	16	5

13	10	8	3
19	17	12	2
22	11	15	4
20	9	11	3
17	9	6	3
16	12	5	4
13	9	16	3
17	11	10	2
16	14	14	2
17	12	6	4
17	9	10	1
18	11	6	3
14	4	18	4
11	8	21	3
11	9	15	3
11	4	4	3
13	6	14	2
10	12	6	3
15	4	9	3
17	7	15	4
11	12	12	4
12	7	10	1
18	12	6	2
20	10	8	5
18	10	14	3
10	4	7	4
16	8	6	4
14	8	6	3
17	8	14	3

Lane 3
2
3
4
5
2
1
3
2
3
4
2
2
1
2
2
3
1
3
2
3
4
1
2
1
2
3
2
3
3
2
1
3
2
0
2
0
0
2
2
3
2
3
3

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Cotswold Road	Cleveland Road	Sandy Lane
Time			Lane 1	Lane 1	Lane 1
			Vehicles		
7:00	-	7:05	1	0	1
7:05	-	7:10	1	1	0
7:10	-	7:15	0	0	0
7:15	-	7:20	0	1	1
7:20	-	7:25	2	1	0
7:25	-	7:30	2	1	2
7:30	-	7:35	0	0	0
7:35	-	7:40	2	1	0
7:40	-	7:45	0	0	2
7:45	-	7:50	0	1	1
7:50	-	7:55	1	2	1
7:55	-	8:00	1	2	0
8:00	-	8:05	3	1	1
8:05	-	8:10	1	1	2
8:10	-	8:15	2	1	1
8:15	-	8:20	1	1	2
8:20	-	8:25	2	2	1
8:25	-	8:30	3	1	3
8:30	-	8:35	1	1	1
8:35	-	8:40	0	2	1
8:40	-	8:45	0	1	2
8:45	-	8:50	2	1	2
8:50	-	8:55	0	1	0
8:55	-	9:00	0	0	0
9:00	-	9:05	1	2	0
9:05	-	9:10	1	3	1
9:10	-	9:15	0	1	1
9:15	-	9:20	1	2	1
9:20	-	9:25	1	1	0
9:25	-	9:30	0	0	1
9:30	-	9:35	0	0	1
9:35	-	9:40	1	1	0
9:40	-	9:45	0	0	1
9:45	-	9:50	1	1	1
9:50	-	9:55	0	5	1
9:55	-	10:00	2	1	1
16:00	-	16:05	3	2	2
16:05	-	16:10	2	1	3
16:10	-	16:15	1	1	1
16:15	-	16:20	1	1	2
16:20	-	16:25	0	1	0
16:25	-	16:30	3	0	3

16:30	-	16:35	2	3	2
16:35	-	16:40	1	0	1
16:40	-	16:45	2	4	1
16:45	-	16:50	0	2	1
16:50	-	16:55	2	1	3
16:55	-	17:00	1	1	1
17:00	-	17:05	2	2	2
17:05	-	17:10	1	2	2
17:10	-	17:15	1	0	0
17:15	-	17:20	0	7	1
17:20	-	17:25	1	1	5
17:25	-	17:30	1	2	1
17:30	-	17:35	3	1	1
17:35	-	17:40	2	1	3
17:40	-	17:45	1	2	3
17:45	-	17:50	1	2	0
17:50	-	17:55	3	1	1
17:55	-	18:00	1	1	2
18:00	-	18:05	0	2	0
18:05	-	18:10	1	1	4
18:10	-	18:15	1	1	2
18:15	-	18:20	1	1	0
18:20	-	18:25	1	1	1
18:25	-	18:30	1	0	1
18:30	-	18:35	2	0	3
18:35	-	18:40	1	2	2
18:40	-	18:45	1	4	0
18:45	-	18:50	1	1	1
18:50	-	18:55	2	1	1
18:55	-	19:00	1	2	1

Queues are maximum vehicle length every 5 minutes

Sandy Lane West

Lane 1

1
0
0
1
2
0
0
1
2
4
4
0
8
2
0
5
2
2
1
4
2
4
3
3
1
8
2
3
2
0
1
0
0
0
2
2

2
3
4
0
1
3

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

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Sandy Lane (North)	Howson Road	Sandy Lane (South)
Time			Lane 1	Lane 1	Lane 1
			Vehicles		
7:00	-	7:05	0	0	1
7:05	-	7:10	1	1	0
7:10	-	7:15	1	0	0
7:15	-	7:20	4	1	1
7:20	-	7:25	1	1	0
7:25	-	7:30	0	1	1
7:30	-	7:35	2	1	0
7:35	-	7:40	3	1	1
7:40	-	7:45	0	1	3
7:45	-	7:50	0	2	1
7:50	-	7:55	1	1	1
7:55	-	8:00	0	0	1
8:00	-	8:05	1	3	1
8:05	-	8:10	4	2	2
8:10	-	8:15	0	2	0
8:15	-	8:20	3	1	2
8:20	-	8:25	1	2	4
8:25	-	8:30	2	2	3
8:30	-	8:35	2	2	3
8:35	-	8:40	0	1	2
8:40	-	8:45	1	2	1
8:45	-	8:50	4	5	4
8:50	-	8:55	0	3	3
8:55	-	9:00	1	1	1
9:00	-	9:05	2	1	3
9:05	-	9:10	1	3	2
9:10	-	9:15	3	0	0
9:15	-	9:20	2	2	3
9:20	-	9:25	1	3	2
9:25	-	9:30	0	0	0
9:30	-	9:35	1	1	1
9:35	-	9:40	1	1	2
9:40	-	9:45	2	0	2
9:45	-	9:50	1	0	1
9:50	-	9:55	2	1	1
9:55	-	10:00	1	0	2
16:00	-	16:05	6	1	2
16:05	-	16:10	3	1	0
16:10	-	16:15	6	1	0
16:15	-	16:20	3	2	3
16:20	-	16:25	4	1	1
16:25	-	16:30	1	1	1

16:30	-	16:35	3	1	4
16:35	-	16:40	2	1	2
16:40	-	16:45	3	1	5
16:45	-	16:50	1	0	1
16:50	-	16:55	1	2	0
16:55	-	17:00	1	1	1
17:00	-	17:05	6	2	3
17:05	-	17:10	1	1	1
17:10	-	17:15	1	1	2
17:15	-	17:20	2	0	2
17:20	-	17:25	0	1	2
17:25	-	17:30	0	0	2
17:30	-	17:35	1	0	1
17:35	-	17:40	2	1	1
17:40	-	17:45	3	1	6
17:45	-	17:50	0	1	0
17:50	-	17:55	4	2	2
17:55	-	18:00	1	1	1
18:00	-	18:05	1	2	1
18:05	-	18:10	2	2	0
18:10	-	18:15	0	3	3
18:15	-	18:20	3	1	2
18:20	-	18:25	0	1	0
18:25	-	18:30	1	1	3
18:30	-	18:35	3	1	0
18:35	-	18:40	0	1	1
18:40	-	18:45	0	0	0
18:45	-	18:50	3	1	0
18:50	-	18:55	2	2	5
18:55	-	19:00	0	0	2

Queues are maximum vehicle length every 5 minutes

Northway

Lane 1

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

5
2
0
3
4
0

1
2
2
3
7
0
8
0
1
3
0
2
2
3
2
0
2
2
1
0
3
1
0
2
2
1
2
2
0
2

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			A50 (East)	Hallfields Road	A50 (West)
Time			Lane 1	Lane 1	Lane 1
			Vehicles		
7:00	-	7:05	3	1	5
7:05	-	7:10	3	1	7
7:10	-	7:15	4	3	6
7:15	-	7:20	5	4	6
7:20	-	7:25	6	2	7
7:25	-	7:30	5	4	7
7:30	-	7:35	4	6	7
7:35	-	7:40	16	7	13
7:40	-	7:45	7	4	6
7:45	-	7:50	8	5	9
7:50	-	7:55	17	12	7
7:55	-	8:00	7	7	7
8:00	-	8:05	17	10	10
8:05	-	8:10	13	12	12
8:10	-	8:15	18	8	14
8:15	-	8:20	17	6	13
8:20	-	8:25	10	4	15
8:25	-	8:30	18	10	14
8:30	-	8:35	14	7	14
8:35	-	8:40	16	11	13
8:40	-	8:45	10	10	17
8:45	-	8:50	21	10	15
8:50	-	8:55	22	13	21
8:55	-	9:00	25	13	18
9:00	-	9:05	31	18	12
9:05	-	9:10	24	5	14
9:10	-	9:15	21	19	15
9:15	-	9:20	25	7	13
9:20	-	9:25	19	8	21
9:25	-	9:30	10	6	12
9:30	-	9:35	11	4	11
9:35	-	9:40	9	5	7
9:40	-	9:45	8	4	5
9:45	-	9:50	6	4	7
9:50	-	9:55	4	5	6
9:55	-	10:00	5	3	7
16:00	-	16:05	7	15	14
16:05	-	16:10	7	17	13
16:10	-	16:15	11	18	17
16:15	-	16:20	14	21	16
16:20	-	16:25	8	19	15
16:25	-	16:30	14	18	18

16:30	-	16:35	12	20	21
16:35	-	16:40	7	17	14
16:40	-	16:45	8	21	18
16:45	-	16:50	19	19	13
16:50	-	16:55	12	23	19
16:55	-	17:00	13	24	16
17:00	-	17:05	15	23	12
17:05	-	17:10	16	22	21
17:10	-	17:15	18	19	21
17:15	-	17:20	21	25	19
17:20	-	17:25	21	26	15
17:25	-	17:30	19	28	12
17:30	-	17:35	16	21	15
17:35	-	17:40	14	20	19
17:40	-	17:45	22	22	22
17:45	-	17:50	18	19	15
17:50	-	17:55	17	18	15
17:55	-	18:00	10	19	8
18:00	-	18:05	11	17	14
18:05	-	18:10	17	16	13
18:10	-	18:15	20	15	15
18:15	-	18:20	15	16	10
18:20	-	18:25	16	10	13
18:25	-	18:30	12	13	16
18:30	-	18:35	8	6	14
18:35	-	18:40	7	9	13
18:40	-	18:45	5	10	6
18:45	-	18:50	5	6	6
18:50	-	18:55	5	5	7
18:55	-	19:00	6	8	5

Queues are maximum vehicle length every 5 minutes

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			Poplars Ave (North)	Capesthorne Rd (East)	Poplars Ave (South)
Time			Lane 1	Lane 1	Lane 1
			Vehicles		
7:00	-	7:05	0	0	0
7:05	-	7:10	0	0	0
7:10	-	7:15	0	0	0
7:15	-	7:20	0	1	0
7:20	-	7:25	2	1	0
7:25	-	7:30	1	2	0
7:30	-	7:35	5	1	0
7:35	-	7:40	2	2	1
7:40	-	7:45	0	1	2
7:45	-	7:50	0	0	2
7:50	-	7:55	0	2	1
7:55	-	8:00	3	3	1
8:00	-	8:05	0	2	1
8:05	-	8:10	3	4	2
8:10	-	8:15	7	2	2
8:15	-	8:20	0	3	1
8:20	-	8:25	6	1	3
8:25	-	8:30	5	6	3
8:30	-	8:35	3	3	0
8:35	-	8:40	7	3	5
8:40	-	8:45	1	3	1
8:45	-	8:50	2	4	1
8:50	-	8:55	1	1	3
8:55	-	9:00	1	5	7
9:00	-	9:05	0	5	4
9:05	-	9:10	0	3	2
9:10	-	9:15	2	4	1
9:15	-	9:20	3	2	4
9:20	-	9:25	1	3	1
9:25	-	9:30	0	1	0
9:30	-	9:35	0	1	2
9:35	-	9:40	1	1	0
9:40	-	9:45	2	1	2
9:45	-	9:50	3	3	1
9:50	-	9:55	0	1	3
9:55	-	10:00	0	1	2
16:00	-	16:05	1	0	1
16:05	-	16:10	3	5	3
16:10	-	16:15	4	5	5
16:15	-	16:20	4	2	1
16:20	-	16:25	3	3	6
16:25	-	16:30	0	3	1

16:30	-	16:35	1	3	2
16:35	-	16:40	3	2	9
16:40	-	16:45	1	2	2
16:45	-	16:50	2	3	3
16:50	-	16:55	3	1	2
16:55	-	17:00	1	2	1
17:00	-	17:05	3	1	2
17:05	-	17:10	2	3	8
17:10	-	17:15	2	5	7
17:15	-	17:20	1	5	6
17:20	-	17:25	2	4	2
17:25	-	17:30	1	3	3
17:30	-	17:35	0	3	2
17:35	-	17:40	0	1	0
17:40	-	17:45	2	4	6
17:45	-	17:50	1	6	5
17:50	-	17:55	2	1	5
17:55	-	18:00	1	1	2
18:00	-	18:05	1	1	3
18:05	-	18:10	1	2	2
18:10	-	18:15	2	4	2
18:15	-	18:20	2	1	2
18:20	-	18:25	4	2	3
18:25	-	18:30	1	1	3
18:30	-	18:35	2	1	3
18:35	-	18:40	1	1	1
18:40	-	18:45	4	2	1
18:45	-	18:50	2	2	4
18:50	-	18:55	2	1	2
18:55	-	19:00	1	1	3

Queues are maximum vehicle length every 5 minutes

Capesthorpe Rd (West)

Lane 1

0
0
0
1
0
0
1
1
2
0
1
1
1
0
2
0
1
1
3
1
2
1
2
5
1
1
1
1
0
0
1
1
1
0
0

1
2
2
1
1
5

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

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			A49 (North)		
Time			Lane 1	Lane 2	Lane 3
7:00	-	7:05	5	9	2
7:05	-	7:10	8	15	2
7:10	-	7:15	15	22	2
7:15	-	7:20	18	33	3
7:20	-	7:25	20	35	3
7:25	-	7:30	16	34	2
7:30	-	7:35	12	20	3
7:35	-	7:40	8	7	5
7:40	-	7:45	20	30	3
7:45	-	7:50	25	33	1
7:50	-	7:55	27	33	2
7:55	-	8:00	28	35	3
8:00	-	8:05	23	36	3
8:05	-	8:10	28	37	1
8:10	-	8:15	31	39	1
8:15	-	8:20	32	39	3
8:20	-	8:25	37	41	2
8:25	-	8:30	34	38	1
8:30	-	8:35	30	37	1
8:35	-	8:40	28	35	1
8:40	-	8:45	27	33	0
8:45	-	8:50	25	28	4
8:50	-	8:55	18	29	4
8:55	-	9:00	14	25	3
9:00	-	9:05	7	16	4
9:05	-	9:10	12	18	4
9:10	-	9:15	9	18	6
9:15	-	9:20	6	10	4
9:20	-	9:25	5	8	4
9:25	-	9:30	7	12	2
9:30	-	9:35	7	17	2
9:35	-	9:40	12	24	3
9:40	-	9:45	5	7	4
9:45	-	9:50	15	17	4
9:50	-	9:55	11	9	2
9:55	-	10:00	5	5	4
16:00	-	16:05	14	12	3
16:05	-	16:10	6	5	5
16:10	-	16:15	14	10	4
16:15	-	16:20	12	9	5
16:20	-	16:25	5	5	4
16:25	-	16:30	5	9	2

Veh

16:30	-	16:35	9	15	2
16:35	-	16:40	12	18	6
16:40	-	16:45	20	27	4
16:45	-	16:50	24	28	5
16:50	-	16:55	22	28	7
16:55	-	17:00	6	6	2
17:00	-	17:05	8	8	3
17:05	-	17:10	5	5	4
17:10	-	17:15	6	5	5
17:15	-	17:20	10	8	4
17:20	-	17:25	5	8	6
17:25	-	17:30	4	6	3
17:30	-	17:35	5	10	6
17:35	-	17:40	10	14	4
17:40	-	17:45	12	15	4
17:45	-	17:50	14	17	1
17:50	-	17:55	8	9	5
17:55	-	18:00	5	7	4
18:00	-	18:05	8	2	1
18:05	-	18:10	3	4	2
18:10	-	18:15	4	6	4
18:15	-	18:20	8	6	2
18:20	-	18:25	4	2	4
18:25	-	18:30	4	5	5
18:30	-	18:35	6	4	6
18:35	-	18:40	0	5	2
18:40	-	18:45	2	3	4
18:45	-	18:50	6	6	7
18:50	-	18:55	4	5	5
18:55	-	19:00	6	3	2

Queues are maximum vehicle length every 5 minutes

Delph Lane

A49 (South)			
Lane 1	Lane 2	Lane 3	Lane 1

0	14	12	3
0	17	10	3
0	15	16	2
0	10	18	3
0	17	15	3
0	8	12	3
1	20	22	3
0	18	19	6
0	13	15	4
0	17	23	4
1	16	13	4
0	17	15	3
2	10	17	4
2	13	8	5
3	14	8	4
1	13	17	6
1	19	20	3
2	12	25	4
1	19	25	2
1	7	12	4
0	10	9	2
0	13	10	1
4	15	6	2
2	13	17	2
2	16	10	4
1	12	5	2
0	12	9	1
0	16	12	3
2	22	13	2
1	15	7	2
0	12	9	2
3	11	7	2
1	11	7	1
1	14	3	2
3	12	6	1
1	14	12	1

2	19	18	4
2	16	12	4
1	23	17	5
0	26	20	5
0	21	17	3
2	17	18	5

1	20	18	5
1	20	18	7
0	27	25	8
4	18	17	5
4	18	15	6
1	25	18	3
2	28	13	7
1	24	15	7
1	25	12	4
1	13	15	4
2	24	26	5
4	21	23	4
0	15	14	8
1	19	18	11
1	12	10	3
1	15	13	5
1	15	13	4
0	22	17	5
1	15	14	3
2	14	13	7
2	16	15	3
2	20	17	4
1	17	10	6
0	14	12	5
2	10	5	3
2	9	6	5
1	13	10	4
1	8	8	6
0	8	8	3
1	19	12	3



Lane 2	Lane 3
--------	--------



3	0
5	2
13	2
11	5
9	1
4	2
5	2
9	2
10	5
9	3
5	2
8	3
8	3
7	3
13	3
14	3
7	2
7	3
7	3
4	3
6	3
7	2
3	1
4	1
4	1
4	2
6	2
2	2
3	1
2	1
4	1
4	3
3	2
6	4
5	3
1	1

5	3
5	4
5	4
2	4
2	3
6	4

3	2
4	2
8	2
6	1
4	3
5	3
8	6
5	4
5	3
2	2
3	3
5	2
6	1
7	2
1	1
4	3
3	2
2	3
3	2
3	4
4	3
2	3
5	2
1	3
3	1
4	1
2	4
3	1
1	2
5	2

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			A49 (North)		
Time			Lane 1	Lane 2	Lane 3
7:00	-	7:05	2	6	3
7:05	-	7:10	2	9	7
7:10	-	7:15	2	8	6
7:15	-	7:20	2	9	8
7:20	-	7:25	3	10	7
7:25	-	7:30	2	10	6
7:30	-	7:35	2	12	12
7:35	-	7:40	3	14	8
7:40	-	7:45	1	22	9
7:45	-	7:50	3	25	12
7:50	-	7:55	3	22	14
7:55	-	8:00	3	25	10
8:00	-	8:05	3	28	15
8:05	-	8:10	6	25	14
8:10	-	8:15	4	26	12
8:15	-	8:20	3	22	11
8:20	-	8:25	3	31	15
8:25	-	8:30	2	33	18
8:30	-	8:35	2	28	36
8:35	-	8:40	3	48	52
8:40	-	8:45	2	69	49
8:45	-	8:50	4	70	69
8:50	-	8:55	2	82	93
8:55	-	9:00	4	106	106
9:00	-	9:05	5	106	106
9:05	-	9:10	3	106	106
9:10	-	9:15	2	85	98
9:15	-	9:20	3	59	75
9:20	-	9:25	2	41	56
9:25	-	9:30	1	37	47
9:30	-	9:35	1	24	30
9:35	-	9:40	3	12	15
9:40	-	9:45	3	12	5
9:45	-	9:50	2	8	5
9:50	-	9:55	4	5	4
9:55	-	10:00	1	8	4
16:00	-	16:05	3	7	4
16:05	-	16:10	3	11	3
16:10	-	16:15	4	8	5
16:15	-	16:20	3	7	10
16:20	-	16:25	3	8	3

16:25	-	16:30	4	12	5
16:30	-	16:35	4	8	4
16:35	-	16:40	4	7	7
16:40	-	16:45	4	5	9
16:45	-	16:50	2	6	5
16:50	-	16:55	4	8	5
16:55	-	17:00	3	8	4
17:00	-	17:05	1	8	3
17:05	-	17:10	1	6	5
17:10	-	17:15	3	7	6
17:15	-	17:20	4	8	7
17:20	-	17:25	1	10	7
17:25	-	17:30	4	12	7
17:30	-	17:35	3	5	5
17:35	-	17:40	3	7	6
17:40	-	17:45	2	6	8
17:45	-	17:50	4	10	8
17:50	-	17:55	2	12	5
17:55	-	18:00	5	7	6
18:00	-	18:05	2	8	4
18:05	-	18:10	3	12	6
18:10	-	18:15	3	15	7
18:15	-	18:20	3	18	8
18:20	-	18:25	2	6	6
18:25	-	18:30	1	8	9
18:30	-	18:35	3	17	12
18:35	-	18:40	2	6	9
18:40	-	18:45	3	14	6
18:45	-	18:50	1	8	6
18:50	-	18:55	2	9	6
18:55	-	19:00	2	5	6

Queues are maximum vehicle length every 5 minutes

Queue when lane is single lane before flare *

Sandy Lane West			
Lane 4	Lane 1	Lane 2	Single Lane *
4	5	5	3
3	3	5	0
3	5	5	1
4	3	5	1
4	5	5	2
3	5	5	5
2	5	5	11
4	5	5	9
5	5	5	15
6	5	5	31
4	5	5	31
6	5	5	40
5	5	5	41
5	5	5	48
5	5	5	50
4	5	5	45
4	5	5	39
4	5	5	31
5	5	5	34
3	5	5	28
4	5	5	20
5	5	5	22
3	5	5	15
7	5	5	11
5	5	5	10
5	5	5	4
5	3	5	11
3	4	5	13
5	4	5	10
6	5	5	2
4	5	5	5
3	3	5	2
3	2	5	6
8	3	5	1
4	2	5	1
6	5	5	2
8	5	5	48
7	5	5	45
5	5	5	38
5	5	5	30
7	5	5	11

5	5	5	8
4	5	5	11
5	5	5	7
4	5	5	5
13	5	5	9
11	5	5	6
5	5	5	11
7	5	5	10
4	5	5	11
4	5	5	18
2	5	5	20
5	5	5	15
8	5	5	8
9	5	5	4
11	5	5	5
10	5	5	25
22	5	5	31
21	5	5	28
17	5	5	43
30	5	5	39
25	3	5	15
19	5	5	5
24	3	5	5
8	3	5	14
7	5	5	10
7	4	5	7
6	5	5	5
7	5	5	0
8	3	5	1
12	5	5	5
4	5	5	2

A49 (South)

Lane 1	Lane 2	Lane 3	Lane 4
3	8	5	2
2	7	5	1
1	11	6	2
5	9	6	2
3	8	7	3
2	6	8	4
3	13	8	3
7	16	13	2
8	9	12	5
4	12	7	5
9	9	9	2
4	12	6	2
7	13	9	3
4	15	9	3
6	12	8	4
3	10	7	4
6	9	8	2
6	13	10	4
5	7	7	2
6	12	7	2
6	16	7	3
8	6	7	3
7	12	6	3
6	11	9	3
5	12	6	3
9	9	5	1
5	6	6	4
3	15	6	5
4	7	5	3
5	9	5	2
3	10	5	2
6	10	6	2
4	10	9	3
8	12	6	3
3	8	6	1
4	12	6	3

7	50	50	5
8	50	50	4
8	50	50	3
4	45	50	3
6	46	50	5

4	50	50	3
8	36	50	4
7	44	48	5
5	50	39	6
8	50	50	3
6	50	50	3
8	50	42	3
10	36	33	4
6	50	50	4
7	44	50	3
7	50	50	3
7	50	50	3
6	16	48	4
6	50	44	4
6	39	18	4
11	41	50	5
8	44	47	4
10	47	15	4
7	46	37	3
6	50	48	3
8	48	50	3
7	50	45	4
8	50	50	5
11	50	21	2
8	11	10	2
6	8	7	2
5	13	6	1
5	8	6	3
3	6	7	4
7	7	6	4
3	10	6	3

Queue to Site 8
Queue to Site 9
Slow Moving Traffic Leaving Stump Cross

Cromwell Avenue			
Lane 1	Lane 2	Lane 3	Lane 4

3	6	6	8
3	4	8	6
3	2	5	6
4	4	7	10
4	6	7	10
5	3	8	10
4	5	9	11
5	6	15	11
3	4	15	9
4	4	16	10
4	4	20	12
5	3	20	20
3	4	20	9
3	2	20	14
4	2	14	10
5	2	20	20
4	3	20	10
3	5	20	11
4	2	15	11
5	3	20	10
5	2	20	20
6	3	20	12
4	2	15	20
3	3	17	15
2	3	20	20
4	5	20	20
3	3	20	20
4	1	9	6
3	3	3	6
5	1	3	7
3	3	5	5
5	2	5	5
3	4	6	5
5	5	9	12
3	2	8	6
3	1	9	6

5	4	8	4
4	5	10	5
5	3	20	7
6	3	16	14
9	5	18	12

6	2	9	6
7	2	10	7
6	4	12	6
7	5	18	9
7	5	15	9
6	5	12	7
5	2	10	4
8	2	7	9
4	4	16	8
4	3	20	5
6	5	11	6
5	4	11	6
5	3	9	4
4	3	9	6
6	3	12	5
5	3	10	4
6	3	11	5
7	3	7	6
5	2	7	4
4	2	9	4
5	5	10	5
5	4	6	5
3	3	11	9
5	2	9	6
7	3	6	4
6	3	5	7
6	2	6	5
4	4	6	5
5	3	6	8
7	1	4	6
5	3	6	3

Warrington - Queue Survey, Wednesday

Produced by Road Data Services Ltd

			A49 (North)		
Time			Lane 1	Lane 2	Lane 3
7:00	-	7:05	0	14	16
7:05	-	7:10	4	24	20
7:10	-	7:15	3	13	16
7:15	-	7:20	0	16	47
7:20	-	7:25	1	12	8
7:25	-	7:30	0	29	46
7:30	-	7:35	3	32	53
7:35	-	7:40	1	43	39
7:40	-	7:45	1	30	53
7:45	-	7:50	0	36	53
7:50	-	7:55	0	53	53
7:55	-	8:00	0	53	53
8:00	-	8:05	3	53	53
8:05	-	8:10	0	53	53
8:10	-	8:15	0	53	53
8:15	-	8:20	0	53	51
8:20	-	8:25	1	41	42
8:25	-	8:30	1	53	46
8:30	-	8:35	0	21	17
8:35	-	8:40	1	26	23
8:40	-	8:45	0	51	53
8:45	-	8:50	0	47	43
8:50	-	8:55	0	53	53
8:55	-	9:00	0	53	53
9:00	-	9:05	1	53	53
9:05	-	9:10	0	53	53
9:10	-	9:15	0	53	53
9:15	-	9:20	0	53	53
9:20	-	9:25	0	53	53
9:25	-	9:30	0	53	53
9:30	-	9:35	1	43	42
9:35	-	9:40	2	18	17
9:40	-	9:45	5	42	24
9:45	-	9:50	2	43	26
9:50	-	9:55	1	16	19
9:55	-	10:00	1	22	26
16:00	-	16:05	1	43	24
16:05	-	16:10	0	53	46
16:10	-	16:15	0	53	53
16:15	-	16:20	0	33	18
16:20	-	16:25	0	22	19
16:25	-	16:30	0	15	13

16:30	-	16:35	1	16	13
16:35	-	16:40	0	13	10
16:40	-	16:45	3	16	11
16:45	-	16:50	3	20	17
16:50	-	16:55	0	18	14
16:55	-	17:00	0	21	16
17:00	-	17:05	0	14	9
17:05	-	17:10	0	15	16
17:10	-	17:15	0	18	14
17:15	-	17:20	0	17	11
17:20	-	17:25	0	14	10
17:25	-	17:30	0	14	8
17:30	-	17:35	0	10	7
17:35	-	17:40	0	14	11
17:40	-	17:45	1	11	8
17:45	-	17:50	0	17	13
17:50	-	17:55	0	17	13
17:55	-	18:00	2	19	17
18:00	-	18:05	2	12	8
18:05	-	18:10	2	13	9
18:10	-	18:15	1	16	9
18:15	-	18:20	1	12	9
18:20	-	18:25	2	19	15
18:25	-	18:30	2	35	20
18:30	-	18:35	0	9	7
18:35	-	18:40	0	10	8
18:40	-	18:45	1	10	8
18:45	-	18:50	2	16	11
18:50	-	18:55	0	11	9
18:55	-	19:00	0	15	9

Queues are maximum vehicle length every 5 minutes

	A50		
Lane 4	Lane 1	Lane 2	Lane 3

10	5	9	7
11	7	9	7
14	9	8	6
11	7	7	8
7	7	8	5
9	11	9	7
14	14	16	12
17	9	9	8
8	10	15	11
9	9	25	10
11	9	27	12
9	12	25	10
8	7	9	6
13	7	18	14
9	8	22	16
11	7	22	15
10	11	30	12
8	8	18	10
11	6	14	9
9	8	12	10
7	8	14	9
7	10	10	4
13	8	23	8
14	10	25	9
10	8	30	10
12	10	32	10
11	6	39	10
10	6	35	8
8	7	20	11
9	11	15	9
13	12	12	8
11	9	12	4
8	8	15	4
9	9	9	6
7	6	8	4
8	5	5	3

15	10	14	11
8	7	11	8
9	6	9	8
9	7	12	6
12	6	9	9
7	6	16	11

11	7	18	11
12	6	28	10
10	8	25	12
13	10	20	10
14	3	18	9
10	4	28	12
9	5	25	9
13	6	25	8
10	5	22	8
13	9	25	9
18	3	32	10
7	3	34	9
11	9	44	12
13	7	46	8
8	12	50	14
12	9	42	15
14	12	48	9
16	7	37	10
16	7	41	8
11	9	39	18
14	7	40	10
12	10	45	12
11	14	33	11
15	7	12	8
11	9	10	3
11	10	8	6
11	6	8	3
6	10	10	5
9	7	18	4
9	6	9	3

A49 (South)

Lane 1	Lane 2	Lane 3	Lane 4
0	12	6	4
1	9	7	9
0	14	5	6
0	10	7	6
0	10	7	4
3	15	8	9
0	10	8	9
1	18	9	8
0	16	11	7
0	25	16	12
0	22	15	11
1	18	12	8
0	20	15	16
0	14	12	14
0	14	9	15
1	16	12	3
0	12	9	14
0	10	8	12
0	8	7	7
2	15	5	15
3	20	10	7
1	16	6	15
2	10	2	10
0	20	12	10
2	16	12	12
0	8	4	18
1	12	8	10
1	12	7	10
1	15	4	9
0	15	6	8
0	14	7	11
0	16	5	10
0	16	8	8
0	16	7	5
2	18	9	8
0	14	7	9
1	33	28	8
0	32	25	9
1	34	18	4
0	37	30	4
0	36	32	9
0	37	31	6

0	29	23	9
1	29	25	7
2	26	23	8
0	35	23	6
0	37	28	6
2	30	21	7
0	28	20	5
0	37	28	7
0	43	37	5
0	37	33	3
0	32	25	5
2	28	15	6
0	27	18	12
1	43	31	10
0	45	38	7
0	40	35	12
0	49	41	5
1	40	35	7
0	31	24	8
2	34	26	7
1	24	14	8
0	30	22	9
1	32	22	14
0	16	8	14
0	25	15	6
0	16	10	5
0	20	10	10
0	18	12	4
0	15	10	8
0	18	14	6

Queue to Site 9

Hawleys Lane		
Lane 1	Lane 2	Lane 3

2	1	8
2	2	5
3	2	6
3	2	6
11	3	6
5	1	11
6	5	15
6	2	7
5	1	9
6	2	7
10	4	8
7	3	8
1	0	11
5	1	5
5	3	7
2	0	10
7	1	22
5	2	20
4	2	16
2	2	15
8	0	18
4	1	14
5	1	12
1	0	19
1	0	22
2	1	23
2	2	22
3	3	15
3	0	10
2	1	13
2	0	9
0	0	11
2	1	13
7	0	10
7	1	8
4	2	12

10	3	23
8	3	25
2	1	23
16	2	18
18	3	13
3	3	16

5	4	21
14	4	23
15	5	25
8	3	18
11	3	20
9	5	18
3	1	28
8	4	32
5	3	13
2	1	28
7	4	34
6	2	31
9	3	22
10	3	20
9	4	11
7	3	8
5	3	10
10	3	12
4	2	9
10	1	13
10	2	11
4	4	12
3	2	6
4	1	10
5	1	13
8	3	19
7	2	21
5	3	18
5	2	14
4	1	15

Warrington - Queue Survey, Wedne

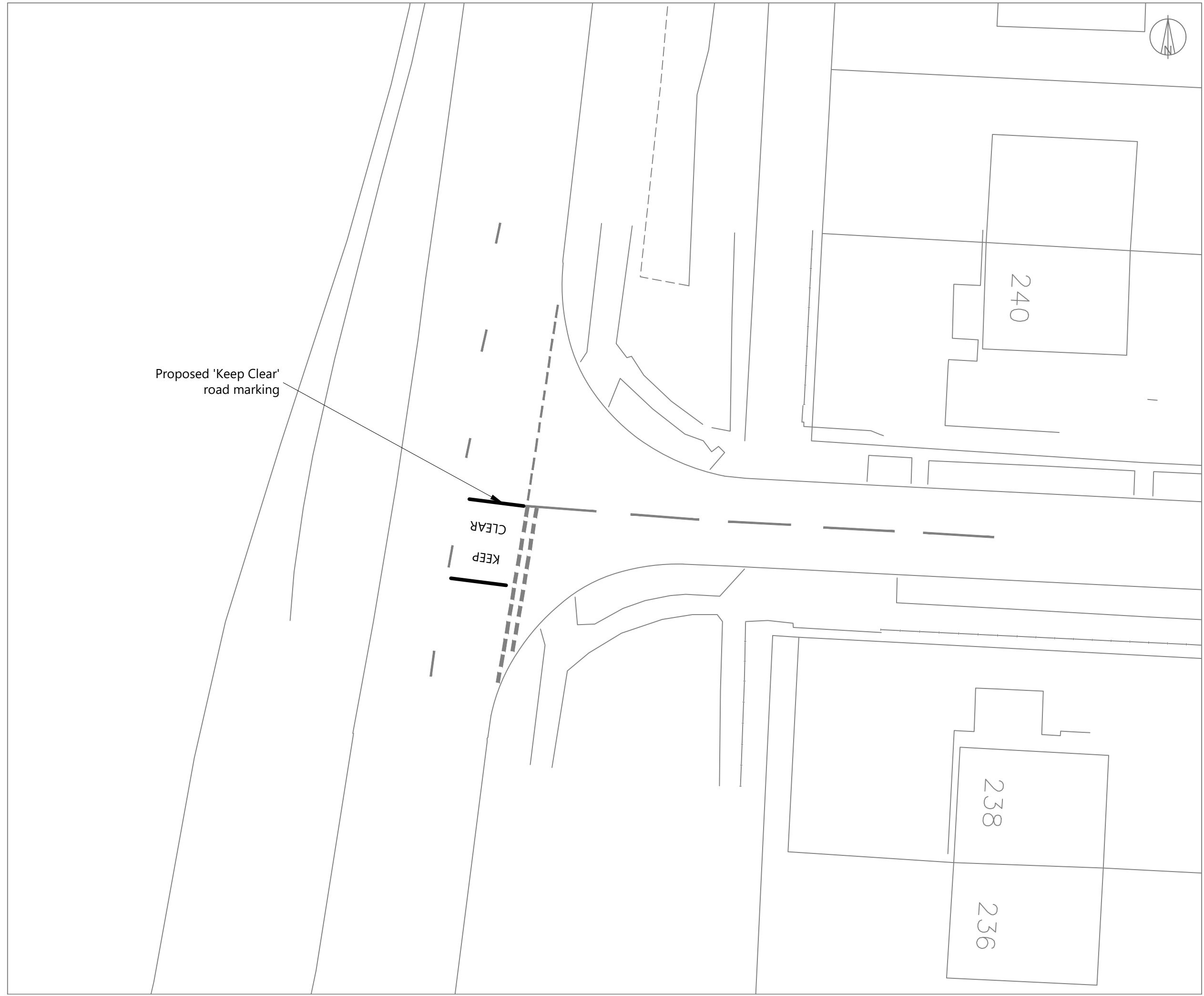
Produced by Road Data Services Ltd

			Crab Lane	Enfield Park Road (South)
Time			Lane 1	Lane 1
			Vehicles	
7:00	-	7:05	2	1
7:05	-	7:10	0	0
7:10	-	7:15	2	2
7:15	-	7:20	1	2
7:20	-	7:25	1	5
7:25	-	7:30	1	4
7:30	-	7:35	1	2
7:35	-	7:40	2	9
7:40	-	7:45	3	4
7:45	-	7:50	1	3
7:50	-	7:55	1	2
7:55	-	8:00	1	4
8:00	-	8:05	1	6
8:05	-	8:10	1	5
8:10	-	8:15	2	4
8:15	-	8:20	3	3
8:20	-	8:25	1	6
8:25	-	8:30	1	5
8:30	-	8:35	0	15
8:35	-	8:40	3	8
8:40	-	8:45	5	16
8:45	-	8:50	1	7
8:50	-	8:55	2	4
8:55	-	9:00	2	6
9:00	-	9:05	1	5
9:05	-	9:10	1	4
9:10	-	9:15	2	4
9:15	-	9:20	1	1
9:20	-	9:25	2	2
9:25	-	9:30	1	2
9:30	-	9:35	3	2
9:35	-	9:40	1	2
9:40	-	9:45	1	2
9:45	-	9:50	1	3
9:50	-	9:55	1	0
9:55	-	10:00	1	2

16:00	-	16:05	3	2
16:05	-	16:10	10	1
16:10	-	16:15	10	0
16:15	-	16:20	3	1
16:20	-	16:25	6	1
16:25	-	16:30	4	1

16:30	-	16:35	5	0
16:35	-	16:40	7	3
16:40	-	16:45	4	0
16:45	-	16:50	9	2
16:50	-	16:55	3	3
16:55	-	17:00	4	2
17:00	-	17:05	6	1
17:05	-	17:10	6	0
17:10	-	17:15	8	0
17:15	-	17:20	6	2
17:20	-	17:25	5	2
17:25	-	17:30	6	1
17:30	-	17:35	5	1
17:35	-	17:40	6	2
17:40	-	17:45	6	2
17:45	-	17:50	5	1
17:50	-	17:55	5	1
17:55	-	18:00	2	0
18:00	-	18:05	3	0
18:05	-	18:10	3	0
18:10	-	18:15	3	0
18:15	-	18:20	4	0
18:20	-	18:25	2	0
18:25	-	18:30	1	0
18:30	-	18:35	5	2
18:35	-	18:40	2	0
18:40	-	18:45	3	3
18:45	-	18:50	2	0
18:50	-	18:55	2	0
18:55	-	19:00	1	1

Queues are maximum vehicle length every 5 minutes



Proposed 'Keep Clear'
road marking



NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

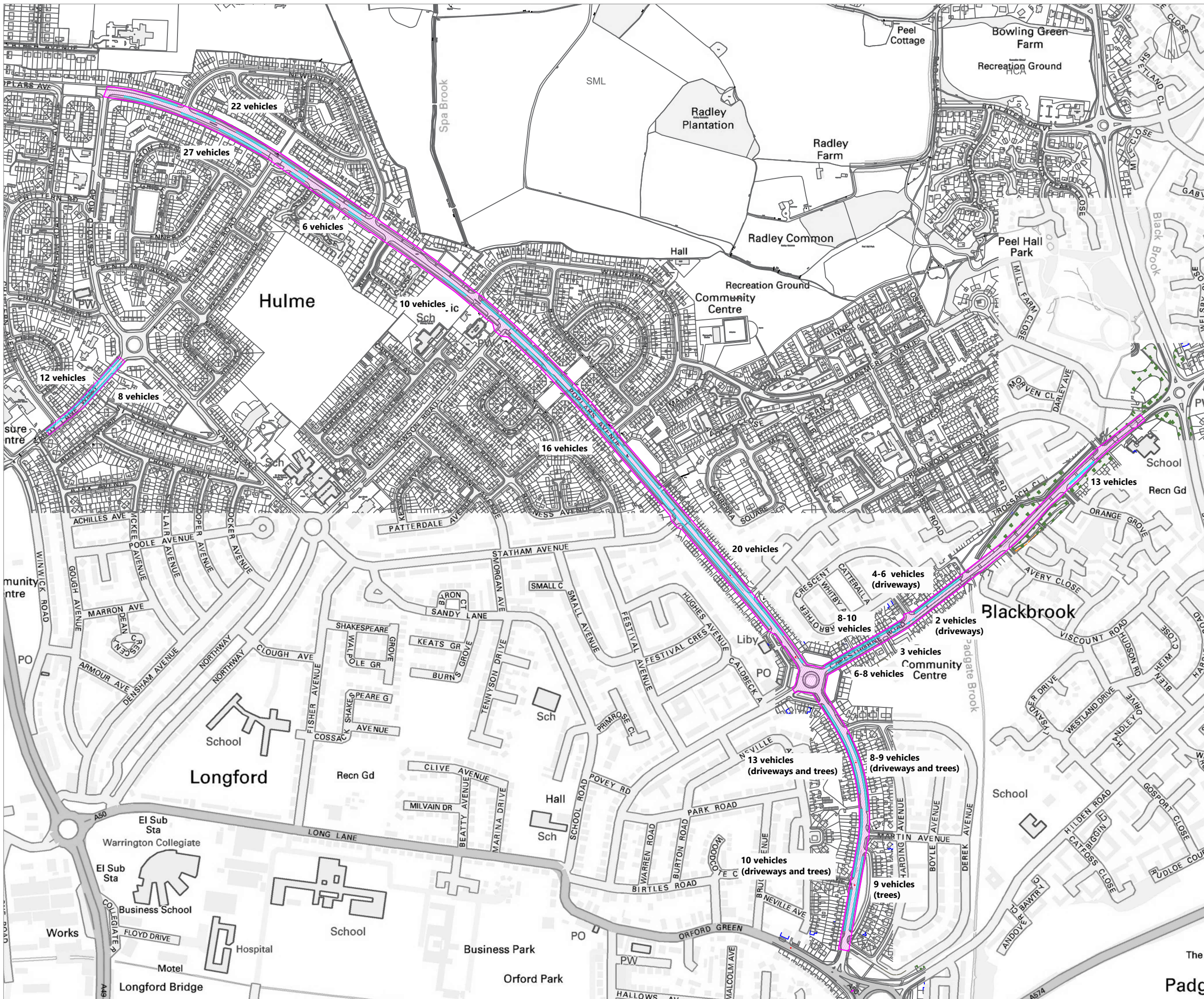
CLIENT:
**SATNAM MILLENNIUM
LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	79	1:250 @ A3

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TITLE:
**PEEL HALL POTENTIAL MITIGATION - A49 /
BIRCH AVENUE**

DATE:	DRAWN BY:	CHECKED:
22/12/17	BL	FB



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- Key**
- Study area to be considered for off-carriageway formalised parking
 - Potential locations for verge parking
- Indicative only - based on on-site observations

ISSUE	REASON FOR REVISION	DATE

PROJECT: PEEL HALL, WARRINGTON		
CLIENT: SATNAM MILLENNIUM LTD		
PROJECT REFERENCE: 1901	DRAWING NUMBER: 06	SCALE: Not to Scale

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TITLE: POTENTIAL AREAS TO BE CONSIDERED FOR VERGE/FOOTWAY PARKING		
DATE: 29/01/20	DRAWN BY: FB	CHECKED: DT



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Proposed 20mph restriction to tie into existing 20mph restrictions where present.

Key
 Potential 20mph speed restriction extension

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
SATNAM MILLENNIUM LTD

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	07	Not to Scale

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TITLE:
**AREA FOR POTENTIAL 20MPH
 SPEED RESTRICTION EXTENSION**

DATE:	DRAWN BY:	CHECKED:
20/01/20	FB	DT



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 North arrow indicative.

PRELIMINARY

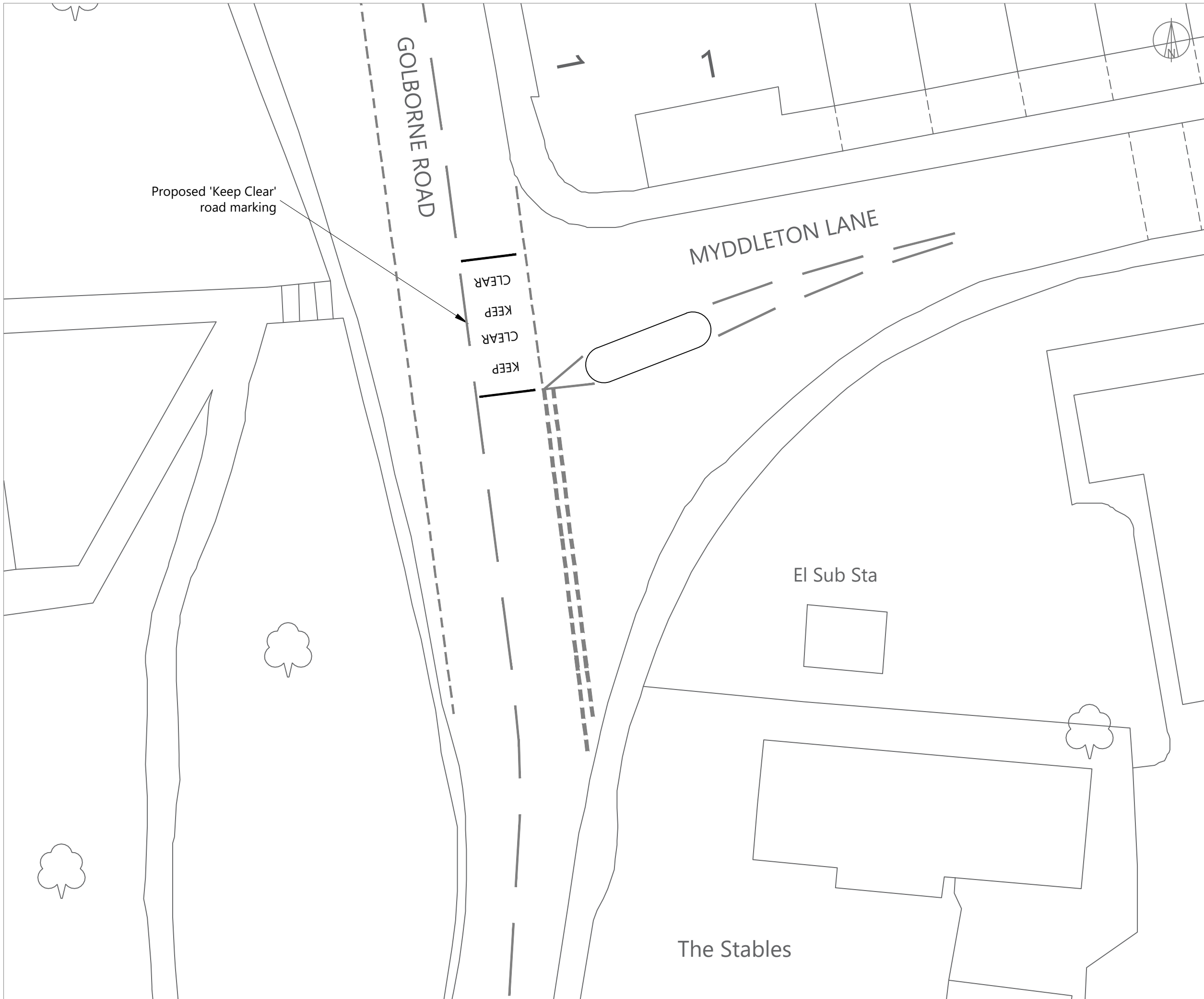
ISSUE	REASON FOR REVISION	DATE

PROJECT:	PEEL HALL WARRINGTON	
CLIENT:	SATNAM MILLENNIUM LTD	
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	08	1:500 @ A3

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TITLE: PROPOSED A49 / GOLBOURNE ROAD JUNCTION IMPROVEMENTS		
DATE: 04/03/20	DRAWN BY: BGS	CHECKED: FB



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 Road markings and splitter island shown indicatively only

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

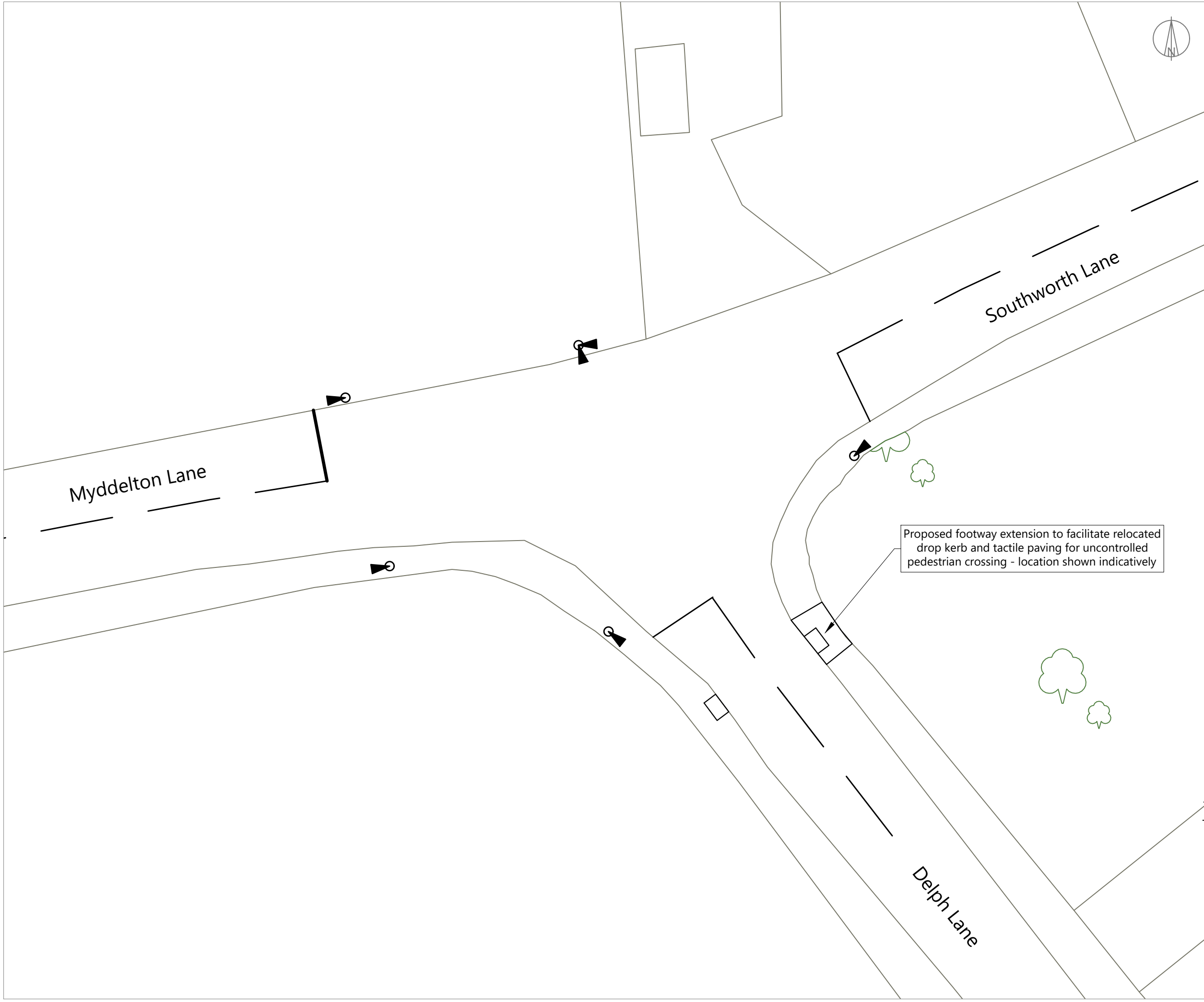
CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	10	1:200 @ A3

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TITLE:
**POTENTIAL KEEP CLEAR MARKINGS
 GOLBOURNE RD/MYDDLETON LN**

DATE:	DRAWN BY:	CHECKED:
02/03/20	FB	DT



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PRELIMINARY

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1901	11	1:200 @ A3

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TITLE:
**POTENTIAL SIGNAL JUNCTION
 MYDDLETON LANE/DELPH LANE**

DATE:	DRAWN BY:	CHECKED:
17/03/20	FB	DT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 1901 110320 Golborne Myddleton ASA FLAT.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Off-Site Junctions\CJ\Option A\Golborne Myddleton\Flat

Report generation date: 11/03/2020 14:06:37

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2022 Do Minimum								
Stream B-C	1.2	13.89	0.55	B	2.3	28.69	0.71	D
Stream B-A	0.4	26.76	0.29	D	3.2	57.11	0.78	F
Stream C-AB	53.4	286.47	1.06	F	11.7	55.94	0.92	F
2022 Do Something								
Stream B-C	1.2	14.22	0.56	B	2.3	29.36	0.71	D
Stream B-A	0.4	27.32	0.30	D	3.3	58.48	0.79	F
Stream C-AB	54.4	291.50	1.06	F	12.1	57.83	0.92	F
2022 Do Something (FULL)								
Stream B-C	2.0	19.41	0.67	C	3.6	47.27	0.81	E
Stream B-A	0.6	35.50	0.37	E	4.7	82.13	0.85	F
Stream C-AB	65.5	348.04	1.09	F	18.7	89.09	0.96	F
2027 Do Minimum								
Stream B-C	1.4	15.43	0.58	C	3.1	39.27	0.77	E
Stream B-A	0.5	33.25	0.35	D	4.2	71.20	0.83	F
Stream C-AB	70.3	371.27	1.10	F	11.2	52.81	0.91	F
2027 Do Something								
Stream B-C	1.7	18.15	0.64	C	6.2	80.23	0.90	F
Stream B-A	0.6	39.11	0.41	E	6.2	103.22	0.90	F
Stream C-AB	77.2	407.24	1.11	F	12.6	58.96	0.92	F
2032 Do Minimum								
Stream B-C	1.5	16.72	0.61	C	12.1	148.32	0.98	F
Stream B-A	0.6	38.83	0.41	E	10.1	162.88	0.96	F
Stream C-AB	82.2	432.17	1.12	F	17.8	83.15	0.96	F
2032 Do Something (FULL)								
Stream B-C	2.4	24.56	0.72	C	22.0	258.15	1.06	F
Stream B-A	1.1	62.17	0.55	F	17.6	270.29	1.05	F
Stream C-AB	102.3	535.64	1.15	F	30.0	137.40	1.00	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.

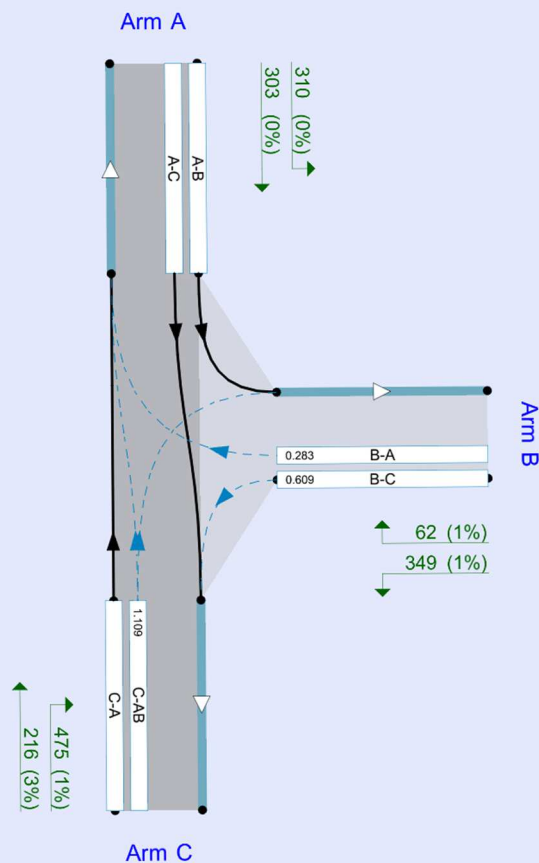
File summary

File Description

Title	
Location	
Site number	
Date	24/01/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		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 period length (min)	Time segment length (min)
D1	2022 Do Minimum	AM	FLAT	08:00	09:00	60	15
D2	2022 Do Minimum	PM	FLAT	17:00	18:00	60	15
D3	2022 Do Something	AM	FLAT	08:00	09:00	60	15
D4	2022 Do Something	PM	FLAT	17:00	18:00	60	15
D5	2022 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15
D6	2022 Do Something (FULL)	PM	FLAT	17:00	18:00	60	15
D7	2027 Do Minimum	AM	FLAT	08:00	09:00	60	15
D8	2027 Do Minimum	PM	FLAT	17:00	18:00	60	15
D9	2027 Do Something	AM	FLAT	08:00	09:00	60	15
D10	2027 Do Something	PM	FLAT	17:00	18:00	60	15
D11	2032 Do Minimum	AM	FLAT	08:00	09:00	60	15
D12	2032 Do Minimum	PM	FLAT	17:00	18:00	60	15
D13	2032 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15
D14	2032 Do Something (FULL)	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		123.80	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Golborne Road (N)		Major
B	Myddleton Lane		Minor
C	Golborne Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.95	6.10	4.36	3.45	✓	2.00	80	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.097	0.245	0.154	0.350
B-C	740	0.110	0.277	-	-
C-B	632	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2022 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	573	100.000
B		✓	368	100.000
C		✓	670	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	268	305
	B	54	0	314
	C	206	464	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.55	13.89	1.2	?	B
B-A	0.29	26.76	0.4	~1	D
C-AB	1.06	286.47	53.4	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	585	0.537	310	1.1	12.880	B
B-A	54	236	0.229	53	0.3	19.527	C
C-AB	670	630	1.063	593	19.1	70.500	F
C-A	0			0			
A-B	268			268			
A-C	305			305			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	580	0.542	314	1.2	13.523	B
B-A	54	214	0.252	54	0.3	22.428	C
C-AB	670	630	1.063	621	31.4	159.506	F
C-A	0			0			
A-B	268			268			
A-C	305			305			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	576	0.545	314	1.2	13.701	B
B-A	54	201	0.269	54	0.4	24.500	C
C-AB	670	630	1.063	625	42.6	224.696	F
C-A	0			0			
A-B	268			268			
A-C	305			305			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	573	0.548	314	1.2	13.887	B
B-A	54	188	0.287	54	0.4	26.759	D
C-AB	670	630	1.063	627	53.4	286.471	F
C-A	0			0			
A-B	268			268			
A-C	305			305			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.12	?	?	?	?			N/A	N/A
B-A	0.29	~1	~1	~1	~1			N/A	N/A
C-AB	19.15	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.16	?	?	?	?			N/A	N/A
B-A	0.33	~1	~1	~1	~1			N/A	N/A
C-AB	31.38	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.18	?	?	?	?			N/A	N/A
B-A	0.36	~1	~1	~1	~1			N/A	N/A
C-AB	42.63	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.19	?	?	?	?			N/A	N/A
B-A	0.39	~1	~1	~1	~1			N/A	N/A
C-AB	53.44	?	?	?	?			N/A	N/A

2022 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		39.01	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 period length (min)	Time segment length (min)
D2	2022 Do Minimum	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	518	100.000
C		✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	172	141
	B	216	0	302
	C	306	412	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	A	0	0
B	0	0	1
C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.71	28.69	2.3	?	D
B-A	0.78	57.11	3.2	?	F
C-AB	0.92	55.94	11.7	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	473	0.638	295	1.7	19.578	C
B-A	216	294	0.734	207	2.4	37.889	E
C-AB	689	761	0.905	657	8.1	30.839	D
C-A	29			29			
A-B	172			172			
A-C	141			141			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	439	0.688	300	2.1	25.605	D
B-A	216	281	0.768	214	2.9	51.147	F
C-AB	704	770	0.915	697	10.0	47.838	E
C-A	14			14			
A-B	172			172			
A-C	141			141			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	430	0.702	301	2.2	27.619	D
B-A	216	278	0.776	215	3.1	55.060	F
C-AB	708	773	0.916	704	11.0	53.005	F
C-A	10			10			
A-B	172			172			
A-C	141			141			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	426	0.709	302	2.3	28.693	D
B-A	216	277	0.781	215	3.2	57.111	F
C-AB	710	774	0.917	707	11.7	55.940	F
C-A	8			8			
A-B	172			172			
A-C	141			141			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.66	?	?	?	?			N/A	N/A
B-A	2.36	?	?	?	?			N/A	N/A
C-AB	8.07	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.06	?	?	?	?			N/A	N/A
B-A	2.86	?	?	?	?			N/A	N/A
C-AB	9.99	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.22	?	?	?	?			N/A	N/A
B-A	3.09	?	?	?	?			N/A	N/A
C-AB	11.00	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.31	?	?	?	?			N/A	N/A
B-A	3.24	?	?	?	?			N/A	N/A
C-AB	11.65	?	?	?	?			N/A	N/A

2022 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		125.69	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 period length (min)	Time segment length (min)
D3	2022 Do Something	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	573	100.000
B		✓	374	100.000
C		✓	671	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	270	303
	B	55	0	319
	C	206	465	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.56	14.22	1.2	?	B
B-A	0.30	27.32	0.4	~1	D
C-AB	1.06	291.50	54.4	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	584	0.546	314	1.2	13.125	B
B-A	55	235	0.234	54	0.3	19.740	C
C-AB	671	630	1.065	594	19.4	71.117	F
C-A	0			0			
A-B	270			270			
A-C	303			303			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	579	0.551	319	1.2	13.817	B
B-A	55	213	0.258	55	0.3	22.753	C
C-AB	671	630	1.065	621	31.8	161.499	F
C-A	0			0			
A-B	270			270			
A-C	303			303			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	576	0.554	319	1.2	14.012	B
B-A	55	199	0.276	55	0.4	24.927	C
C-AB	671	630	1.065	625	43.4	228.160	F
C-A	0			0			
A-B	270			270			
A-C	303			303			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	319	572	0.558	319	1.2	14.219	B
B-A	55	186	0.295	55	0.4	27.321	D
C-AB	671	630	1.065	627	54.4	291.502	F
C-A	0			0			
A-B	270			270			
A-C	303			303			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.16	?	?	?	?			N/A	N/A
B-A	0.30	~1	~1	~1	~1			N/A	N/A
C-AB	19.36	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.20	?	?	?	?			N/A	N/A
B-A	0.34	~1	~1	~1	~1			N/A	N/A
C-AB	31.84	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.22	?	?	?	?			N/A	N/A
B-A	0.37	~1	~1	~1	~1			N/A	N/A
C-AB	43.35	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.24	?	?	?	?			N/A	N/A
B-A	0.41	~1	~1	~1	~1			N/A	N/A
C-AB	54.44	?	?	?	?			N/A	N/A

2022 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		40.27	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 period length (min)	Time segment length (min)
D4	2022 Do Something	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	314	100.000
B		✓	517	100.000
C		✓	720	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	173	141
	B	217	0	300
	C	307	413	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.71	29.36	2.3	?	D
B-A	0.79	58.48	3.3	?	F
C-AB	0.92	57.83	12.1	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	471	0.638	293	1.7	19.664	C
B-A	217	294	0.738	207	2.4	38.265	E
C-AB	692	762	0.908	659	8.2	31.275	D
C-A	28			28			
A-B	173			173			
A-C	141			141			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	435	0.690	298	2.1	25.940	D
B-A	217	281	0.773	215	2.9	52.008	F
C-AB	708	771	0.918	700	10.3	49.020	E
C-A	12			12			
A-B	173			173			
A-C	141			141			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	426	0.704	299	2.2	28.141	D
B-A	217	278	0.781	216	3.2	56.215	F
C-AB	711	774	0.920	707	11.3	54.600	F
C-A	9			9			
A-B	173			173			
A-C	141			141			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	421	0.712	300	2.3	29.355	D
B-A	217	276	0.786	216	3.3	58.481	F
C-AB	713	775	0.921	711	12.1	57.830	F
C-A	7			7			
A-B	173			173			
A-C	141			141			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.66	?	?	?	?			N/A	N/A
B-A	2.39	?	?	?	?			N/A	N/A
C-AB	8.24	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.07	?	?	?	?			N/A	N/A
B-A	2.92	?	?	?	?			N/A	N/A
C-AB	10.26	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.24	?	?	?	?			N/A	N/A
B-A	3.17	?	?	?	?			N/A	N/A
C-AB	11.35	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.35	?	?	?	?			N/A	N/A
B-A	3.32	?	?	?	?			N/A	N/A
C-AB	12.05	?	?	?	?			N/A	N/A

2022 Do Something (FULL), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		146.06	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 period length (min)	Time segment length (min)
D5	2022 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	584	100.000
B		✓	435	100.000
C		✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	287	297
	B	60	0	375
	C	207	473	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.67	19.41	2.0	?	C
B-A	0.37	35.50	0.6	~1	E
C-AB	1.09	348.04	65.5	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	579	0.648	368	1.7	16.564	C
B-A	60	217	0.277	59	0.4	22.578	C
C-AB	680	626	1.087	593	21.7	78.042	F
C-A	0			0			
A-B	287			287			
A-C	297			297			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	572	0.656	375	1.8	18.189	C
B-A	60	192	0.313	60	0.4	27.194	D
C-AB	680	626	1.087	619	36.9	183.862	F
C-A	0			0			
A-B	287			287			
A-C	297			297			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	566	0.662	375	1.9	18.748	C
B-A	60	176	0.341	60	0.5	30.921	D
C-AB	680	626	1.087	622	51.4	267.144	F
C-A	0			0			
A-B	287			287			
A-C	297			297			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	375	559	0.670	375	2.0	19.415	C
B-A	60	161	0.373	60	0.6	35.500	E
C-AB	680	626	1.087	623	65.5	348.038	F
C-A	0			0			
A-B	287			287			
A-C	297			297			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.74	?	?	?	?			N/A	N/A
B-A	0.37	~1	~1	~1	~1			N/A	N/A
C-AB	21.71	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.84	?	?	?	?			N/A	N/A
B-A	0.44	~1	~1	~1	~1			N/A	N/A
C-AB	36.94	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.90	?	?	?	?			N/A	N/A
B-A	0.50	~1	~1	~1	~1			N/A	N/A
C-AB	51.39	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.97	?	?	?	?			N/A	N/A
B-A	0.57	~1	~1	~1	~1			N/A	N/A
C-AB	65.53	?	?	?	?			N/A	N/A

2022 Do Something (FULL), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		61.91	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 period length (min)	Time segment length (min)
D6	2022 Do Something (FULL)	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	327	100.000
B		✓	515	100.000
C		✓	746	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	182	145
	B	221	0	294
	C	318	428	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	A	0	0
B	0	0	1
C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.81	47.27	3.6	?	E
B-A	0.85	82.13	4.7	?	F
C-AB	0.96	89.09	18.7	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	448	0.656	287	1.8	21.466	C
B-A	221	286	0.773	210	2.8	42.731	E
C-AB	731	768	0.951	687	10.9	38.128	E
C-A	15			15			
A-B	182			182			
A-C	145			145			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	398	0.739	291	2.5	32.615	D
B-A	221	269	0.821	218	3.6	63.844	F
C-AB	746	776	0.961	731	14.8	68.188	F
C-A	0			0			
A-B	182			182			
A-C	145			145			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	378	0.778	292	3.1	40.227	E
B-A	221	263	0.840	219	4.2	74.249	F
C-AB	746	777	0.960	737	17.1	80.856	F
C-A	0			0			
A-B	182			182			
A-C	145			145			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	294	365	0.807	292	3.6	47.273	E
B-A	221	259	0.853	219	4.7	82.125	F
C-AB	746	777	0.960	739	18.7	89.088	F
C-A	0			0			
A-B	182			182			
A-C	145			145			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.78	?	?	?	?			N/A	N/A
B-A	2.76	?	?	?	?			N/A	N/A
C-AB	10.92	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.54	?	?	?	?			N/A	N/A
B-A	3.63	?	?	?	?			N/A	N/A
C-AB	14.76	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.08	?	?	?	?			N/A	N/A
B-A	4.20	?	?	?	?			N/A	N/A
C-AB	17.05	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.60	?	?	?	?			N/A	N/A
B-A	4.66	?	?	?	?			N/A	N/A
C-AB	18.68	?	?	?	?			N/A	N/A

2027 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		157.51	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 period length (min)	Time segment length (min)
D7	2027 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	604	100.000
B		✓	383	100.000
C		✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	301	303
	B	59	0	324
	C	215	471	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.58	15.43	1.4	?	C
B-A	0.35	33.25	0.5	~1	D
C-AB	1.10	371.27	70.3	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	577	0.562	319	1.2	13.718	B
B-A	59	228	0.259	58	0.3	21.013	C
C-AB	686	626	1.096	595	22.8	80.776	F
C-A	0			0			
A-B	301			301			
A-C	303			303			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	570	0.569	324	1.3	14.613	B
B-A	59	202	0.292	59	0.4	25.110	D
C-AB	686	626	1.096	620	39.2	193.013	F
C-A	0			0			
A-B	301			301			
A-C	303			303			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	564	0.575	324	1.3	14.981	B
B-A	59	184	0.321	59	0.5	28.711	D
C-AB	686	626	1.096	623	54.9	283.177	F
C-A	0			0			
A-B	301			301			
A-C	303			303			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	324	557	0.582	324	1.4	15.434	C
B-A	59	167	0.354	59	0.5	33.250	D
C-AB	686	626	1.096	624	70.3	371.273	F
C-A	0			0			
A-B	301			301			
A-C	303			303			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.24	?	?	?	?			N/A	N/A
B-A	0.34	~1	~1	~1	~1			N/A	N/A
C-AB	22.76	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.29	?	?	?	?			N/A	N/A
B-A	0.40	~1	~1	~1	~1			N/A	N/A
C-AB	39.19	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.32	?	?	?	?			N/A	N/A
B-A	0.46	~1	~1	~1	~1			N/A	N/A
C-AB	54.89	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.36	?	?	?	?			N/A	N/A
B-A	0.52	~1	~1	~1	~1			N/A	N/A
C-AB	70.30	?	?	?	?			N/A	N/A

2027 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		41.30	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 period length (min)	Time segment length (min)
D8	2027 Do Minimum	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	329	100.000
B		✓	524	100.000
C		✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	181	148
	B	227	0	297
	C	322	403	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.77	39.27	3.1	?	E
B-A	0.83	71.20	4.2	?	F
C-AB	0.91	52.81	11.2	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	447	0.665	290	1.8	21.995	C
B-A	227	293	0.776	216	2.8	42.307	E
C-AB	692	770	0.899	661	7.9	29.807	D
C-A	33			33			
A-B	181			181			
A-C	148			148			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	404	0.735	294	2.5	31.839	D
B-A	227	279	0.813	224	3.5	60.708	F
C-AB	708	779	0.909	701	9.7	45.648	E
C-A	17			17			
A-B	181			181			
A-C	148			148			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	392	0.757	296	2.8	36.385	E
B-A	227	276	0.824	225	3.9	67.334	F
C-AB	712	782	0.911	708	10.6	50.258	F
C-A	13			13			
A-B	181			181			
A-C	148			148			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	297	386	0.770	296	3.1	39.271	E
B-A	227	274	0.829	226	4.2	71.198	F
C-AB	714	783	0.912	711	11.2	52.810	F
C-A	11			11			
A-B	181			181			
A-C	148			148			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.84	?	?	?	?			N/A	N/A
B-A	2.81	?	?	?	?			N/A	N/A
C-AB	7.89	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.50	?	?	?	?			N/A	N/A
B-A	3.55	?	?	?	?			N/A	N/A
C-AB	9.69	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.83	?	?	?	?			N/A	N/A
B-A	3.94	?	?	?	?			N/A	N/A
C-AB	10.62	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.06	?	?	?	?			N/A	N/A
B-A	4.19	?	?	?	?			N/A	N/A
C-AB	11.20	?	?	?	?			N/A	N/A

2027 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		170.38	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 period length (min)	Time segment length (min)
D9	2027 Do Something	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	613	100.000
B		✓	411	100.000
C		✓	691	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	310	303
	B	62	0	349
	C	216	475	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.64	18.15	1.7	?	C
B-A	0.41	39.11	0.6	~1	E
C-AB	1.11	407.24	77.2	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	573	0.609	343	1.5	15.307	C
B-A	62	219	0.283	60	0.4	22.510	C
C-AB	691	623	1.109	594	24.2	85.189	F
C-A	0			0			
A-B	310			310			
A-C	303			303			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	564	0.619	349	1.6	16.666	C
B-A	62	191	0.324	62	0.5	27.638	D
C-AB	691	623	1.109	618	42.4	207.246	F
C-A	0			0			
A-B	310			310			
A-C	303			303			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	556	0.627	349	1.6	17.295	C
B-A	62	172	0.360	62	0.5	32.506	D
C-AB	691	623	1.109	621	59.9	308.047	F
C-A	0			0			
A-B	310			310			
A-C	303			303			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	349	546	0.639	349	1.7	18.155	C
B-A	62	153	0.405	62	0.6	39.108	E
C-AB	691	623	1.109	622	77.2	407.237	F
C-A	0			0			
A-B	310			310			
A-C	303			303			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.49	?	?	?	?			N/A	N/A
B-A	0.38	~1	~1	~1	~1			N/A	N/A
C-AB	24.24	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.57	?	?	?	?			N/A	N/A
B-A	0.46	~1	~1	~1	~1			N/A	N/A
C-AB	42.41	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.63	?	?	?	?			N/A	N/A
B-A	0.54	~1	~1	~1	~1			N/A	N/A
C-AB	59.93	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.71	?	?	?	?			N/A	N/A
B-A	0.64	~1	~1	~1	~1			N/A	N/A
C-AB	77.22	?	?	?	?			N/A	N/A

2027 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		56.32	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 period length (min)	Time segment length (min)
D10	2027 Do Something	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	342	100.000
B		✓	535	100.000
C		✓	736	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	186	156
	B	233	0	302
	C	334	402	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	A	0	0
B	0	0	1
C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.90	80.23	6.2	?	F
B-A	0.90	103.22	6.2	?	F
C-AB	0.92	58.96	12.6	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	424	0.712	293	2.2	25.945	D
B-A	233	285	0.816	220	3.3	48.076	E
C-AB	706	776	0.909	672	8.5	31.067	D
C-A	30			30			
A-B	186			186			
A-C	156			156			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	370	0.817	296	3.6	45.533	E
B-A	233	270	0.864	228	4.5	75.892	F
C-AB	724	786	0.921	715	10.7	49.368	E
C-A	12			12			
A-B	186			186			
A-C	156			156			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	349	0.866	297	4.8	62.133	F
B-A	233	264	0.883	230	5.4	90.731	F
C-AB	728	789	0.922	723	11.9	55.397	F
C-A	8			8			
A-B	186			186			
A-C	156			156			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	334	0.904	296	6.2	80.229	F
B-A	233	260	0.898	230	6.2	103.225	F
C-AB	730	791	0.924	727	12.6	58.962	F
C-A	6			6			
A-B	186			186			
A-C	156			156			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.23	?	?	?	?			N/A	N/A
B-A	3.34	?	?	?	?			N/A	N/A
C-AB	8.48	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.63	?	?	?	?			N/A	N/A
B-A	4.55	?	?	?	?			N/A	N/A
C-AB	10.67	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	4.85	?	?	?	?			N/A	N/A
B-A	5.40	?	?	?	?			N/A	N/A
C-AB	11.86	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	6.24	?	?	?	?			N/A	N/A
B-A	6.16	?	?	?	?			N/A	N/A
C-AB	12.65	?	?	?	?			N/A	N/A

2032 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		180.00	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 period length (min)	Time segment length (min)
D11	2032 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	638	100.000
B		✓	394	100.000
C		✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	360	278
	B	63	0	331
	C	225	471	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.61	16.72	1.5	?	C
B-A	0.41	38.83	0.6	~1	E
C-AB	1.12	432.17	82.2	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	574	0.577	326	1.3	14.235	B
B-A	63	225	0.280	61	0.4	21.843	C
C-AB	696	623	1.118	595	25.4	88.166	F
C-A	0			0			
A-B	360			360			
A-C	278			278			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	565	0.586	331	1.4	15.347	C
B-A	63	196	0.321	63	0.5	26.861	D
C-AB	696	623	1.118	618	44.8	217.176	F
C-A	0			0			
A-B	360			360			
A-C	278			278			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	557	0.595	331	1.4	15.916	C
B-A	63	175	0.360	63	0.5	31.858	D
C-AB	696	623	1.118	621	63.6	325.357	F
C-A	0			0			
A-B	360			360			
A-C	278			278			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	545	0.607	331	1.5	16.724	C
B-A	63	155	0.407	63	0.6	38.835	E
C-AB	696	623	1.118	622	82.2	432.170	F
C-A	0			0			
A-B	360			360			
A-C	278			278			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.31	?	?	?	?			N/A	N/A
B-A	0.38	~1	~1	~1	~1			N/A	N/A
C-AB	25.35	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.38	?	?	?	?			N/A	N/A
B-A	0.46	~1	~1	~1	~1			N/A	N/A
C-AB	44.76	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.43	?	?	?	?			N/A	N/A
B-A	0.54	~1	~1	~1	~1			N/A	N/A
C-AB	63.58	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.50	?	?	?	?			N/A	N/A
B-A	0.65	~1	~1	~1	~1			N/A	N/A
C-AB	82.18	?	?	?	?			N/A	N/A

2032 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		89.13	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 period length (min)	Time segment length (min)
D12	2032 Do Minimum	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	549	100.000
C		✓	755	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	192	156
	B	238	0	311
	C	341	414	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.98	148.32	12.1	?	F
B-A	0.96	162.88	10.1	?	F
C-AB	0.96	83.15	17.8	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	399	0.779	299	3.0	32.955	D
B-A	238	275	0.866	221	4.2	56.805	F
C-AB	736	780	0.944	693	10.6	36.365	E
C-A	19			19			
A-B	192			192			
A-C	156			156			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	322	0.966	292	7.7	87.028	F
B-A	238	254	0.937	228	6.6	105.582	F
C-AB	755	790	0.955	740	14.3	64.387	F
C-A	0			0			
A-B	192			192			
A-C	156			156			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	322	0.967	302	10.0	123.202	F
B-A	238	249	0.957	230	8.5	137.657	F
C-AB	755	791	0.954	747	16.4	75.921	F
C-A	0			0			
A-B	192			192			
A-C	156			156			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	318	0.977	303	12.1	148.318	F
B-A	238	247	0.965	232	10.1	162.884	F
C-AB	755	791	0.954	749	17.8	83.149	F
C-A	0			0			
A-B	192			192			
A-C	156			156			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.99	?	?	?	?			N/A	N/A
B-A	4.15	?	?	?	?			N/A	N/A
C-AB	10.58	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	7.66	?	?	?	?			N/A	N/A
B-A	6.59	?	?	?	?			N/A	N/A
C-AB	14.25	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	10.02	?	?	?	?			N/A	N/A
B-A	8.48	?	?	?	?			N/A	N/A
C-AB	16.36	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	12.09	?	?	?	?			N/A	N/A
B-A	10.07	?	?	?	?			N/A	N/A
C-AB	17.81	?	?	?	?			N/A	N/A

2032 Do Something (FULL), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		221.30	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 period length (min)	Time segment length (min)
D13	2032 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	650	100.000
B		✓	437	100.000
C		✓	714	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	371	279
	B	67	0	370
	C	230	484	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.72	24.56	2.4	?	C
B-A	0.55	62.17	1.1	?	F
C-AB	1.15	535.64	102.3	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	567	0.653	363	1.8	17.119	C
B-A	67	207	0.323	65	0.5	25.018	D
C-AB	714	619	1.154	595	29.8	100.918	F
C-A	0			0			
A-B	371			371			
A-C	279			279			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	553	0.668	369	1.9	19.443	C
B-A	67	174	0.385	66	0.6	33.248	D
C-AB	714	619	1.154	616	54.3	258.332	F
C-A	0			0			
A-B	371			371			
A-C	279			279			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	538	0.687	369	2.1	21.163	C
B-A	67	148	0.452	66	0.8	43.491	E
C-AB	714	619	1.154	618	78.4	397.236	F
C-A	0			0			
A-B	371			371			
A-C	279			279			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	370	513	0.721	369	2.4	24.557	C
B-A	67	122	0.548	66	1.1	62.167	F
C-AB	714	619	1.154	618	102.3	535.642	F
C-A	0			0			
A-B	371			371			
A-C	279			279			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.78	?	?	?	?			N/A	N/A
B-A	0.46	~1	~1	~1	~1			N/A	N/A
C-AB	29.78	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.93	?	?	?	?			N/A	N/A
B-A	0.59	~1	~1	~1	~1			N/A	N/A
C-AB	54.27	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.10	?	?	?	?			N/A	N/A
B-A	0.77	~1	~1	~1	~1			N/A	N/A
C-AB	78.35	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.41	?	?	?	?			N/A	N/A
B-A	1.08	?	?	?	?			N/A	N/A
C-AB	102.31	?	?	?	?			N/A	N/A

2032 Do Something (FULL), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		149.51	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 period length (min)	Time segment length (min)
D14	2032 Do Something (FULL)	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	362	100.000
B		✓	559	100.000
C		✓	782	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	201	161
B	244	0	315
C	351	431	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	1
B	0	0	1
C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.06	258.15	22.0	?	F
B-A	1.05	270.29	17.6	?	F
C-AB	1.00	137.40	30.0	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	358	0.881	296	4.8	48.950	E
B-A	244	261	0.936	221	5.6	71.690	F
C-AB	780	784	0.995	721	14.9	46.710	E
C-A	2			2			
A-B	201			201			
A-C	161			161			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	305	1.032	289	11.3	125.151	F
B-A	244	244	1.002	229	9.5	145.346	F
C-AB	782	785	0.996	757	21.3	93.515	F
C-A	0			0			
A-B	201			201			
A-C	161			161			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	302	1.043	294	16.6	193.757	F
B-A	244	237	1.032	228	13.5	207.553	F
C-AB	782	785	0.996	763	26.1	118.007	F
C-A	0			0			
A-B	201			201			
A-C	161			161			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	298	1.056	293	22.0	258.154	F
B-A	244	233	1.046	228	17.6	270.295	F
C-AB	782	785	0.996	766	30.0	137.397	F
C-A	0			0			
A-B	201			201			
A-C	161			161			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	4.79	?	?	?	?			N/A	N/A
B-A	5.64	?	?	?	?			N/A	N/A
C-AB	14.94	?	?	?	?			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	11.29	?	?	?	?			N/A	N/A
B-A	9.50	?	?	?	?			N/A	N/A
C-AB	21.29	?	?	?	?			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	16.59	?	?	?	?			N/A	N/A
B-A	13.49	?	?	?	?			N/A	N/A
C-AB	26.05	?	?	?	?			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	22.00	?	?	?	?			N/A	N/A
B-A	17.56	?	?	?	?			N/A	N/A
C-AB	30.01	?	?	?	?			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 1901 280120 Myddleton Delph Lane ASA FLAT Updated Geo.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Off-Site Junctions\CJ\Option A\Myddleton Delph Lane\Flat

Report generation date: 05/03/2020 14:33:32

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2022 Do Minimum								
Stream B-AC	17.3	171.86	1.00	F	2.9	26.76	0.75	D
Stream C-AB	17.9	72.20	0.95	F	3.1	17.17	0.71	C
2022 Do Something								
Stream B-AC	21.0	203.31	1.02	F	3.0	27.51	0.75	D
Stream C-AB	19.5	78.95	0.96	F	3.2	17.67	0.72	C
2022 Do Something (FULL)								
Stream B-AC	74.9	644.24	1.22	F	4.0	35.41	0.81	E
Stream C-AB	36.2	145.26	1.00	F	4.4	22.78	0.78	C
2027 Do Minimum								
Stream B-AC	49.9	465.13	1.16	F	6.1	52.55	0.87	F
Stream C-AB	40.4	158.39	1.01	F	3.5	19.24	0.74	C
2027 Do Something								
Stream B-AC	80.9	744.51	1.27	F	14.8	119.13	0.97	F
Stream C-AB	49.9	192.35	1.03	F	4.2	22.67	0.77	C
2032 Do Minimum								
Stream B-AC	102.7	1119.73	1.48	F	16.5	132.60	0.98	F
Stream C-AB	93.0	343.08	1.09	F	4.7	24.63	0.79	C
2032 Do Something (FULL)								
Stream B-AC	163.6	2011.08	1.87	F	34.8	255.84	1.05	F
Stream C-AB	127.3	468.16	1.13	F	7.4	37.97	0.86	E

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

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

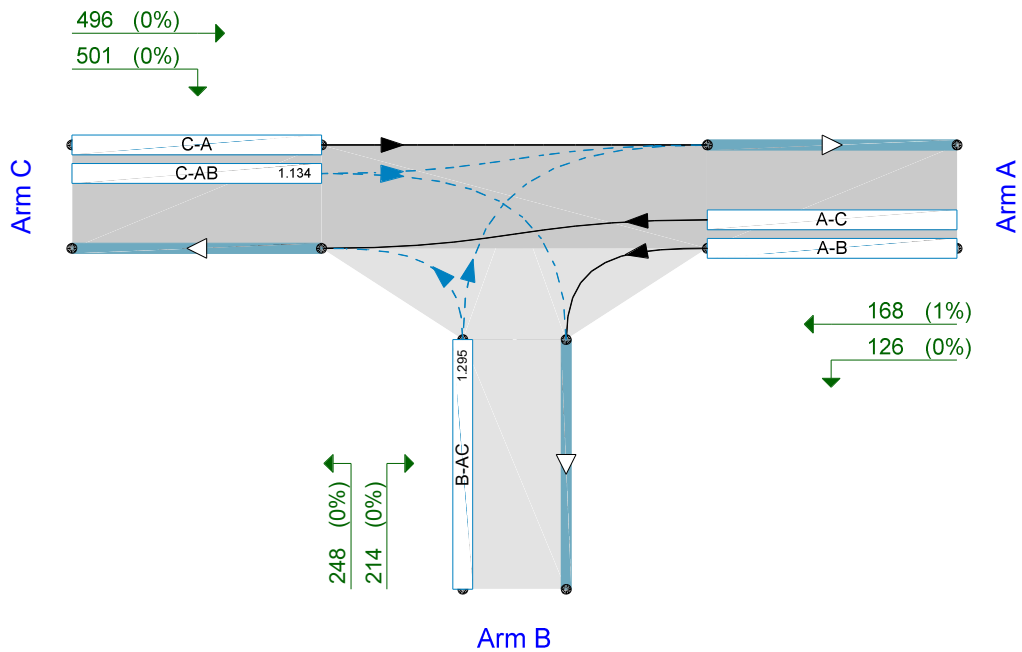
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18/05/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		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 period length (min)	Time segment length (min)
D1	2022 Do Minimum	AM	FLAT	08:00	09:00	60	15
D2	2022 Do Minimum	PM	FLAT	08:00	09:00	60	15
D3	2022 Do Something	AM	FLAT	08:00	09:00	60	15
D4	2022 Do Something	PM	FLAT	08:00	09:00	60	15
D5	2022 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15
D6	2022 Do Something (FULL)	PM	FLAT	08:00	09:00	60	15
D7	2027 Do Minimum	AM	FLAT	08:00	09:00	60	15
D8	2027 Do Minimum	PM	FLAT	08:00	09:00	60	15
D9	2027 Do Something	AM	FLAT	08:00	09:00	60	15
D10	2027 Do Something	PM	FLAT	08:00	09:00	60	15
D11	2032 Do Minimum	AM	FLAT	08:00	09:00	60	15
D12	2032 Do Minimum	PM	FLAT	08:00	09:00	60	15
D13	2032 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15
D14	2032 Do Something (FULL)	PM	FLAT	08:00	09:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		84.29	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Southworth Lane		Major
B	Delph Lane		Minor
C	Myddleton Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.05			140.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.74	25	12

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528	0.092	0.232	0.146	0.331
B-C	678	0.099	0.251	-	-
C-B	655	0.242	0.242	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2022 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	261	100.000
B		✓	377	100.000
C		✓	854	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	112	149
B	181	0	196
C	442	412	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	2
B	0	0	1
C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.00	171.86	17.3	?	F
C-AB	0.95	72.20	17.9	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	392	0.961	347	7.6	60.194	F
C-AB	824	884	0.933	782	10.6	31.739	D
C-A	30			30			
A-B	112			112			
A-C	149			149			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	383	0.985	362	11.3	112.096	F
C-AB	853	898	0.950	837	14.4	56.072	F
C-A	1			1			
A-B	112			112			
A-C	149			149			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	379	0.994	365	14.4	144.028	F
C-AB	854	899	0.950	846	16.5	66.166	F
C-A	0			0			
A-B	112			112			
A-C	149			149			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	377	0.999	366	17.3	171.859	F
C-AB	854	899	0.950	848	17.9	72.204	F
C-A	0			0			
A-B	112			112			
A-C	149			149			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.59	?	?	?	?			N/A	N/A
C-AB	10.62	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	11.32	?	?	?	?			N/A	N/A
C-AB	14.40	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.44	?	?	?	?			N/A	N/A
C-AB	16.48	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	17.26	?	?	?	?			N/A	N/A
C-AB	17.86	?	?	?	?			N/A	N/A

2022 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		13.38	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 period length (min)	Time segment length (min)
D2	2022 Do Minimum	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	461	100.000
B		✓	395	100.000
C		✓	603	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	107	354
	B	34	0	361
	C	280	323	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.75	26.76	2.9	?	D
C-AB	0.71	17.17	3.1	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	395	530	0.746	384	2.6	23.339	C
C-AB	521	737	0.707	509	2.9	15.421	C
C-A	82			82			
A-B	107			107			
A-C	354			354			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	395	529	0.747	394	2.8	26.501	D
C-AB	526	740	0.711	525	3.1	17.056	C
C-A	77			77			
A-B	107			107			
A-C	354			354			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	395	529	0.747	395	2.8	26.691	D
C-AB	526	740	0.711	526	3.1	17.142	C
C-A	77			77			
A-B	107			107			
A-C	354			354			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	395	529	0.747	395	2.9	26.759	D
C-AB	526	740	0.711	526	3.1	17.175	C
C-A	77			77			
A-B	107			107			
A-C	354			354			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.64	?	?	?	?			N/A	N/A
C-AB	2.91	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.79	?	?	?	?			N/A	N/A
C-AB	3.06	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.84	?	?	?	?			N/A	N/A
C-AB	3.11	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.87	?	?	?	?			N/A	N/A
C-AB	3.13	?	?	?	?			N/A	N/A

2022 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		96.52	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 period length (min)	Time segment length (min)
D3	2022 Do Something	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	262	100.000
B		✓	384	100.000
C		✓	858	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	112	150
	B	182	0	202
	C	442	416	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.02	203.31	21.0	?	F
C-AB	0.96	78.95	19.5	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	384	393	0.978	351	8.3	63.858	F
C-AB	833	883	0.943	787	11.3	33.299	D
C-A	25			25			
A-B	112			112			
A-C	150			150			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	384	382	1.004	366	13.0	124.225	F
C-AB	858	896	0.957	841	15.5	60.254	F
C-A	0			0			
A-B	112			112			
A-C	150			150			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	384	379	1.014	367	17.1	165.257	F
C-AB	858	897	0.957	849	17.8	71.784	F
C-A	0			0			
A-B	112			112			
A-C	150			150			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	384	376	1.020	368	21.0	203.313	F
C-AB	858	897	0.957	852	19.5	78.947	F
C-A	0			0			
A-B	112			112			
A-C	150			150			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.34	?	?	?	?			N/A	N/A
C-AB	11.30	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.96	?	?	?	?			N/A	N/A
C-AB	15.47	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	17.09	?	?	?	?			N/A	N/A
C-AB	17.83	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	21.03	?	?	?	?			N/A	N/A
C-AB	19.45	?	?	?	?			N/A	N/A

2022 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		13.81	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 period length (min)	Time segment length (min)
D4	2022 Do Something	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	464	100.000
B		✓	399	100.000
C		✓	606	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	113	351
	B	34	0	365
	C	280	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.75	27.51	3.0	?	D
C-AB	0.72	17.67	3.2	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	530	0.753	388	2.7	23.818	C
C-AB	526	736	0.714	514	3.0	15.770	C
C-A	80			80			
A-B	113			113			
A-C	351			351			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	529	0.754	398	2.9	27.214	D
C-AB	531	740	0.718	531	3.2	17.539	C
C-A	75			75			
A-B	113			113			
A-C	351			351			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	529	0.754	399	2.9	27.429	D
C-AB	531	740	0.718	531	3.2	17.637	C
C-A	75			75			
A-B	113			113			
A-C	351			351			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	399	529	0.754	399	3.0	27.508	D
C-AB	531	740	0.718	531	3.2	17.671	C
C-A	75			75			
A-B	113			113			
A-C	351			351			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.73	?	?	?	?			N/A	N/A
C-AB	3.00	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.89	?	?	?	?			N/A	N/A
C-AB	3.16	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.94	?	?	?	?			N/A	N/A
C-AB	3.22	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.97	?	?	?	?			N/A	N/A
C-AB	3.24	?	?	?	?			N/A	N/A

2022 Do Something (FULL), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		261.53	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 period length (min)	Time segment length (min)
D5	2022 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	264	100.000
B		✓	452	100.000
C		✓	886	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	109	155
	B	192	0	260
	C	442	444	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.22	644.24	74.9	?	F
C-AB	1.00	145.26	36.2	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	452	400	1.129	380	18.1	105.894	F
C-AB	886	882	1.005	817	17.2	46.069	E
C-A	0			0			
A-B	109			109			
A-C	155			155			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	452	384	1.176	382	35.6	274.652	F
C-AB	886	882	1.005	855	24.9	95.556	F
C-A	0			0			
A-B	109			109			
A-C	155			155			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	452	377	1.199	376	54.6	450.990	F
C-AB	886	882	1.005	862	31.0	122.848	F
C-A	0			0			
A-B	109			109			
A-C	155			155			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	452	371	1.218	371	74.9	644.235	F
C-AB	886	882	1.005	865	36.2	145.257	F
C-A	0			0			
A-B	109			109			
A-C	155			155			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	18.12	?	?	?	?			N/A	N/A
C-AB	17.18	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	35.64	?	?	?	?			N/A	N/A
C-AB	24.91	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	54.60	?	?	?	?			N/A	N/A
C-AB	30.97	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	74.93	?	?	?	?			N/A	N/A
C-AB	36.15	?	?	?	?			N/A	N/A

2022 Do Something (FULL), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		18.25	C

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 period length (min)	Time segment length (min)
D6	2022 Do Something (FULL)	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	478	100.000
B		✓	423	100.000
C		✓	630	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	141	337
	B	39	0	384
	C	279	351	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.81	35.41	4.0	?	E
C-AB	0.78	22.78	4.4	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	423	525	0.806	409	3.5	28.403	D
C-AB	567	733	0.773	551	3.9	19.037	C
C-A	63			63			
A-B	141			141			
A-C	337			337			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	423	523	0.808	422	3.8	34.555	D
C-AB	574	737	0.778	572	4.2	22.388	C
C-A	56			56			
A-B	141			141			
A-C	337			337			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	423	523	0.809	423	4.0	35.171	E
C-AB	574	737	0.778	574	4.3	22.674	C
C-A	56			56			
A-B	141			141			
A-C	337			337			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	423	523	0.809	423	4.0	35.414	E
C-AB	574	738	0.779	574	4.4	22.779	C
C-A	56			56			
A-B	141			141			
A-C	337			337			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.53	?	?	?	?			N/A	N/A
C-AB	3.91	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.84	?	?	?	?			N/A	N/A
C-AB	4.22	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.95	?	?	?	?			N/A	N/A
C-AB	4.32	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.02	?	?	?	?			N/A	N/A
C-AB	4.38	?	?	?	?			N/A	N/A

2027 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		208.17	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 period length (min)	Time segment length (min)
D7	2027 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	276	100.000
B		✓	401	100.000
C		✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	123	153
	B	193	0	208
	C	467	438	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.16	465.13	49.9	?	F
C-AB	1.01	158.39	40.4	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	379	1.057	351	12.4	85.539	F
C-AB	905	894	1.012	832	18.3	47.540	E
C-A	0			0			
A-B	123			123			
A-C	153			153			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	362	1.108	357	23.6	204.766	F
C-AB	905	894	1.012	870	27.1	101.131	F
C-A	0			0			
A-B	123			123			
A-C	153			153			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	354	1.134	351	36.0	326.131	F
C-AB	905	894	1.012	877	34.2	132.180	F
C-A	0			0			
A-B	123			123			
A-C	153			153			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	346	1.157	345	49.9	465.126	F
C-AB	905	894	1.012	880	40.4	158.390	F
C-A	0			0			
A-B	123			123			
A-C	153			153			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.44	?	?	?	?			N/A	N/A
C-AB	18.33	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	23.56	?	?	?	?			N/A	N/A
C-AB	27.09	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	35.98	?	?	?	?			N/A	N/A
C-AB	34.16	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	49.87	?	?	?	?			N/A	N/A
C-AB	40.37	?	?	?	?			N/A	N/A

2027 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		21.73	C

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 period length (min)	Time segment length (min)
D8	2027 Do Minimum	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	485	100.000
B		✓	437	100.000
C		✓	606	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	131	354
	B	59	0	378
	C	273	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.87	52.55	6.1	?	F
C-AB	0.74	19.24	3.5	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	504	0.868	418	4.9	36.310	E
C-AB	533	727	0.733	520	3.2	16.874	C
C-A	73			73			
A-B	131			131			
A-C	354			354			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	502	0.870	434	5.6	49.247	E
C-AB	539	731	0.737	538	3.4	19.054	C
C-A	67			67			
A-B	131			131			
A-C	354			354			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	502	0.871	436	5.9	51.507	F
C-AB	539	731	0.737	539	3.5	19.192	C
C-A	67			67			
A-B	131			131			
A-C	354			354			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	502	0.871	436	6.1	52.555	F
C-AB	539	731	0.737	539	3.5	19.241	C
C-A	67			67			
A-B	131			131			
A-C	354			354			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.86	?	?	?	?			N/A	N/A
C-AB	3.25	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.56	?	?	?	?			N/A	N/A
C-AB	3.44	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.88	?	?	?	?			N/A	N/A
C-AB	3.50	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.06	?	?	?	?			N/A	N/A
C-AB	3.54	?	?	?	?			N/A	N/A

2027 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		306.47	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 period length (min)	Time segment length (min)
D9	2027 Do Something	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	278	100.000
B		✓	435	100.000
C		✓	919	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	122	156
	B	200	0	235
	C	467	452	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.27	744.51	80.9	?	F
C-AB	1.03	192.35	49.9	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	435	382	1.137	362	18.1	110.612	F
C-AB	919	893	1.029	837	20.5	51.986	F
C-A	0			0			
A-B	122			122			
A-C	156			156			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	435	363	1.198	361	36.7	296.370	F
C-AB	919	893	1.029	875	31.6	115.438	F
C-A	0			0			
A-B	122			122			
A-C	156			156			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	435	352	1.236	351	57.6	505.384	F
C-AB	919	893	1.029	881	41.1	156.104	F
C-A	0			0			
A-B	122			122			
A-C	156			156			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	435	342	1.271	342	80.9	744.509	F
C-AB	919	893	1.029	884	49.9	192.354	F
C-A	0			0			
A-B	122			122			
A-C	156			156			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	18.13	?	?	?	?			N/A	N/A
C-AB	20.50	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	36.69	?	?	?	?			N/A	N/A
C-AB	31.60	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	57.61	?	?	?	?			N/A	N/A
C-AB	41.14	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	80.85	?	?	?	?			N/A	N/A
C-AB	49.90	?	?	?	?			N/A	N/A

2027 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		43.33	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 period length (min)	Time segment length (min)
D10	2027 Do Something	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	500	100.000
B		✓	472	100.000
C		✓	611	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	145	355
	B	74	0	398
	C	262	349	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.97	119.13	14.8	?	F
C-AB	0.77	22.67	4.2	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	490	0.963	438	8.5	53.095	F
C-AB	550	716	0.768	535	3.8	19.091	C
C-A	61			61			
A-B	145			145			
A-C	355			355			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	488	0.967	460	11.4	91.347	F
C-AB	556	720	0.773	555	4.0	22.307	C
C-A	55			55			
A-B	145			145			
A-C	355			355			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	488	0.967	464	13.3	107.671	F
C-AB	557	721	0.773	557	4.1	22.568	C
C-A	54			54			
A-B	145			145			
A-C	355			355			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	488	0.968	466	14.8	119.133	F
C-AB	557	721	0.773	557	4.2	22.668	C
C-A	54			54			
A-B	145			145			
A-C	355			355			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.46	?	?	?	?			N/A	N/A
C-AB	3.77	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	11.39	?	?	?	?			N/A	N/A
C-AB	4.05	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	13.34	?	?	?	?			N/A	N/A
C-AB	4.14	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.80	?	?	?	?			N/A	N/A
C-AB	4.20	?	?	?	?			N/A	N/A

2032 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		474.79	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 period length (min)	Time segment length (min)
D11	2032 Do Minimum	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	293	100.000
B		✓	415	100.000
C		✓	970	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	131	162
	B	205	0	210
	C	494	476	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.48	1119.73	102.7	?	F
C-AB	1.09	343.08	93.0	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	357	1.162	339	19.0	122.377	F
C-AB	970	890	1.090	851	29.8	70.389	F
C-A	0			0			
A-B	131			131			
A-C	162			162			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	327	1.268	326	41.3	361.931	F
C-AB	970	890	1.090	883	51.6	175.533	F
C-A	0			0			
A-B	131			131			
A-C	162			162			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	304	1.365	304	69.1	696.423	F
C-AB	970	890	1.090	886	72.5	260.258	F
C-A	0			0			
A-B	131			131			
A-C	162			162			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	415	281	1.479	281	102.7	1119.732	F
C-AB	970	890	1.090	888	93.0	343.076	F
C-A	0			0			
A-B	131			131			
A-C	162			162			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	18.96	?	?	?	?			N/A	N/A
C-AB	29.82	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	41.28	?	?	?	?			N/A	N/A
C-AB	51.60	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	69.11	?	?	?	?			N/A	N/A
C-AB	72.49	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	102.72	?	?	?	?			N/A	N/A
C-AB	93.04	?	?	?	?			N/A	N/A

2032 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		47.38	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 period length (min)	Time segment length (min)
D12	2032 Do Minimum	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	512	100.000
B		✓	471	100.000
C		✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	140	372
	B	74	0	397
	C	277	352	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.98	132.60	16.5	?	F
C-AB	0.79	24.63	4.7	?	C
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	484	0.973	435	8.9	55.508	F
C-AB	570	724	0.787	553	4.2	20.121	C
C-A	59			59			
A-B	140			140			
A-C	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	482	0.977	457	12.3	98.171	F
C-AB	577	729	0.792	576	4.5	24.099	C
C-A	52			52			
A-B	140			140			
A-C	372			372			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	482	0.978	462	14.7	117.989	F
C-AB	578	729	0.792	577	4.7	24.481	C
C-A	51			51			
A-B	140			140			
A-C	372			372			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	471	482	0.978	464	16.5	132.603	F
C-AB	578	730	0.792	578	4.7	24.628	C
C-A	51			51			
A-B	140			140			
A-C	372			372			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.92	?	?	?	?			N/A	N/A
C-AB	4.17	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.31	?	?	?	?			N/A	N/A
C-AB	4.53	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.68	?	?	?	?			N/A	N/A
C-AB	4.66	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	16.52	?	?	?	?			N/A	N/A
C-AB	4.73	?	?	?	?			N/A	N/A

2032 Do Something (FULL), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		795.52	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 period length (min)	Time segment length (min)
D13	2032 Do Something (FULL)	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	294	100.000
B		✓	462	100.000
C		✓	997	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	126	168
B	214	0	248
C	496	501	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	1
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.87	2011.08	163.6	?	F
C-AB	1.13	468.16	127.3	?	F
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	462	357	1.295	345	29.2	174.056	F
C-AB	997	879	1.134	848	37.2	85.961	F
C-A	0			0			
A-B	126			126			
A-C	168			168			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	462	318	1.452	318	65.3	581.026	F
C-AB	997	879	1.134	875	67.7	225.254	F
C-A	0			0			
A-B	126			126			
A-C	168			168			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	462	284	1.628	284	109.9	1229.555	F
C-AB	997	879	1.134	877	97.6	347.034	F
C-A	0			0			
A-B	126			126			
A-C	168			168			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	462	247	1.870	247	163.6	2011.085	F
C-AB	997	879	1.134	878	127.3	468.160	F
C-A	0			0			
A-B	126			126			
A-C	168			168			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	29.23	?	?	?	?			N/A	N/A
C-AB	37.25	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	65.29	?	?	?	?			N/A	N/A
C-AB	67.68	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	109.88	?	?	?	?			N/A	N/A
C-AB	97.59	?	?	?	?			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	163.64	?	?	?	?			N/A	N/A
C-AB	127.32	?	?	?	?			N/A	N/A

2032 Do Something (FULL), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Delph Lane/Myddleton Lane	T-Junction	Two-way		89.28	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 period length (min)	Time segment length (min)
D14	2032 Do Something (FULL)	PM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	529	100.000
B		✓	496	100.000
C		✓	657	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	159	370
	B	78	0	418
	C	277	380	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.05	255.84	34.8	?	F
C-AB	0.86	37.97	7.4	?	E
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	496	478	1.038	444	13.1	71.963	F
C-AB	617	721	0.856	593	6.0	26.143	D
C-A	40			40			
A-B	159			159			
A-C	370			370			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	496	474	1.046	464	21.0	150.106	F
C-AB	628	727	0.863	624	6.8	35.499	E
C-A	29			29			
A-B	159			159			
A-C	370			370			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	496	474	1.047	468	28.1	204.958	F
C-AB	629	729	0.864	628	7.2	37.196	E
C-A	28			28			
A-B	159			159			
A-C	370			370			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	496	474	1.047	469	34.8	255.836	F
C-AB	630	729	0.864	629	7.4	37.973	E
C-A	27			27			
A-B	159			159			
A-C	370			370			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	13.07	?	?	?	?			N/A	N/A
C-AB	5.95	?	?	?	?			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	21.01	?	?	?	?			N/A	N/A
C-AB	6.84	?	?	?	?			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	28.10	?	?	?	?			N/A	N/A
C-AB	7.23	?	?	?	?			N/A	N/A

08:45 - 09:00

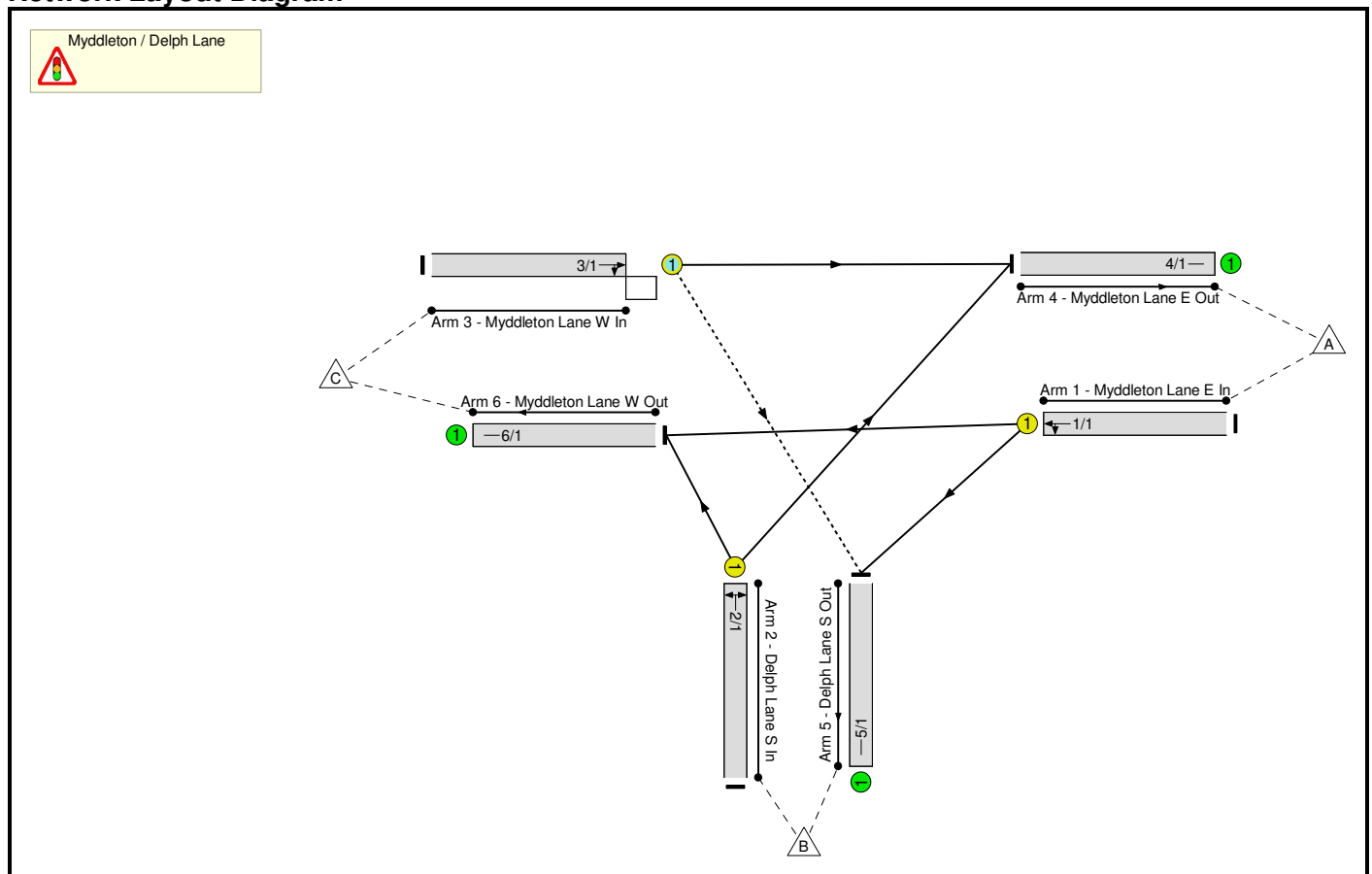
Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	34.79	?	?	?	?			N/A	N/A
C-AB	7.44	?	?	?	?			N/A	N/A

Full Input Data And Results
Full Input Data And Results

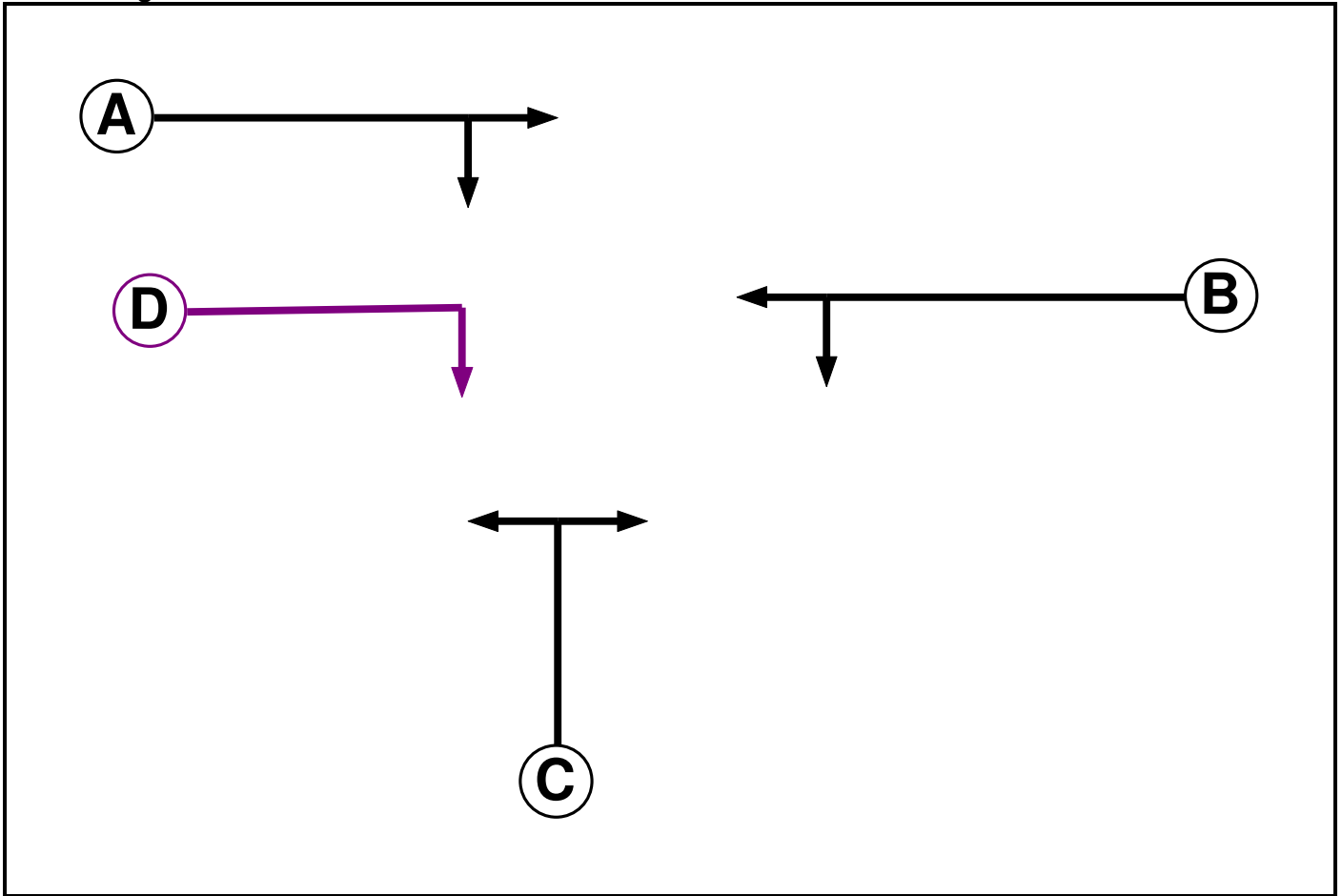
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Myddleton Delph Lane Signals Test 120s 3.0m Minor Arm.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4

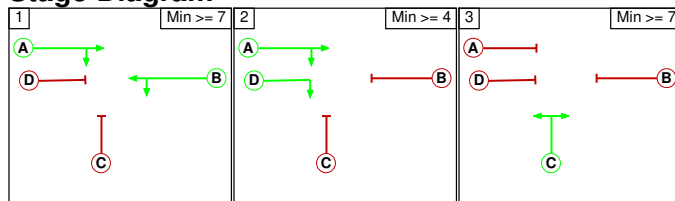
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	5	-	
	B	-	5	5	
	C	5	6	5	
	D	-	5	5	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	5	5
	2	5	-	5
	3	6	5	-

Give-Way Lane Input Data

Junction: Myddleton / Delph Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Myddleton Lane W In)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Myddleton / Delph Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Myddleton Lane E In)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	8.00
											Arm 6 Ahead	Inf
2/1 (Delph Lane S In)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	10.00
											Arm 6 Left	5.00
3/1 (Myddleton Lane W In)	O	A D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	6.00
4/1 (Myddleton Lane E Out)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Delph Lane S Out)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Myddleton Lane W Out)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 No Dev AM'	08:00	09:00	01:00	
2: '2022 DM AM'	08:00	09:00	01:00	
3: '2022 DS AM'	08:00	09:00	01:00	
4: '2022 DS Full AM'	08:00	09:00	01:00	
5: '2027 DM AM'	08:00	09:00	01:00	
6: '2027 DS AM'	08:00	09:00	01:00	
7: '2032 DM AM'	08:00	09:00	01:00	
8: '2032 DS Full AM'	08:00	09:00	01:00	
9: '2018 No Dev PM'	17:00	18:00	01:00	
10: '2022 DM PM'	17:00	18:00	01:00	
11: '2022 DS PM'	17:00	18:00	01:00	
12: '2022 DS Full PM'	17:00	18:00	01:00	
13: '2027 DM PM'	17:00	18:00	01:00	
14: '2027 DS PM'	17:00	18:00	01:00	
15: '2032 DM PM'	17:00	18:00	01:00	
16: '2032 DS Full PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2018 No Dev AM' (FG1: '2018 No Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	93	155	248
	B	170	0	181	351
	C	417	357	0	774
	Tot.	587	450	336	1373

Traffic Lane Flows

Lane	Scenario 1: 2018 No Dev AM
Junction: Myddleton / Delph Lane	
1/1	248
2/1	351
3/1	774
4/1	587
5/1	450
6/1	336

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	37.5 %	1836	1836
				Arm 6 Ahead	Inf	62.5 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.4 %	1560	1560
				Arm 6 Left	5.00	51.6 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	53.9 %	1789	1789
				Arm 5 Right	6.00	46.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 DM AM' (FG2: '2022 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	112	152	264
	B	182	0	197	379
	C	444	415	0	859
	Tot.	626	527	349	1502

Traffic Lane Flows

Lane	Scenario 2: 2022 DM AM
Junction: Myddleton / Delph Lane	
1/1	264
2/1	379
3/1	859
4/1	626
5/1	527
6/1	349

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.4 %	1820	1820
				Arm 6 Ahead	Inf	57.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.0 %	1559	1559
				Arm 6 Left	5.00	52.0 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.7 %	1780	1780
				Arm 5 Right	6.00	48.3 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 DS AM' (FG3: '2022 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	112	152	264
	B	183	0	203	386
	C	444	418	0	862
	Tot.	627	530	355	1512

Traffic Lane Flows

Lane	Scenario 3: 2022 DS AM
Junction: Myddleton / Delph Lane	
1/1	264
2/1	386
3/1	862
4/1	627
5/1	530
6/1	355

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.4 %	1820	1820
				Arm 6 Ahead	Inf	57.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	47.4 %	1558	1558
				Arm 6 Left	5.00	52.6 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.5 %	1779	1779
				Arm 5 Right	6.00	48.5 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2022 DS Full AM' (FG4: '2022 DS Full AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	109	157	266
	B	193	0	261	454
	C	444	446	0	890
	Tot.	637	555	418	1610

Traffic Lane Flows

Lane	Scenario 4: 2022 DS Full AM
Junction: Myddleton / Delph Lane	
1/1	266
2/1	454
3/1	890
4/1	637
5/1	555
6/1	418

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	41.0 %	1825	1825
				Arm 6 Ahead	Inf	59.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	42.5 %	1549	1549
				Arm 6 Left	5.00	57.5 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	49.9 %	1773	1773
				Arm 5 Right	6.00	50.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2027 DM AM' (FG5: '2027 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	123	156	279
	B	194	0	209	403
	C	469	440	0	909
	Tot.	663	563	365	1591

Traffic Lane Flows

Lane	Scenario 5: 2027 DM AM
Junction: Myddleton / Delph Lane	
1/1	279
2/1	403
3/1	909
4/1	663
5/1	563
6/1	365

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	44.1 %	1815	1815
				Arm 6 Ahead	Inf	55.9 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	48.1 %	1560	1560
				Arm 6 Left	5.00	51.9 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	51.6 %	1780	1780
				Arm 5 Right	6.00	48.4 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 DS AM' (FG6: '2027 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	122	158	280
	B	201	0	236	437
	C	469	454	0	923
	Tot.	670	576	394	1640

Traffic Lane Flows

Lane	Scenario 6: 2027 DS AM
Junction: Myddleton / Delph Lane	
1/1	280
2/1	437
3/1	923
4/1	670
5/1	576
6/1	394

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	43.6 %	1817	1817
				Arm 6 Ahead	Inf	56.4 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	46.0 %	1556	1556
				Arm 6 Left	5.00	54.0 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	50.8 %	1777	1777
				Arm 5 Right	6.00	49.2 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2032 DM AM' (FG7: '2032 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	131	164	295
	B	205	0	211	416
	C	496	478	0	974
	Tot.	701	609	375	1685

Traffic Lane Flows

Lane	Scenario 7: 2032 DM AM
Junction: Myddleton / Delph Lane	
1/1	295
2/1	416
3/1	974
4/1	701
5/1	609
6/1	375

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	44.4 %	1814	1814
				Arm 6 Ahead	Inf	55.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	49.3 %	1562	1562
				Arm 6 Left	5.00	50.7 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	50.9 %	1777	1777
				Arm 5 Right	6.00	49.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2032 DS Full AM' (FG8: '2032 DS Full AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	126	170	296
	B	215	0	249	464
	C	498	503	0	1001
	Tot.	713	629	419	1761

Traffic Lane Flows

Lane	Scenario 8: 2032 DS Full AM
Junction: Myddleton / Delph Lane	
1/1	296
2/1	464
3/1	1001
4/1	713
5/1	629
6/1	419

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	42.6 %	1820	1820
				Arm 6 Ahead	Inf	57.4 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	46.3 %	1556	1556
				Arm 6 Left	5.00	53.7 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	49.8 %	1772	1772
				Arm 5 Right	6.00	50.2 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2018 No Dev PM' (FG9: '2018 No Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	97	343	440
	B	33	0	356	389
	C	266	317	0	583
	Tot.	299	414	699	1412

Traffic Lane Flows

Lane	Scenario 9: 2018 No Dev PM
Junction: Myddleton / Delph Lane	
1/1	440
2/1	389
3/1	583
4/1	299
5/1	414
6/1	699

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	22.0 %	1887	1887
				Arm 6 Ahead	Inf	78.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.5 %	1488	1488
				Arm 6 Left	5.00	91.5 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	45.6 %	1756	1756
				Arm 5 Right	6.00	54.4 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2022 DM PM' (FG10: '2022 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	108	356	464
	B	35	0	362	397
	C	282	325	0	607
	Tot.	317	433	718	1468

Traffic Lane Flows

Lane	Scenario 10: 2022 DM PM
Junction: Myddleton / Delph Lane	
1/1	464
2/1	397
3/1	607
4/1	317
5/1	433
6/1	718

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	23.3 %	1883	1883
				Arm 6 Ahead	Inf	76.7 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.8 %	1488	1488
				Arm 6 Left	5.00	91.2 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	46.5 %	1759	1759
				Arm 5 Right	6.00	53.5 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2022 DS PM' (FG11: '2022 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	353	467
	B	35	0	365	400
	C	282	327	0	609
	Tot.	317	441	718	1476

Traffic Lane Flows

Lane	Scenario 11: 2022 DS PM
Junction: Myddleton / Delph Lane	
1/1	467
2/1	400
3/1	609
4/1	317
5/1	441
6/1	718

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	24.4 %	1879	1879
				Arm 6 Ahead	Inf	75.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	8.8 %	1488	1488
				Arm 6 Left	5.00	91.3 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	46.3 %	1759	1759
				Arm 5 Right	6.00	53.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2022 DS Full PM' (FG12: '2022 DS Full PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	339	481
	B	39	0	384	423
	C	281	353	0	634
	Tot.	320	495	723	1538

Traffic Lane Flows

Lane	Scenario 12: 2022 DS Full PM
Junction: Myddleton / Delph Lane	
1/1	481
2/1	423
3/1	634
4/1	320
5/1	495
6/1	723

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	29.5 %	1862	1862
				Arm 6 Ahead	Inf	70.5 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	9.2 %	1489	1489
				Arm 6 Left	5.00	90.8 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	44.3 %	1751	1751
				Arm 5 Right	6.00	55.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2027 DM PM' (FG13: '2027 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	132	357	489
	B	60	0	379	439
	C	275	334	0	609
	Tot.	335	466	736	1537

Traffic Lane Flows

Lane	Scenario 13: 2027 DM PM
Junction: Myddleton / Delph Lane	
1/1	489
2/1	439
3/1	609
4/1	335
5/1	466
6/1	736

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	27.0 %	1870	1870
				Arm 6 Ahead	Inf	73.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	13.7 %	1497	1497
				Arm 6 Left	5.00	86.3 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	45.2 %	1754	1754
				Arm 5 Right	6.00	54.8 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2027 DS PM' (FG14: '2027 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	146	357	503
	B	75	0	399	474
	C	264	351	0	615
	Tot.	339	497	756	1592

Traffic Lane Flows

Lane	Scenario 14: 2027 DS PM
Junction: Myddleton / Delph Lane	
1/1	503
2/1	474
3/1	615
4/1	339
5/1	497
6/1	756

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	29.0 %	1864	1864
				Arm 6 Ahead	Inf	71.0 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.8 %	1500	1500
				Arm 6 Left	5.00	84.2 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	42.9 %	1746	1746
				Arm 5 Right	6.00	57.1 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2032 DM PM' (FG15: '2032 DM PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	141	374	515
	B	75	0	397	472
	C	279	353	0	632
	Tot.	354	494	771	1619

Traffic Lane Flows

Lane	Scenario 15: 2032 DM PM
Junction: Myddleton / Delph Lane	
1/1	515
2/1	472
3/1	632
4/1	354
5/1	494
6/1	771

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	27.4 %	1869	1869
				Arm 6 Ahead	Inf	72.6 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.9 %	1501	1501
				Arm 6 Left	5.00	84.1 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	44.1 %	1751	1751
				Arm 5 Right	6.00	55.9 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 16: '2032 DS Full PM' (FG16: '2032 DS Full PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	160	372	532
	B	79	0	419	498
	C	279	381	0	660
	Tot.	358	541	791	1690

Traffic Lane Flows

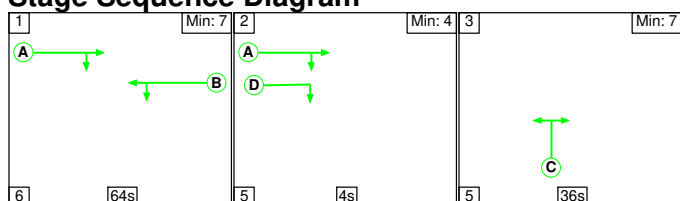
Lane	Scenario 16: 2032 DS Full PM
Junction: Myddleton / Delph Lane	
1/1	532
2/1	498
3/1	660
4/1	358
5/1	541
6/1	791

Lane Saturation Flows

Junction: Myddleton / Delph Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Myddleton Lane E In)	3.50	0.00	Y	Arm 5 Left	8.00	30.1 %	1860	1860
				Arm 6 Ahead	Inf	69.9 %		
2/1 (Delph Lane S In)	3.00	0.00	Y	Arm 4 Right	10.00	15.9 %	1501	1501
				Arm 6 Left	5.00	84.1 %		
3/1 (Myddleton Lane W In)	3.80	0.00	Y	Arm 4 Ahead	Inf	42.3 %	1743	1743
				Arm 5 Right	6.00	57.7 %		
4/1 (Myddleton Lane E Out Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Delph Lane S Out Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Myddleton Lane W Out Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 No Dev AM' (FG1: '2018 No Dev AM', Plan 1: 'Network Control Plan 1')

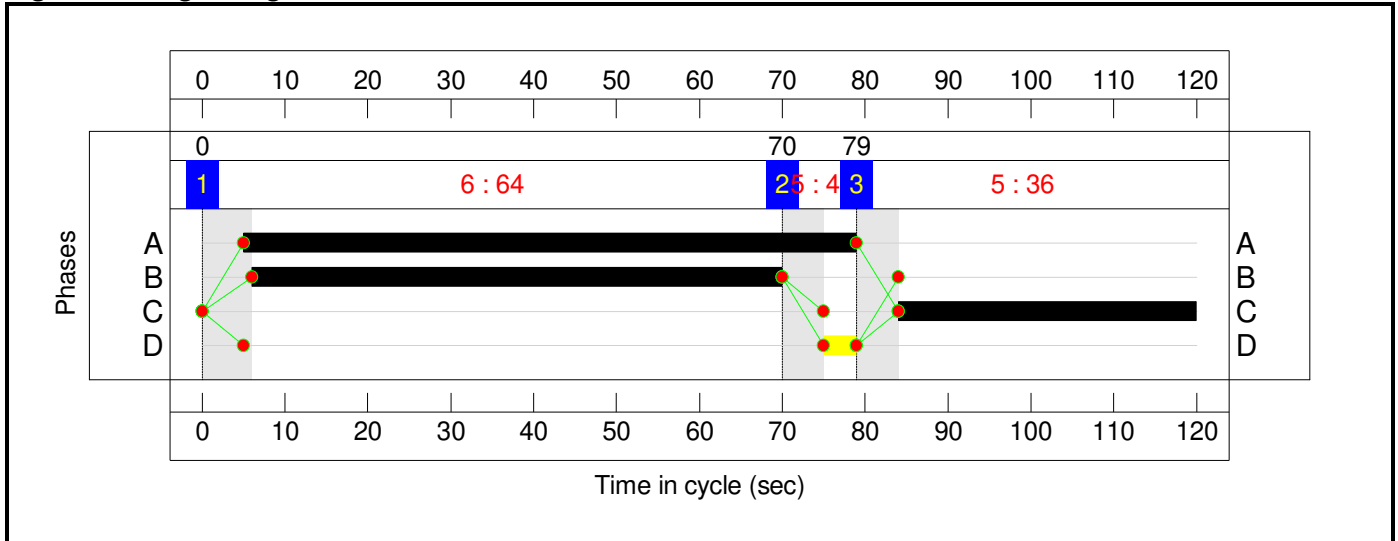
Stage Sequence Diagram



Stage Timings

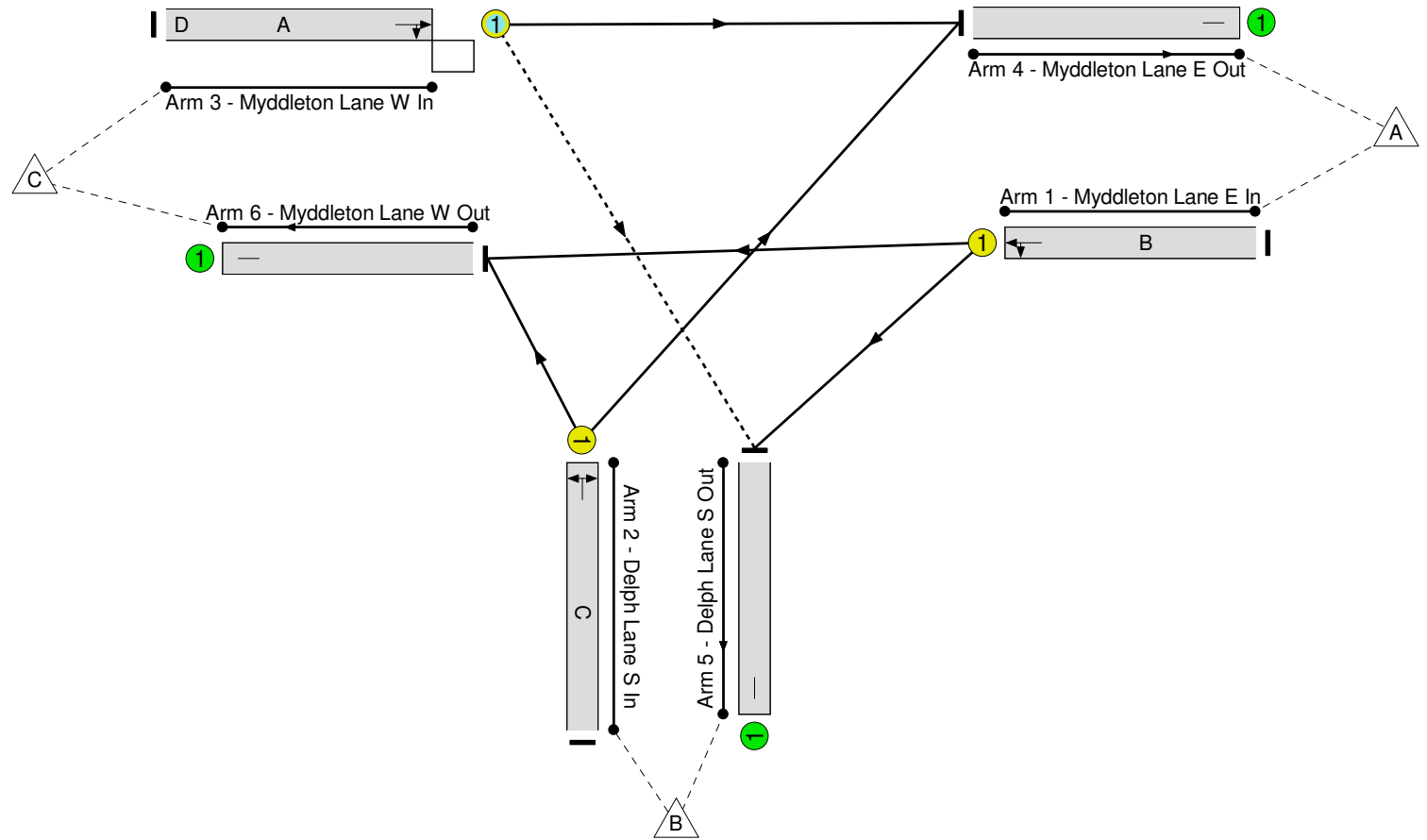

Stage	1	2	3
Duration	64	4	36
Change Point	0	70	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 22.6 %
Total Traffic Delay: 11.3 pcuHr



Full Input Data And Results

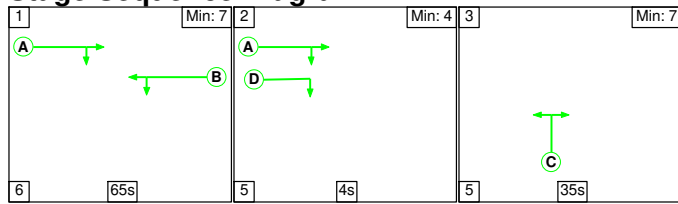
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	64	-	248	1836	995	24.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	36	-	351	1560	481	73.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	74	4	774	1789	1054	73.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	330	21	6	8.3	2.9	0.2	11.3	-	-	-	-
Myddleton / Delph Lane	-	-	330	21	6	8.3	2.9	0.2	11.3	-	-	-	-
1/1	248	248	-	-	-	1.0	0.2	-	1.2	17.0	4.3	0.2	4.5
2/1	351	351	-	-	-	3.6	1.3	-	4.9	50.6	10.4	1.3	11.8
3/1	774	774	330	21	6	3.7	1.4	0.2	5.2	24.3	18.5	1.4	19.9
4/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		22.6	Total Delay for Signalled Lanes (pcuHr):		11.33	Cycle Time (s): 120				
			PRC Over All Lanes (%):		22.6	Total Delay Over All Lanes(pcuHr):		11.33					

Full Input Data And Results

Scenario 2: '2022 DM AM' (FG2: '2022 DM AM', Plan 1: 'Network Control Plan 1')

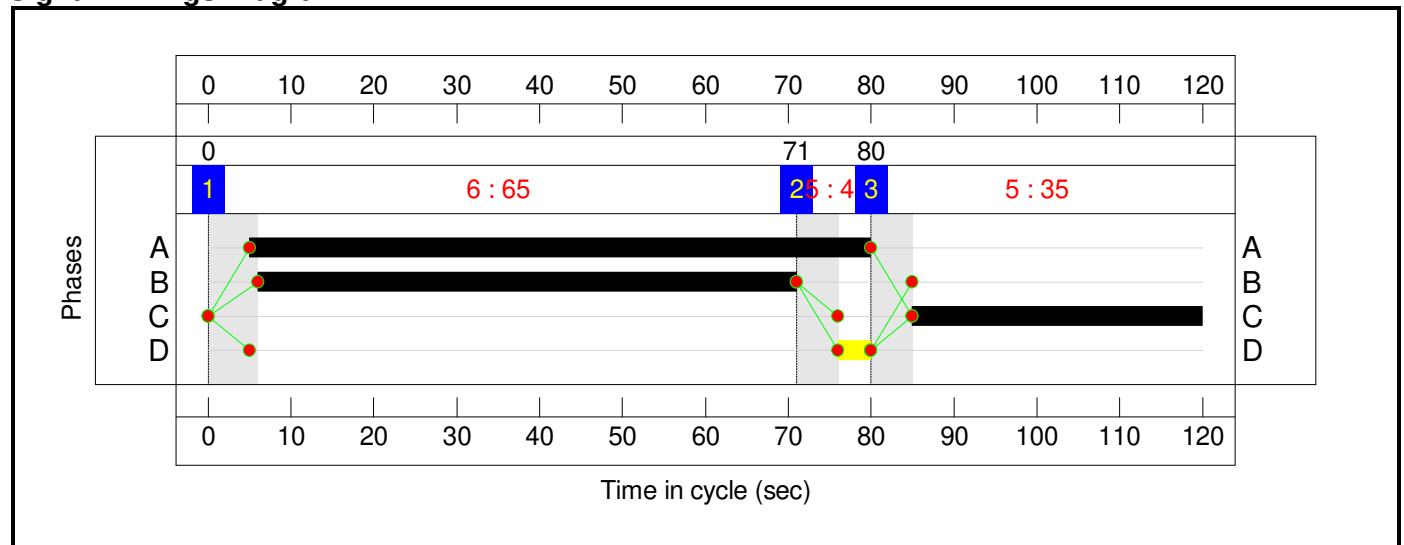
Stage Sequence Diagram



Stage Timings

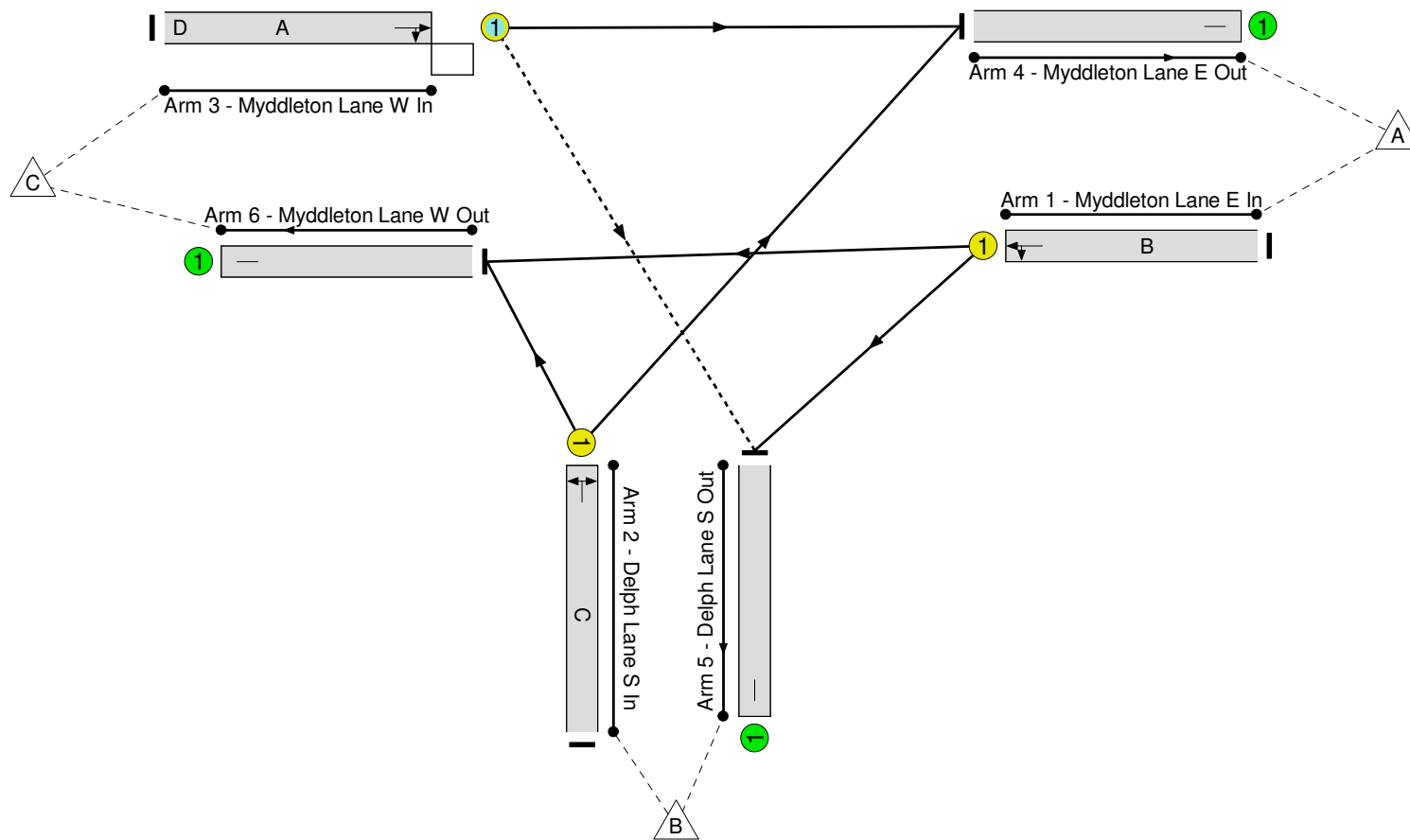

Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 9.4 %
Total Traffic Delay: 14.3 pcuHr



Full Input Data And Results

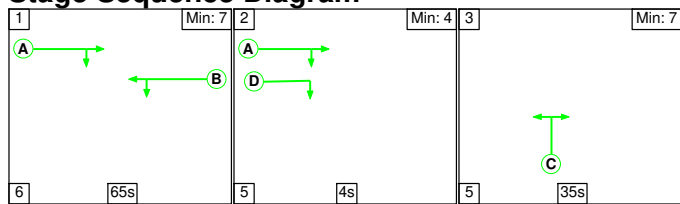
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	264	1820	1001	26.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	379	1559	468	81.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	859	1780	1044	82.3%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	384	24	7	9.7	4.5	0.2	14.3	-	-	-	-
Myddleton / Delph Lane	-	-	384	24	7	9.7	4.5	0.2	14.3	-	-	-	-
1/1	264	264	-	-	-	1.0	0.2	-	1.2	16.7	4.6	0.2	4.8
2/1	379	379	-	-	-	4.1	2.0	-	6.1	58.2	11.6	2.0	13.6
3/1	859	859	384	24	7	4.5	2.3	0.2	7.0	29.3	22.7	2.3	24.9
4/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		9.4	Total Delay for Signalled Lanes (pcuHr):		14.34	Cycle Time (s): 120				
			PRC Over All Lanes (%):		9.4	Total Delay Over All Lanes(pcuHr):		14.34					

Full Input Data And Results

Scenario 3: '2022 DS AM' (FG3: '2022 DS AM', Plan 1: 'Network Control Plan 1')

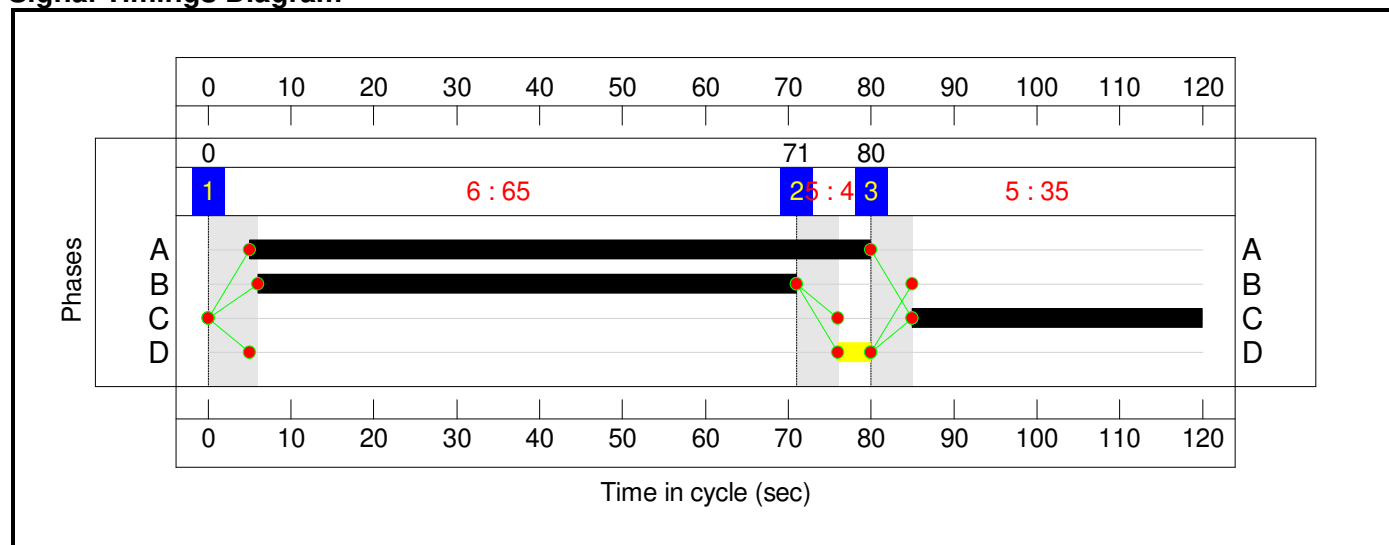
Stage Sequence Diagram



Stage Timings

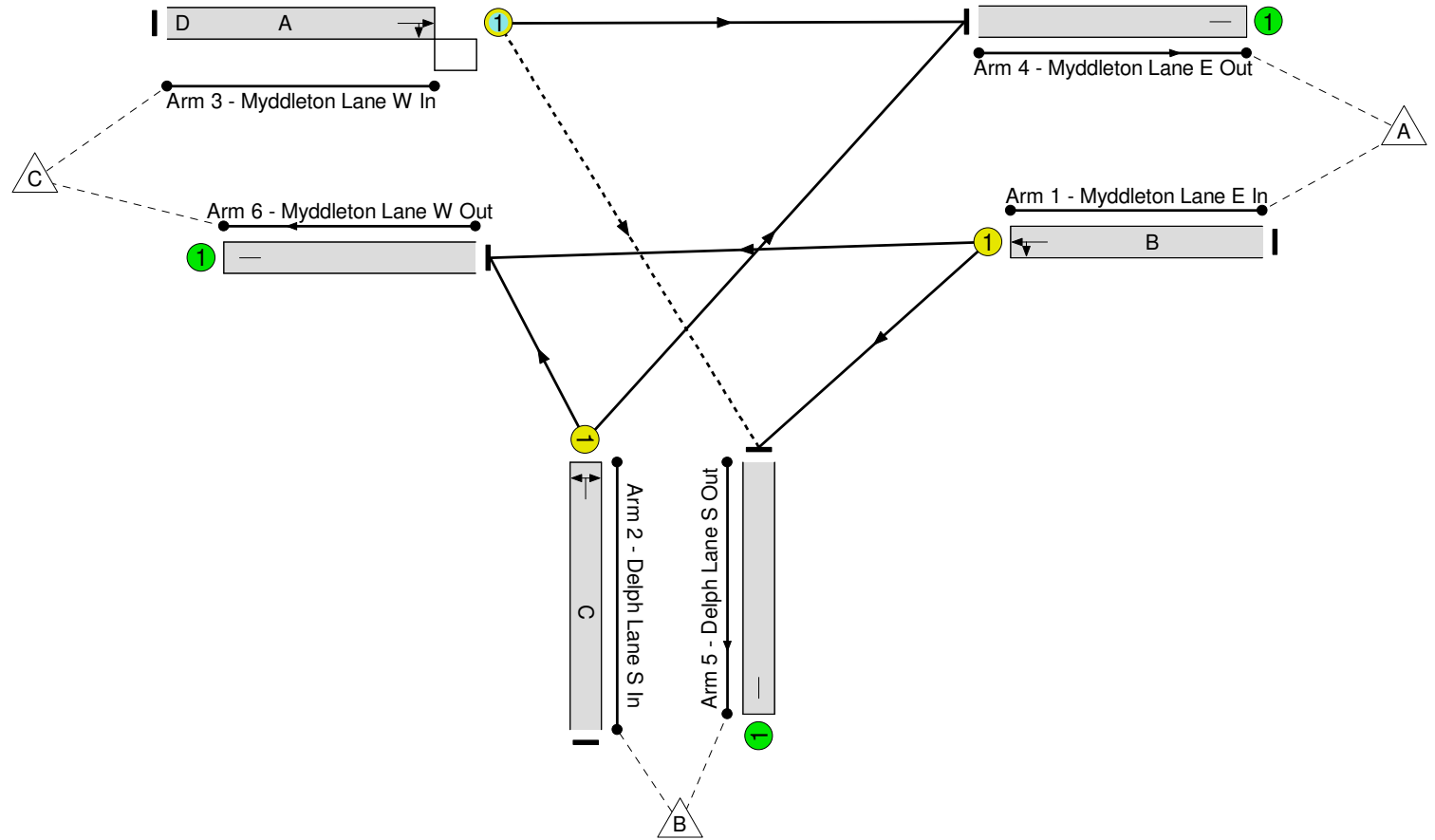

Stage	1	2	3
Duration	65	4	35
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 8.9 %
Total Traffic Delay: 14.7 pcuHr



Full Input Data And Results

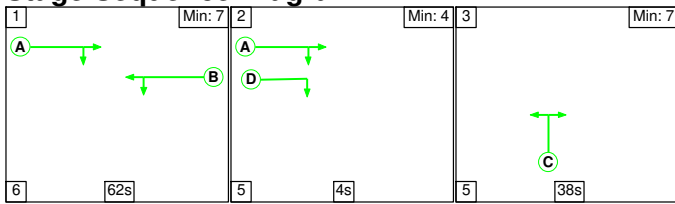
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	264	1820	1001	26.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	386	1558	467	82.6%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	862	1779	1043	82.7%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	387	24	7	9.8	4.7	0.2	14.7	-	-	-	-
Myddleton / Delph Lane	-	-	387	24	7	9.8	4.7	0.2	14.7	-	-	-	-
1/1	264	264	-	-	-	1.0	0.2	-	1.2	16.7	4.6	0.2	4.8
2/1	386	386	-	-	-	4.2	2.2	-	6.4	60.0	11.9	2.2	14.1
3/1	862	862	387	24	7	4.6	2.3	0.2	7.1	29.6	23.0	2.3	25.3
4/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		8.9	Total Delay for Signalled Lanes (pcuHr):		14.74	Cycle Time (s): 120				
			PRC Over All Lanes (%):		8.9	Total Delay Over All Lanes(pcuHr):		14.74					

Full Input Data And Results

Scenario 4: '2022 DS Full AM' (FG4: '2022 DS Full AM', Plan 1: 'Network Control Plan 1')

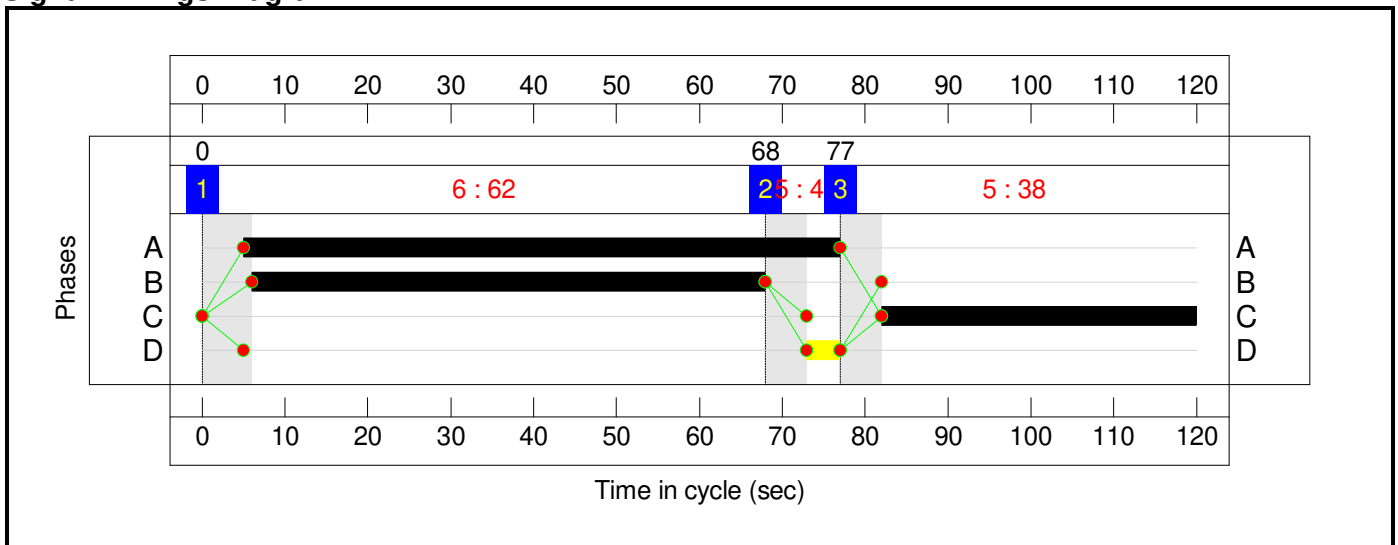
Stage Sequence Diagram



Stage Timings

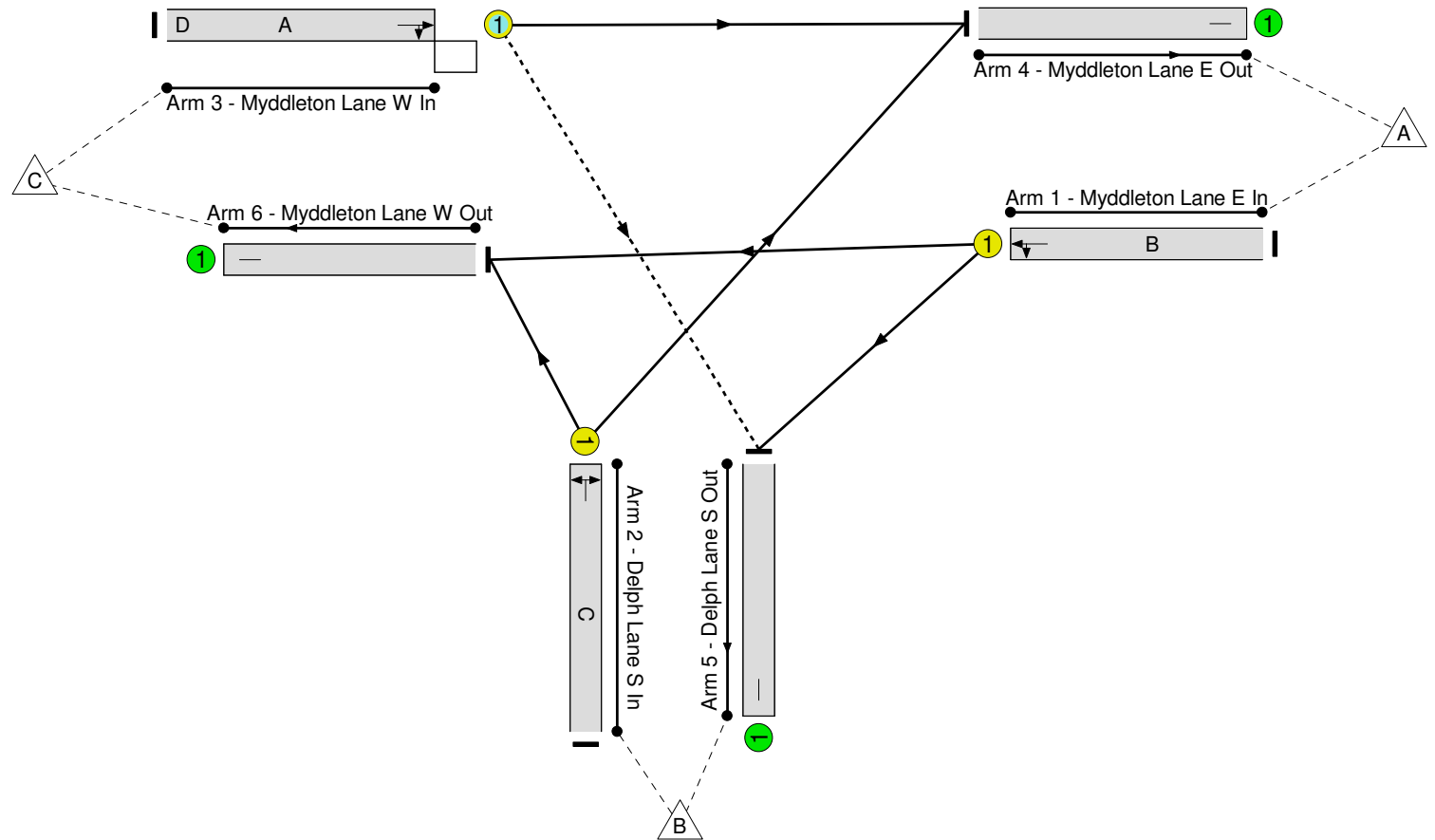
Stage	1	2	3
Duration	62	4	38
Change Point	0	68	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -1.2 %
Total Traffic Delay: 20.8 pcuHr



Full Input Data And Results

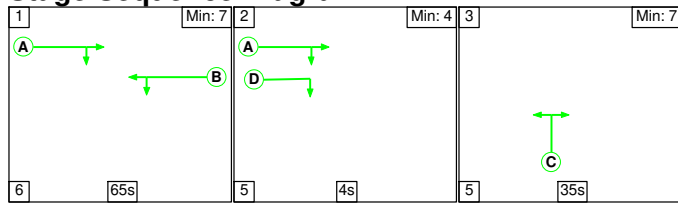
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	62	-	266	1825	958	27.8%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	38	-	454	1549	503	90.2%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	72	4	890	1773	977	91.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	413	26	7	11.8	8.8	0.2	20.8	-	-	-	-
Myddleton / Delph Lane	-	-	413	26	7	11.8	8.8	0.2	20.8	-	-	-	-
1/1	266	266	-	-	-	1.2	0.2	-	1.4	18.5	4.9	0.2	5.1
2/1	454	454	-	-	-	4.9	4.0	-	8.8	70.1	14.4	4.0	18.3
3/1	890	890	413	26	7	5.8	4.6	0.2	10.6	42.9	26.7	4.6	31.3
4/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.2	Total Delay for Signalled Lanes (pcuHr):		20.81	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-1.2	Total Delay Over All Lanes(pcuHr):		20.81					

Full Input Data And Results

Scenario 5: '2027 DM AM' (FG5: '2027 DM AM', Plan 1: 'Network Control Plan 1')

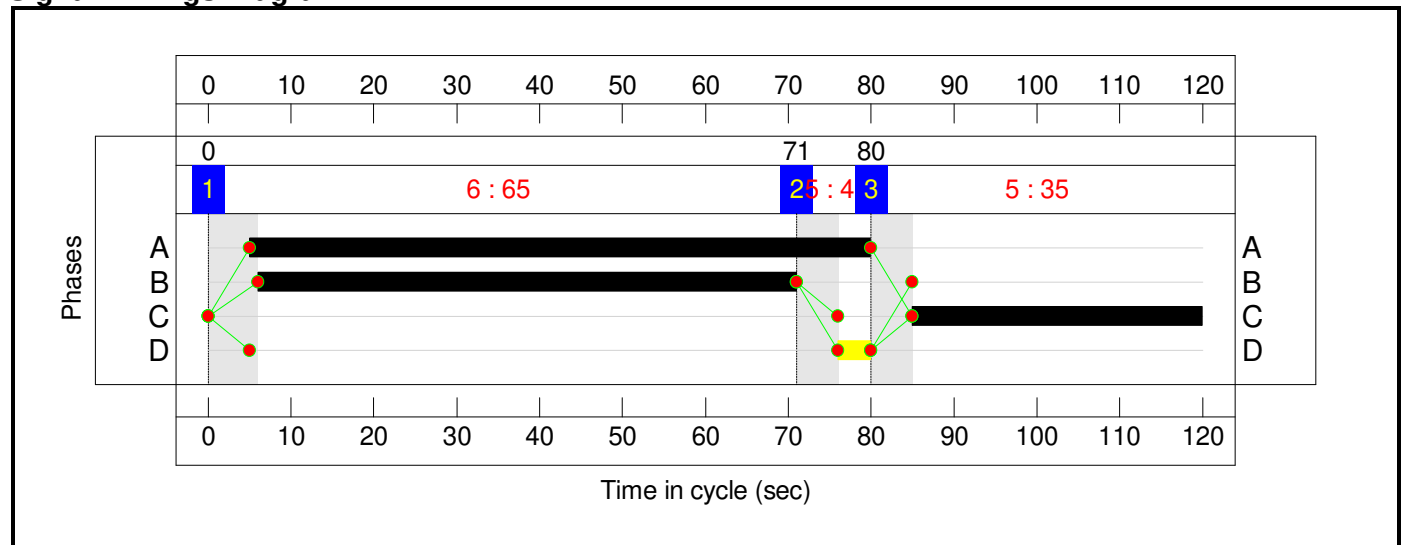
Stage Sequence Diagram



Stage Timings

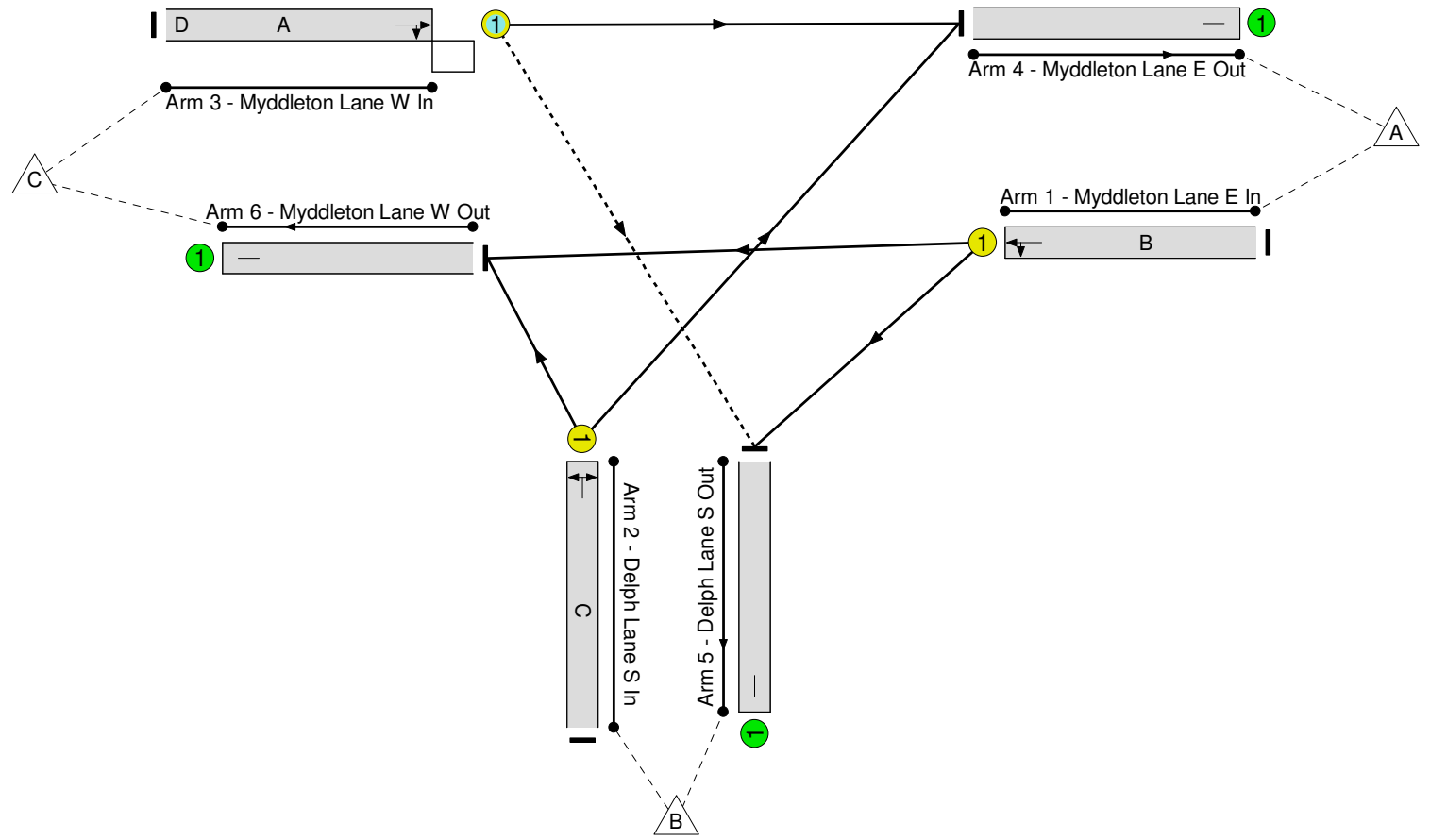

Stage	1	2	3
Duration	65s	4s	35s
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 1.9 %
Total Traffic Delay: 17.7 pcuHr



Full Input Data And Results

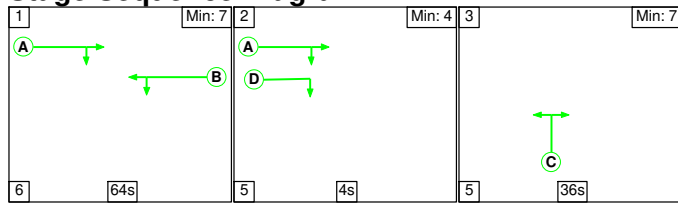
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	279	1815	998	27.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	403	1560	468	86.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	909	1780	1029	88.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	407	26	7	10.8	6.6	0.2	17.7	-	-	-	-
Myddleton / Delph Lane	-	-	407	26	7	10.8	6.6	0.2	17.7	-	-	-	-
1/1	279	279	-	-	-	1.1	0.2	-	1.3	16.9	4.9	0.2	5.1
2/1	403	403	-	-	-	4.4	2.9	-	7.3	65.1	12.6	2.9	15.5
3/1	909	909	407	26	7	5.3	3.6	0.2	9.1	35.9	26.0	3.6	29.6
4/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		1.9	Total Delay for Signalled Lanes (pcuHr):		17.65	Cycle Time (s): 120				
			PRC Over All Lanes (%):		1.9	Total Delay Over All Lanes(pcuHr):		17.65					

Full Input Data And Results

Scenario 6: '2027 DS AM' (FG6: '2027 DS AM', Plan 1: 'Network Control Plan 1')

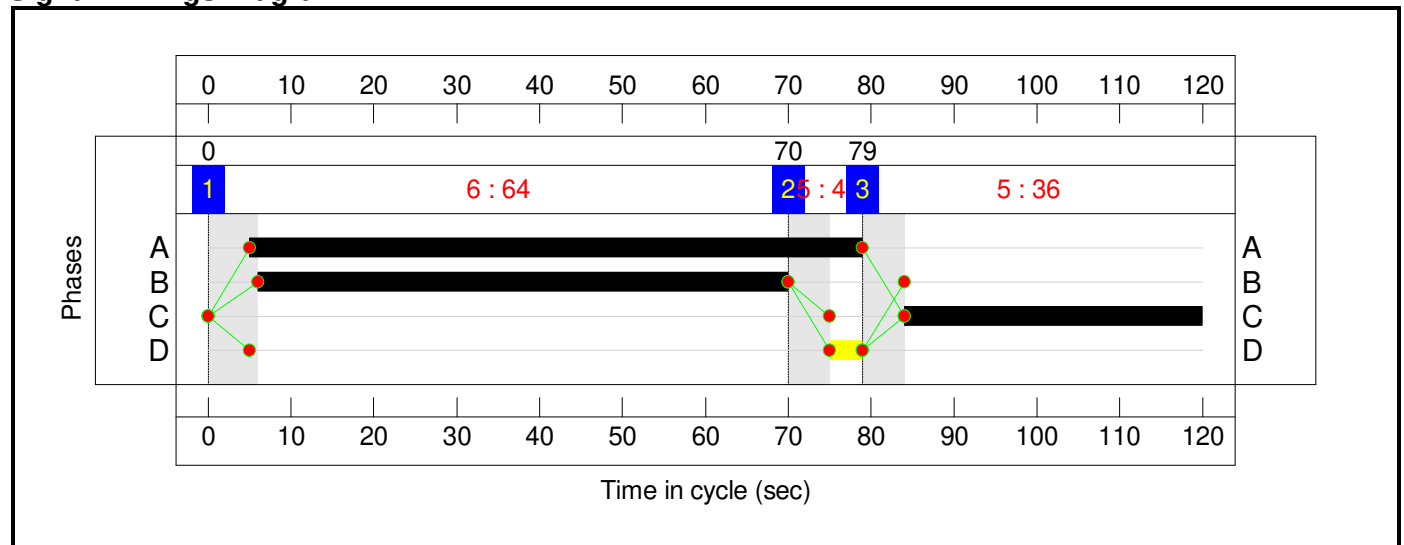
Stage Sequence Diagram



Stage Timings

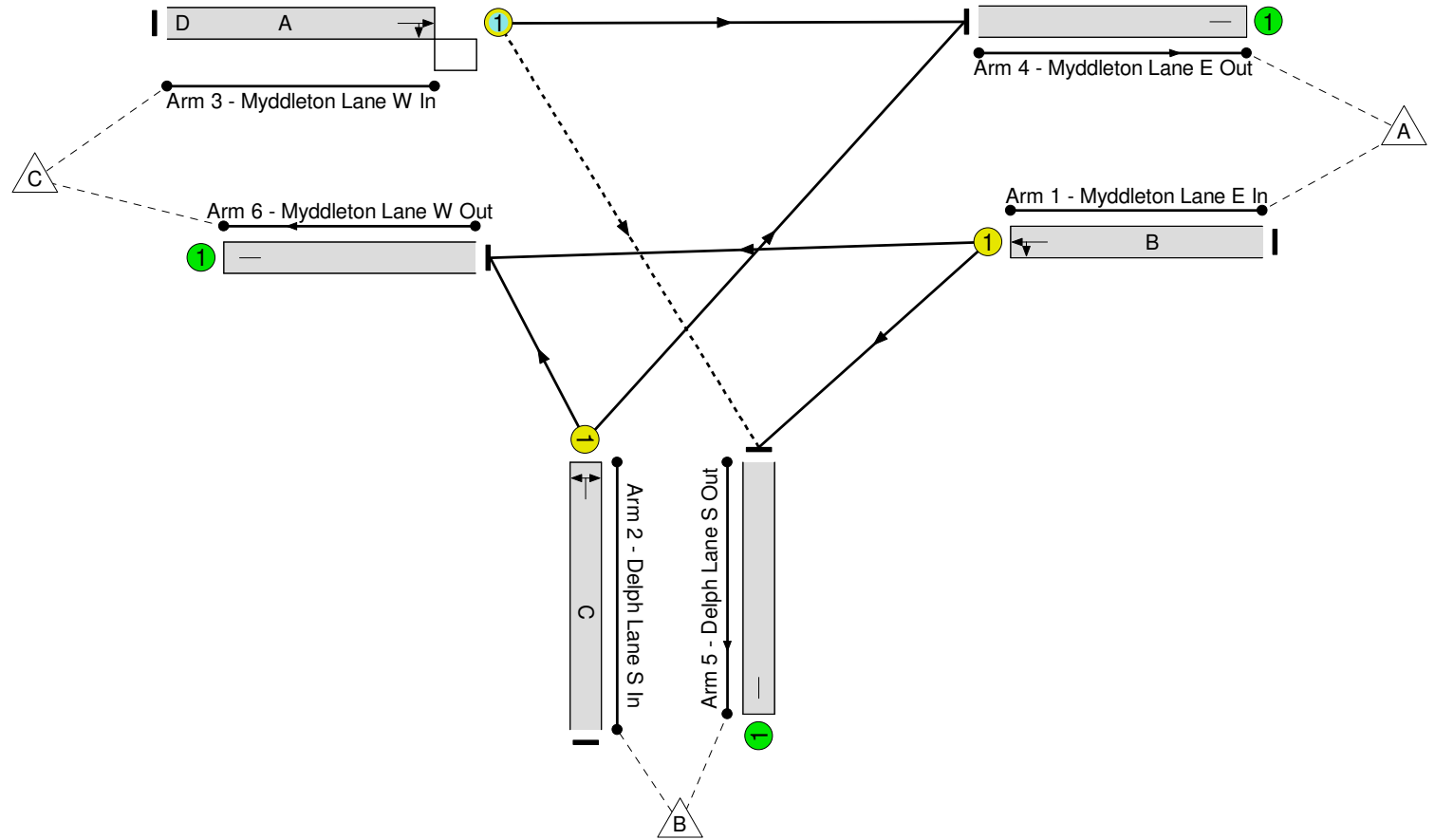

Stage	1	2	3
Duration	64	4	36
Change Point	0	70	79

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -1.5 %
Total Traffic Delay: 21.1 pcuHr



Full Input Data And Results

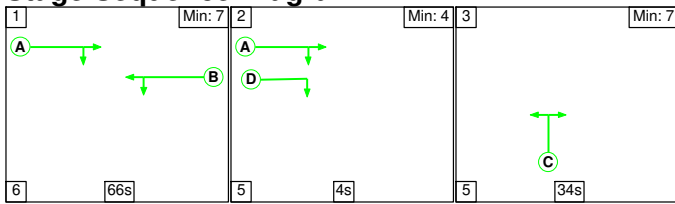
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	64	-	280	1817	984	28.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	36	-	437	1556	480	91.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	74	4	923	1777	1010	91.3%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	420	26	8	11.7	9.2	0.2	21.1	-	-	-	-
Myddleton / Delph Lane	-	-	420	26	8	11.7	9.2	0.2	21.1	-	-	-	-
1/1	280	280	-	-	-	1.2	0.2	-	1.4	17.5	5.1	0.2	5.3
2/1	437	437	-	-	-	4.8	4.3	-	9.1	75.0	14.0	4.3	18.2
3/1	923	923	420	26	8	5.7	4.8	0.2	10.7	41.7	27.4	4.8	32.2
4/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.5	Total Delay for Signalled Lanes (pcuHr):		21.14	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-1.5	Total Delay Over All Lanes(pcuHr):		21.14					

Full Input Data And Results

Scenario 7: '2032 DM AM' (FG7: '2032 DM AM', Plan 1: 'Network Control Plan 1')

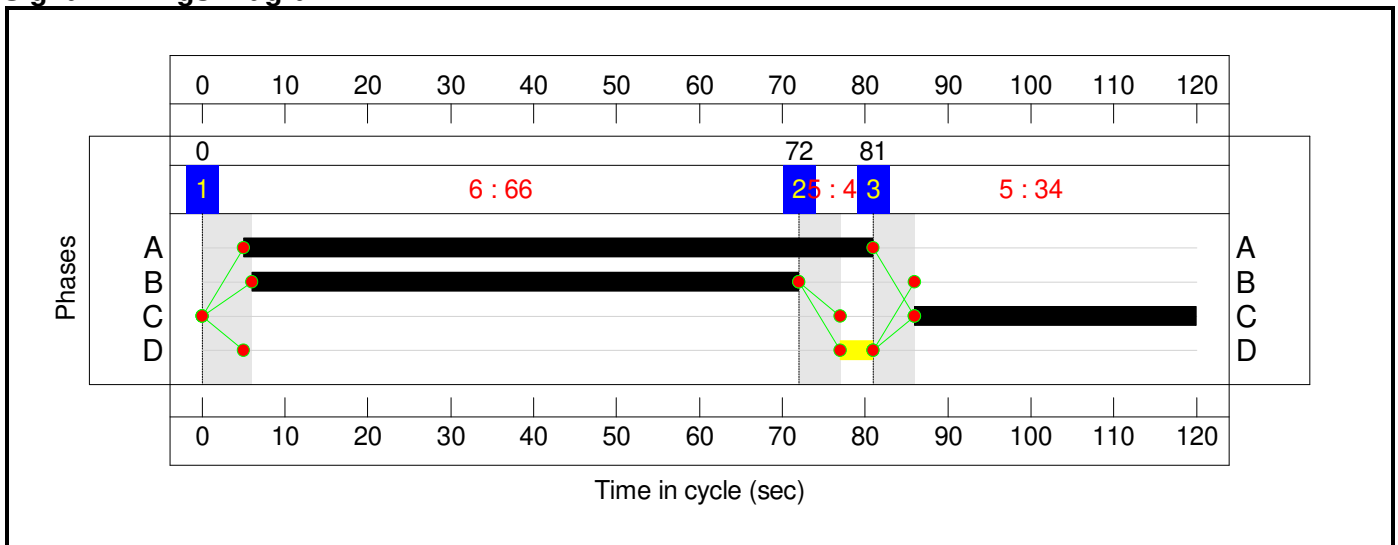
Stage Sequence Diagram



Stage Timings

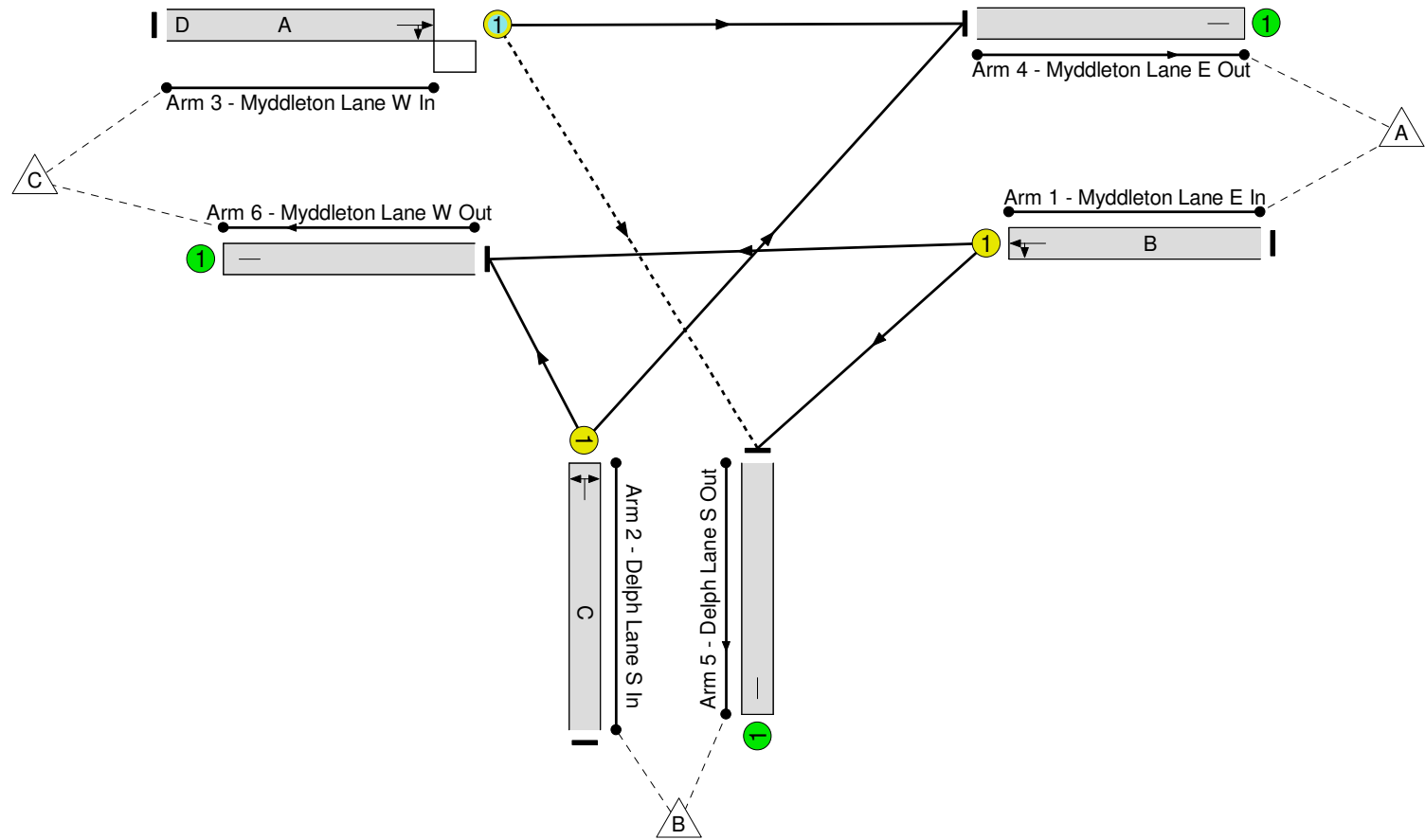

Stage	1	2	3
Duration	66	4	34
Change Point	0	72	81

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -4.0 %
Total Traffic Delay: 22.7 pcuHr



Full Input Data And Results

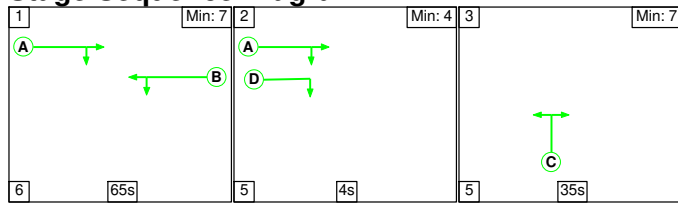
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	66	-	295	1814	1013	29.1%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	34	-	416	1562	456	91.3%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	76	4	974	1777	1040	93.6%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	442	28	8	11.8	10.7	0.2	22.7	-	-	-	-
Myddleton / Delph Lane	-	-	442	28	8	11.8	10.7	0.2	22.7	-	-	-	-
1/1	295	295	-	-	-	1.1	0.2	-	1.4	16.5	5.2	0.2	5.4
2/1	416	416	-	-	-	4.7	4.3	-	9.1	78.4	13.3	4.3	17.6
3/1	974	974	442	28	8	5.9	6.2	0.2	12.3	45.6	29.8	6.2	35.9
4/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-4.0	Total Delay for Signalled Lanes (pcuHr):		22.75	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-4.0	Total Delay Over All Lanes(pcuHr):		22.75					

Full Input Data And Results

Scenario 8: '2032 DS Full AM' (FG8: '2032 DS Full AM', Plan 1: 'Network Control Plan 1')

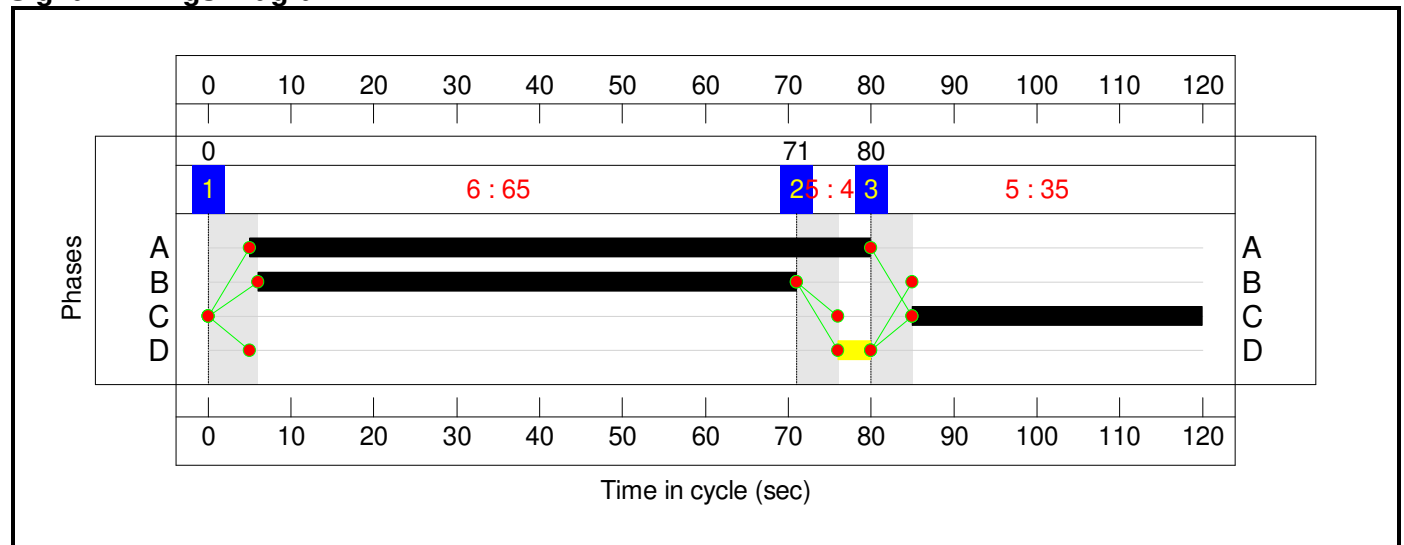
Stage Sequence Diagram



Stage Timings

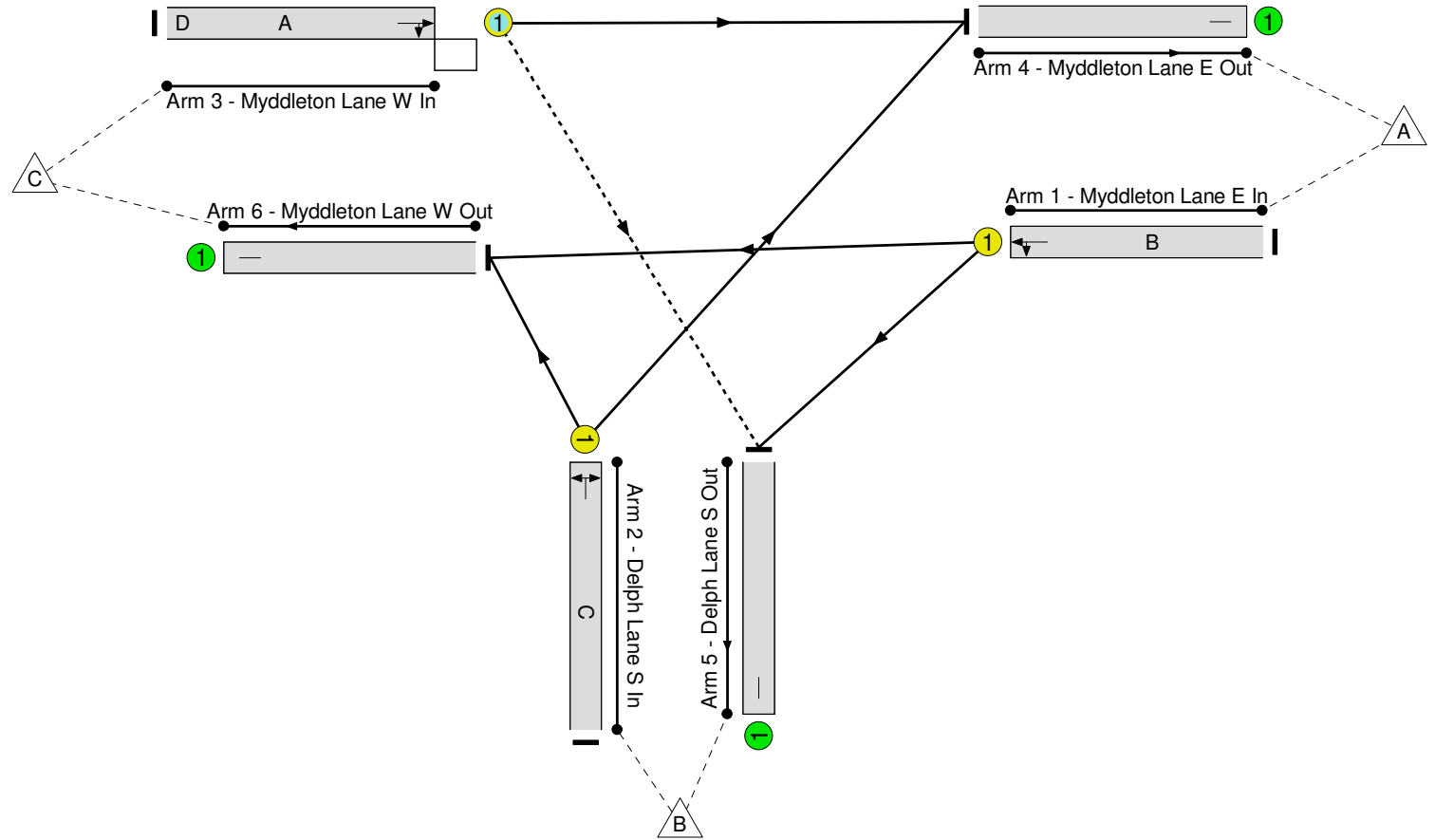
Stage	1	2	3
Duration	65s	4s	35s
Change Point	0	71	80

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -10.4 %
Total Traffic Delay: 35.5 pcuHr

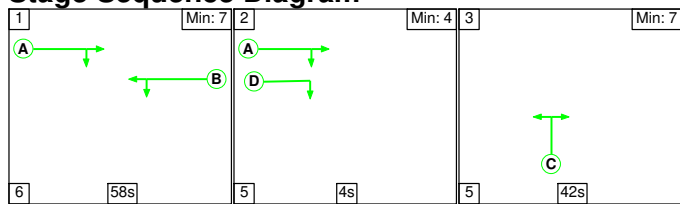


Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	65	-	296	1820	1001	29.6%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	35	-	464	1556	467	99.4%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	75	4	1001	1772	1020	98.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	446	49	8	13.3	22.0	0.2	35.5	-	-	-	-
Myddleton / Delph Lane	-	-	446	49	8	13.3	22.0	0.2	35.5	-	-	-	-
1/1	296	296	-	-	-	1.2	0.2	-	1.4	17.1	5.3	0.2	5.5
2/1	464	464	-	-	-	5.4	10.1	-	15.5	120.2	15.3	10.1	25.4
3/1	1001	1001	446	49	8	6.7	11.7	0.2	18.6	67.1	32.5	11.7	44.3
4/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-10.4	Total Delay for Signalled Lanes (pcuHr):		35.54	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-10.4	Total Delay Over All Lanes(pcuHr):		35.54					

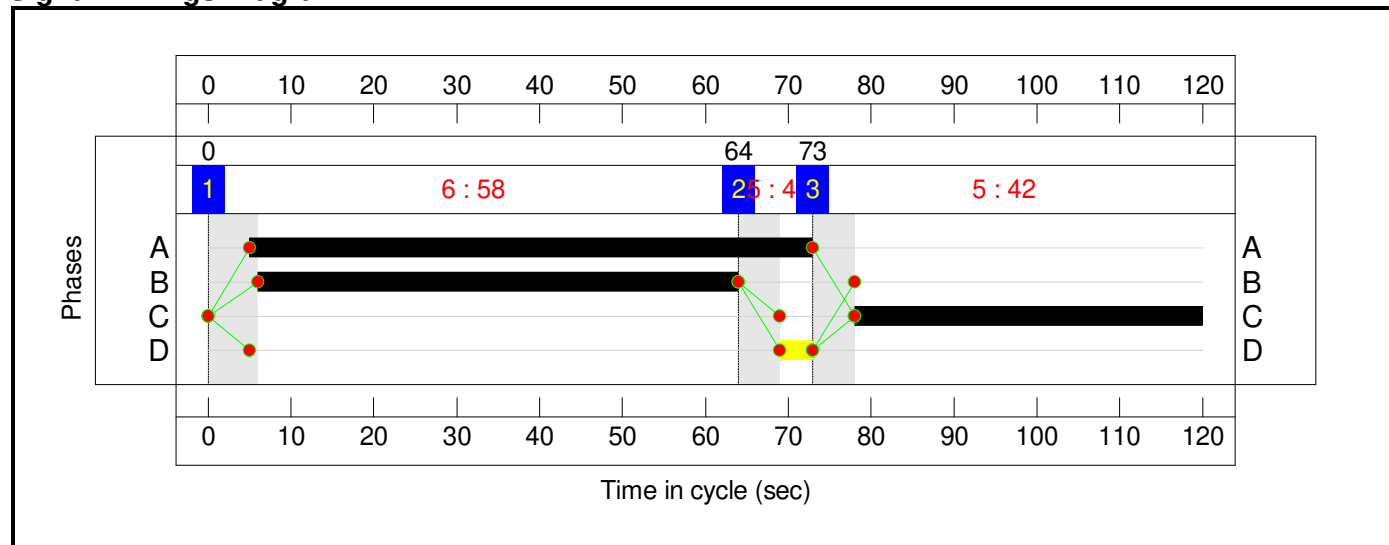
Stage Sequence Diagram



Stage Timings

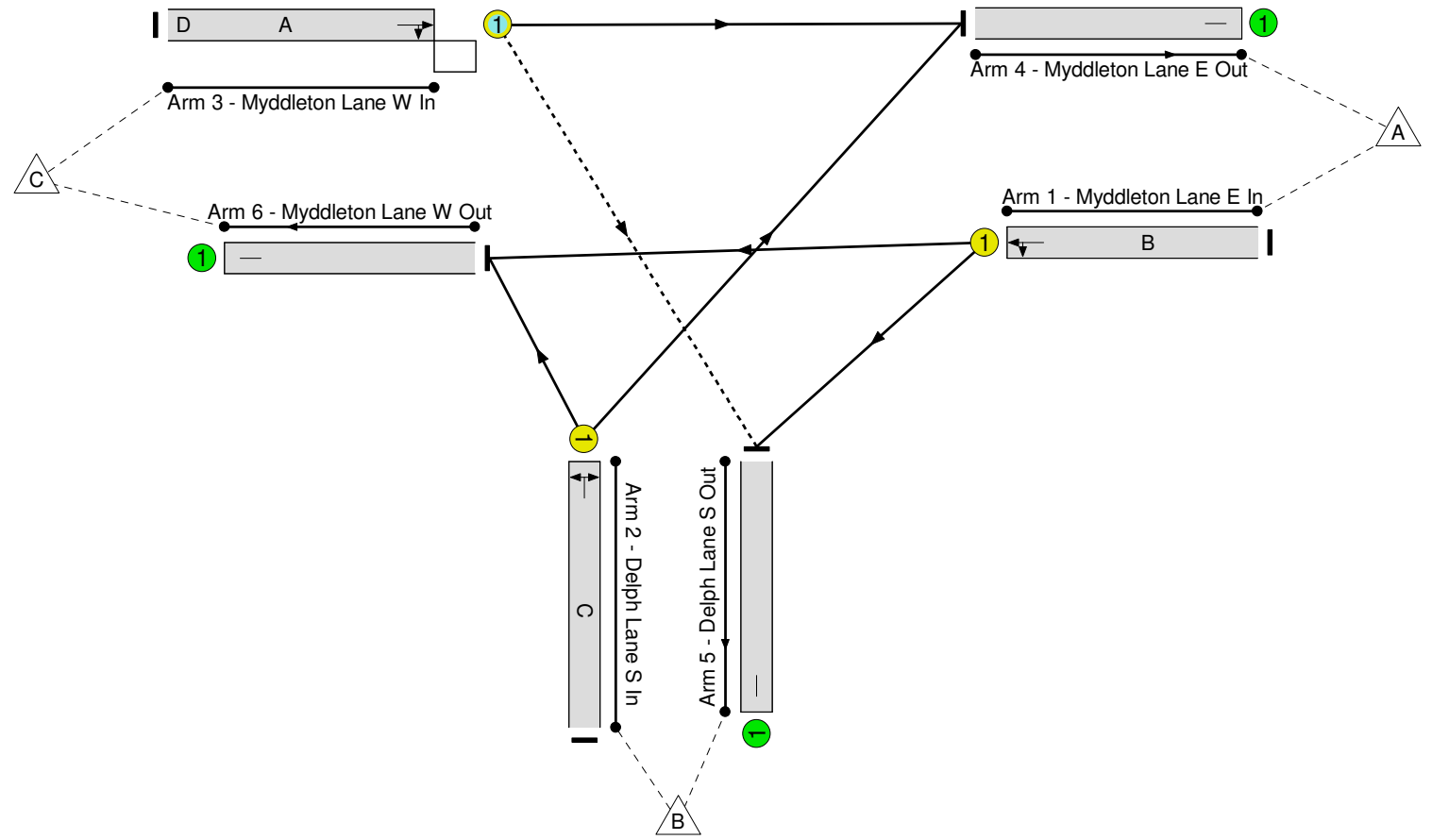

Stage	1	2	3
Duration	58	4	42
Change Point	0	64	73

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 20.9 %
Total Traffic Delay: 13.9 pcuHr



Full Input Data And Results

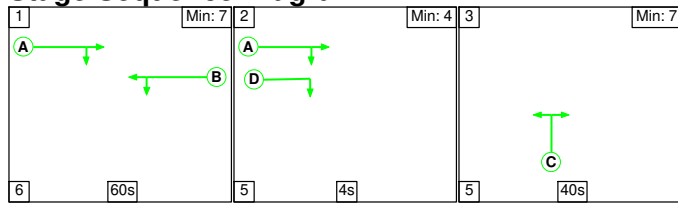
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	58	-	440	1887	928	47.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	42	-	389	1488	533	73.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	68	4	583	1756	783	74.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	293	18	5	10.1	3.2	0.6	13.9	-	-	-	-
Myddleton / Delph Lane	-	-	293	18	5	10.1	3.2	0.6	13.9	-	-	-	-
1/1	440	440	-	-	-	2.5	0.5	-	2.9	23.9	9.7	0.5	10.1
2/1	389	389	-	-	-	3.6	1.3	-	4.9	45.7	11.2	1.3	12.6
3/1	583	583	293	18	5	4.0	1.4	0.6	6.0	37.1	16.0	1.4	17.5
4/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		20.9	Total Delay for Signalled Lanes (pcuHr):		13.87	Cycle Time (s): 120				
			PRC Over All Lanes (%):		20.9	Total Delay Over All Lanes(pcuHr):		13.87					

Full Input Data And Results

Scenario 10: '2022 DM PM' (FG10: '2022 DM PM', Plan 1: 'Network Control Plan 1')

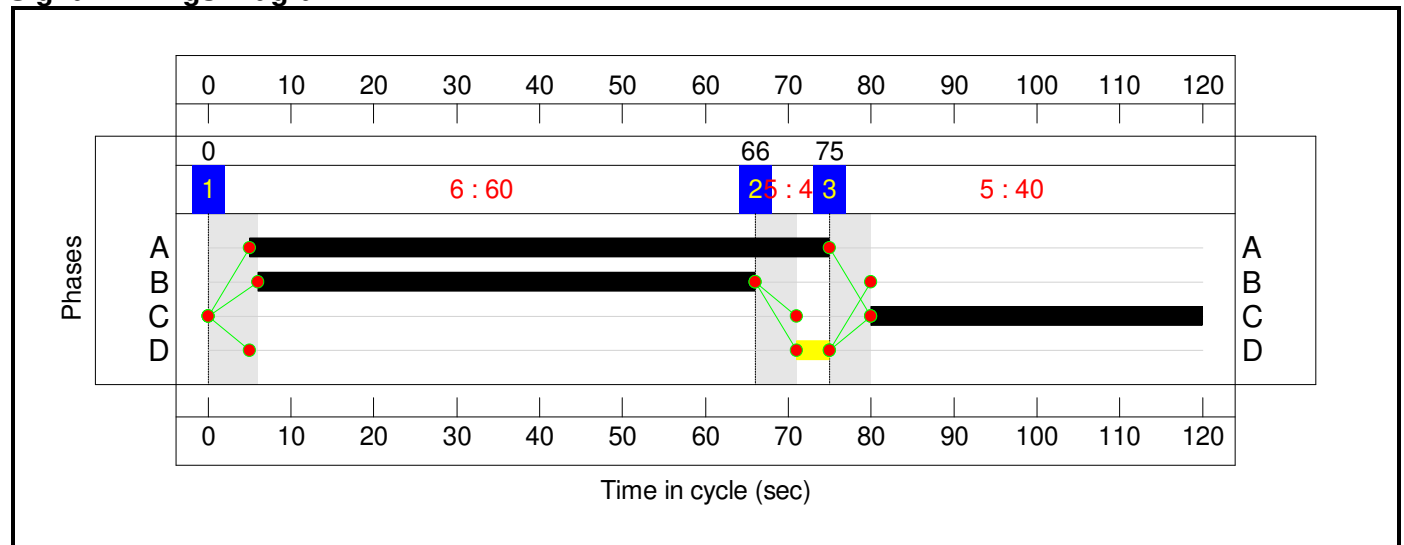
Stage Sequence Diagram



Stage Timings

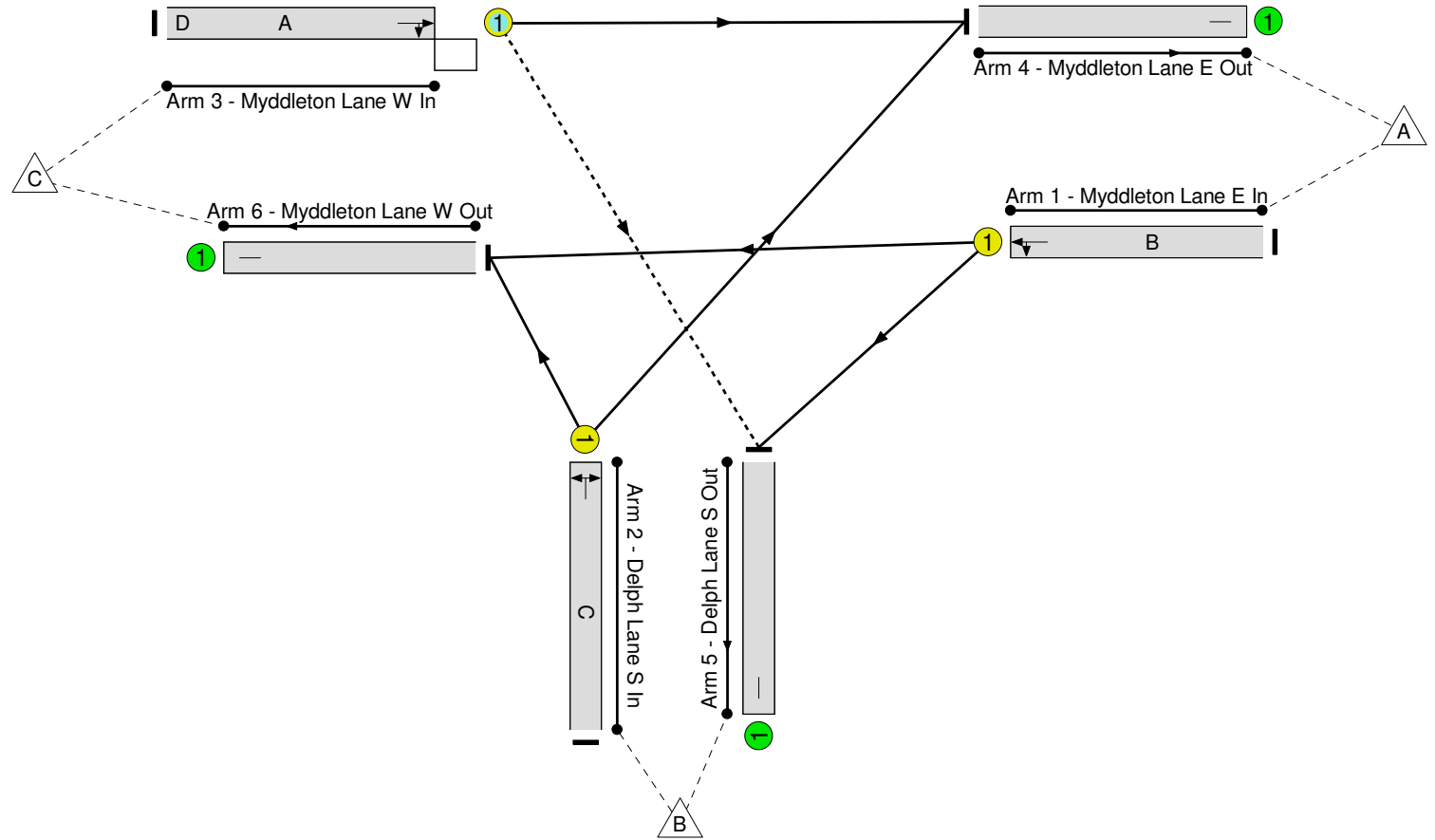

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 15.3 %
Total Traffic Delay: 14.8 pcuHr



Full Input Data And Results

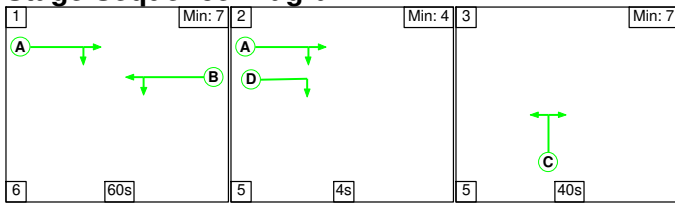
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	464	1883	957	48.5%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	397	1488	508	78.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	607	1759	801	75.8%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	301	19	5	10.5	3.7	0.6	14.8	-	-	-	-
Myddleton / Delph Lane	-	-	301	19	5	10.5	3.7	0.6	14.8	-	-	-	-
1/1	464	464	-	-	-	2.5	0.5	-	3.0	22.9	10.1	0.5	10.5
2/1	397	397	-	-	-	3.9	1.7	-	5.6	51.1	11.8	1.7	13.5
3/1	607	607	301	19	5	4.1	1.5	0.6	6.2	36.9	16.7	1.5	18.2
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		15.3	Total Delay for Signalled Lanes (pcuHr):		14.81	Cycle Time (s): 120				
			PRC Over All Lanes (%):		15.3	Total Delay Over All Lanes(pcuHr):		14.81					

Full Input Data And Results

Scenario 11: '2022 DS PM' (FG11: '2022 DS PM', Plan 1: 'Network Control Plan 1')

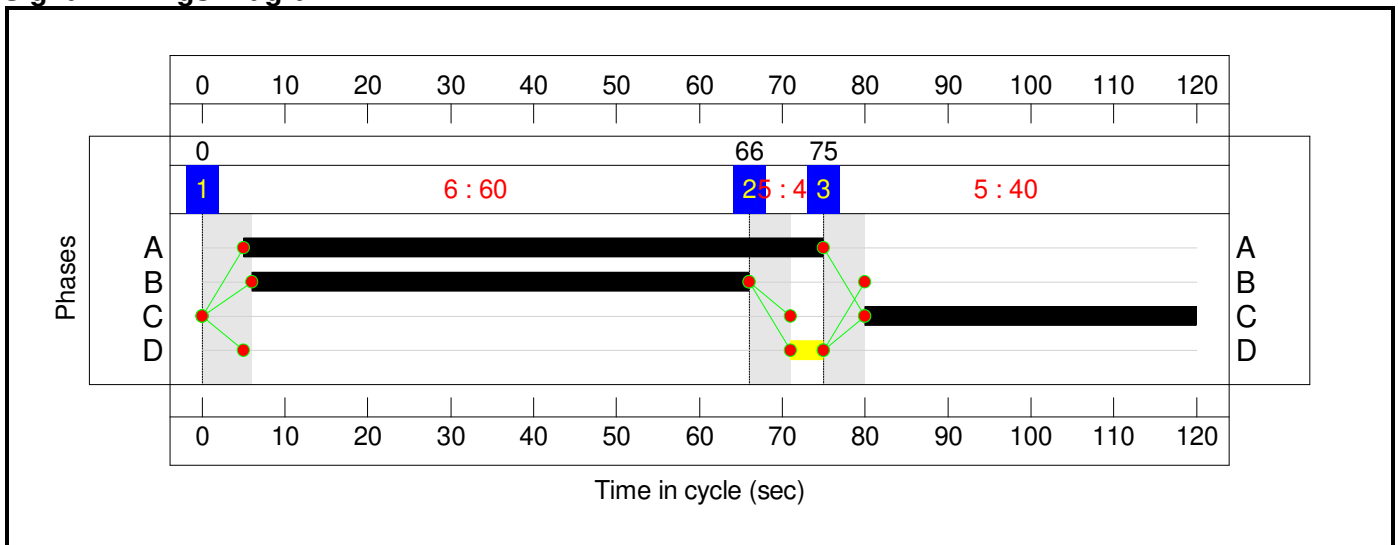
Stage Sequence Diagram



Stage Timings

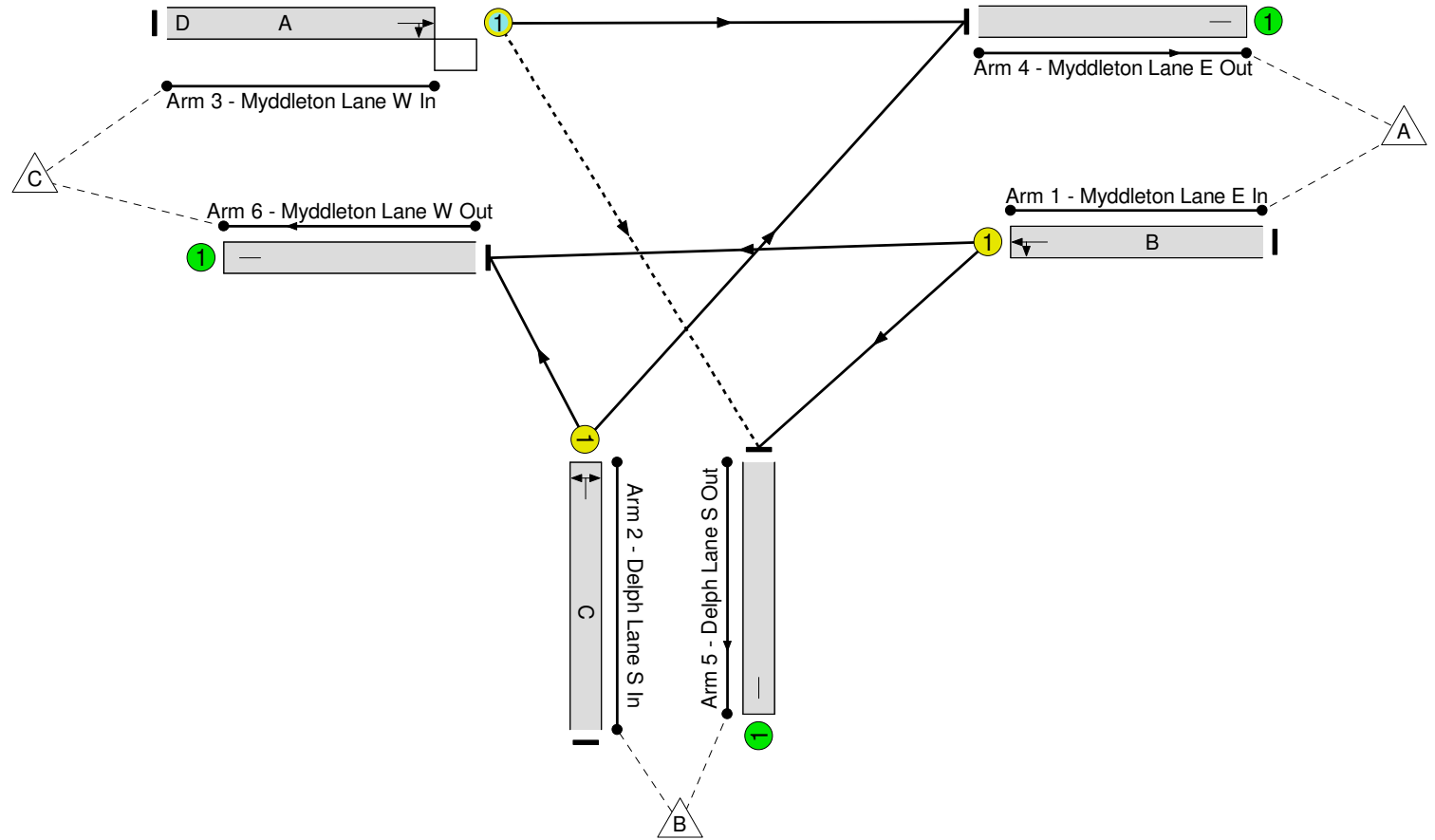

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 14.4 %
Total Traffic Delay: 15.1 pcuHr



Full Input Data And Results

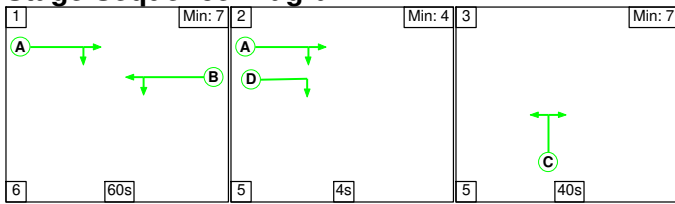
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	467	1879	955	48.9%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	400	1488	508	78.7%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	609	1759	796	76.5%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	302	19	5	10.6	3.9	0.6	15.1	-	-	-	-
Myddleton / Delph Lane	-	-	302	19	5	10.6	3.9	0.6	15.1	-	-	-	-
1/1	467	467	-	-	-	2.5	0.5	-	3.0	23.0	10.1	0.5	10.6
2/1	400	400	-	-	-	4.0	1.8	-	5.7	51.6	12.0	1.8	13.8
3/1	609	609	302	19	5	4.1	1.6	0.6	6.3	37.5	16.9	1.6	18.5
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		14.4	Total Delay for Signalled Lanes (pcuHr):		15.07	Cycle Time (s): 120				
			PRC Over All Lanes (%):		14.4	Total Delay Over All Lanes(pcuHr):		15.07					

Full Input Data And Results

Scenario 12: '2022 DS Full PM' (FG12: '2022 DS Full PM', Plan 1: 'Network Control Plan 1')

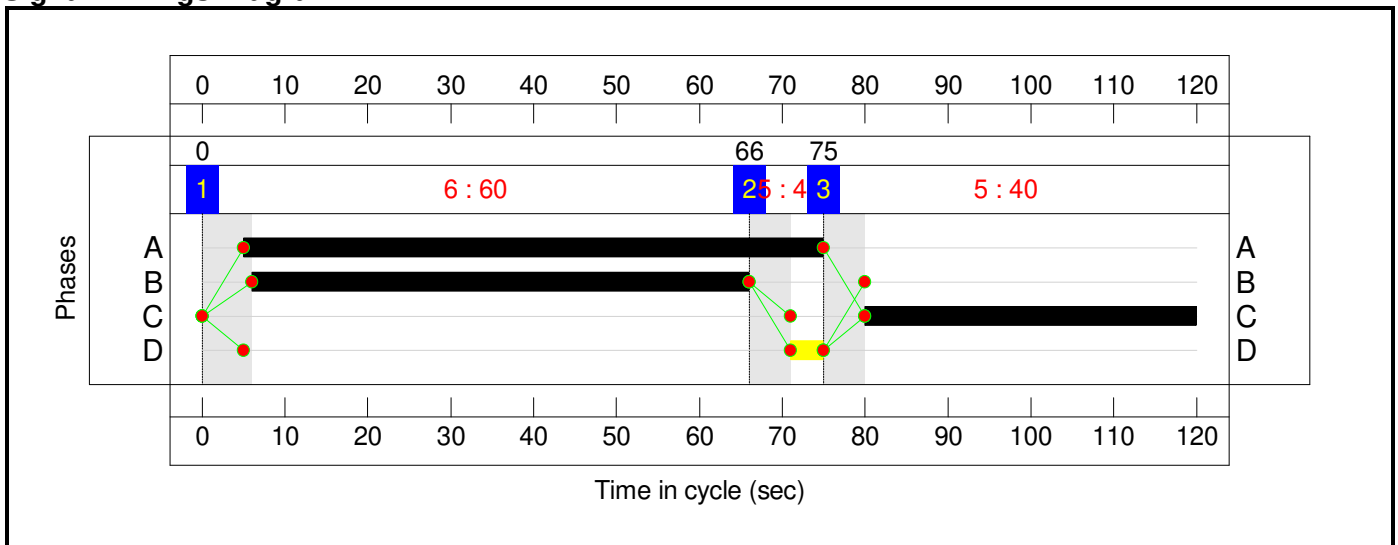
Stage Sequence Diagram



Stage Timings


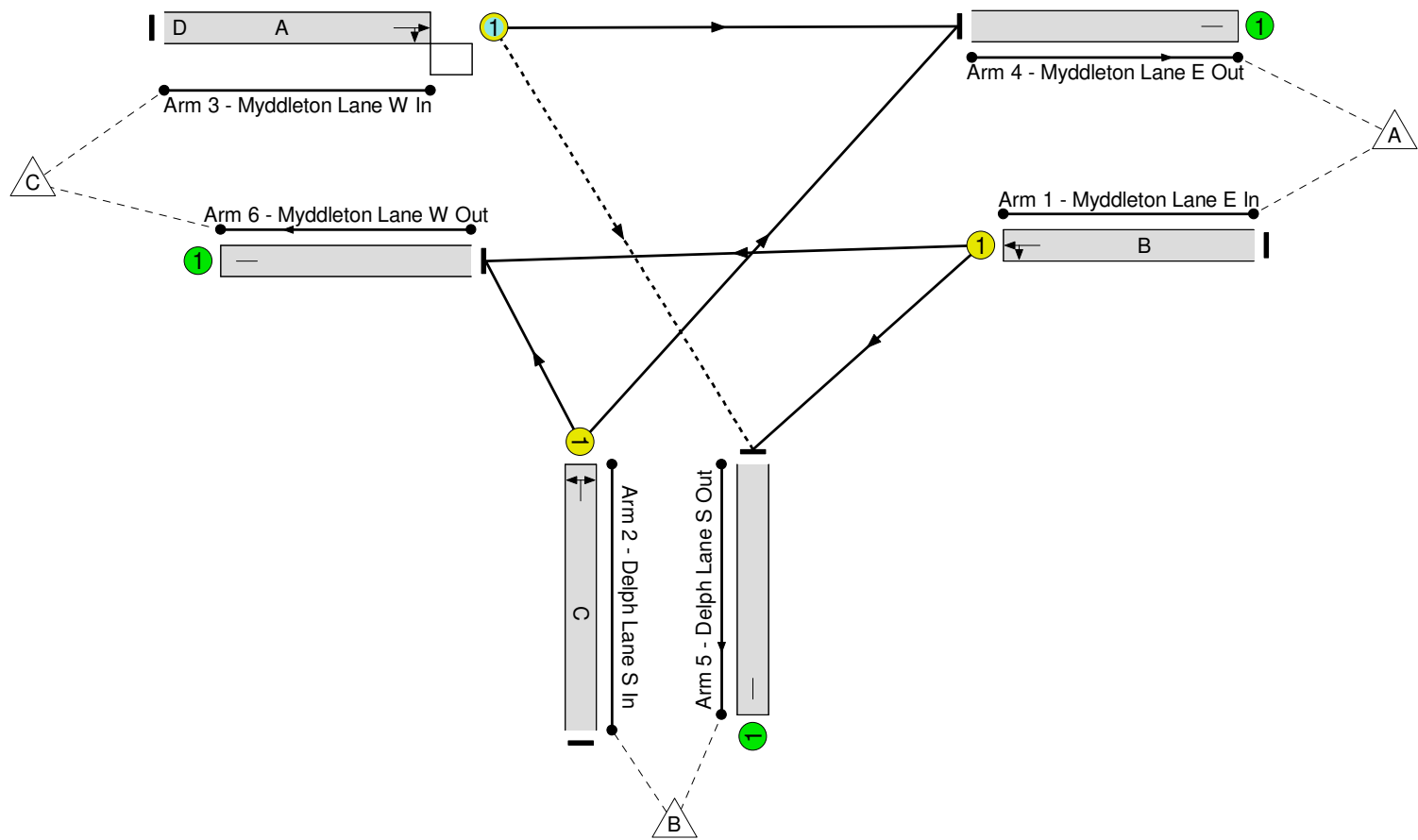
Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
 PRC: 6.3 %
 Total Traffic Delay: 17.8 pcuHr

Full Input Data And Results

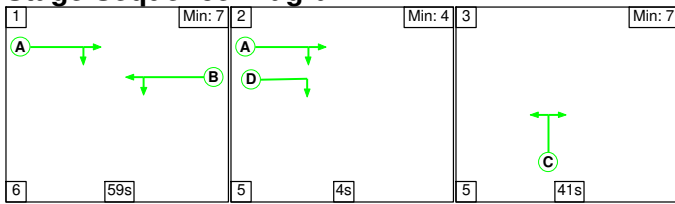
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	481	1862	947	50.8%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	423	1489	509	83.1%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	634	1751	749	84.6%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	306	42	6	11.5	5.5	0.7	17.8	-	-	-	-
Myddleton / Delph Lane	-	-	306	42	6	11.5	5.5	0.7	17.8	-	-	-	-
1/1	481	481	-	-	-	2.6	0.5	-	3.1	23.4	10.6	0.5	11.1
2/1	423	423	-	-	-	4.3	2.3	-	6.6	56.2	12.9	2.3	15.3
3/1	634	634	306	42	6	4.7	2.6	0.7	8.0	45.6	18.8	2.6	21.5
4/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		6.3	Total Delay for Signalled Lanes (pcuHr):		17.78	Cycle Time (s): 120				
			PRC Over All Lanes (%):		6.3	Total Delay Over All Lanes(pcuHr):		17.78					

Full Input Data And Results

Scenario 13: '2027 DM PM' (FG13: '2027 DM PM', Plan 1: 'Network Control Plan 1')

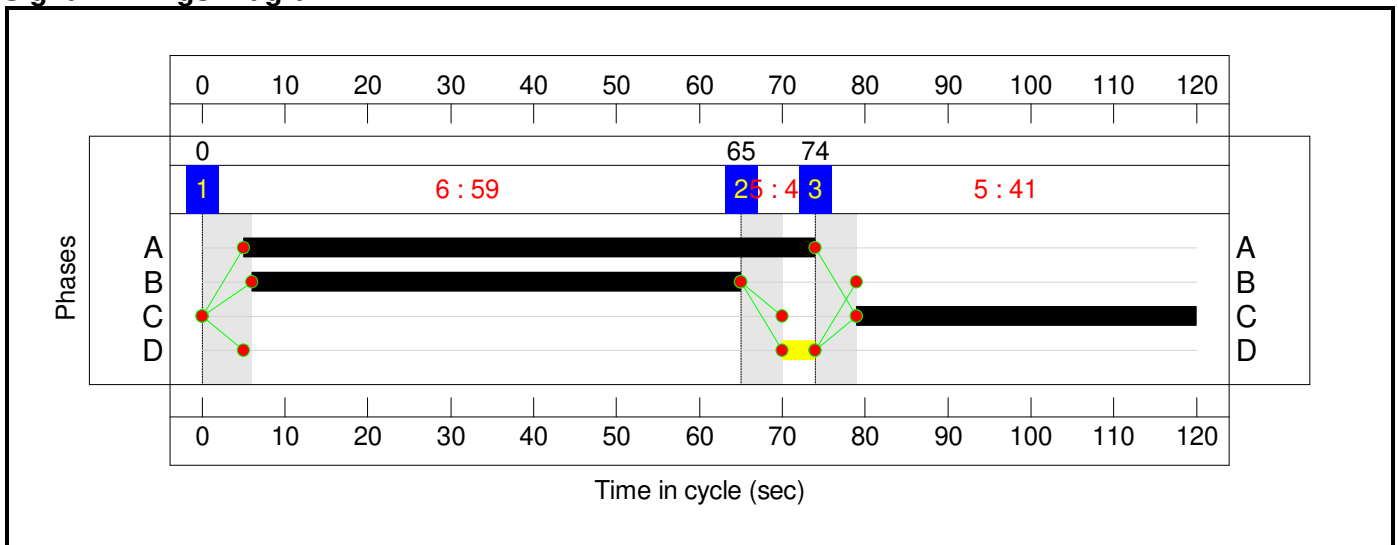
Stage Sequence Diagram



Stage Timings

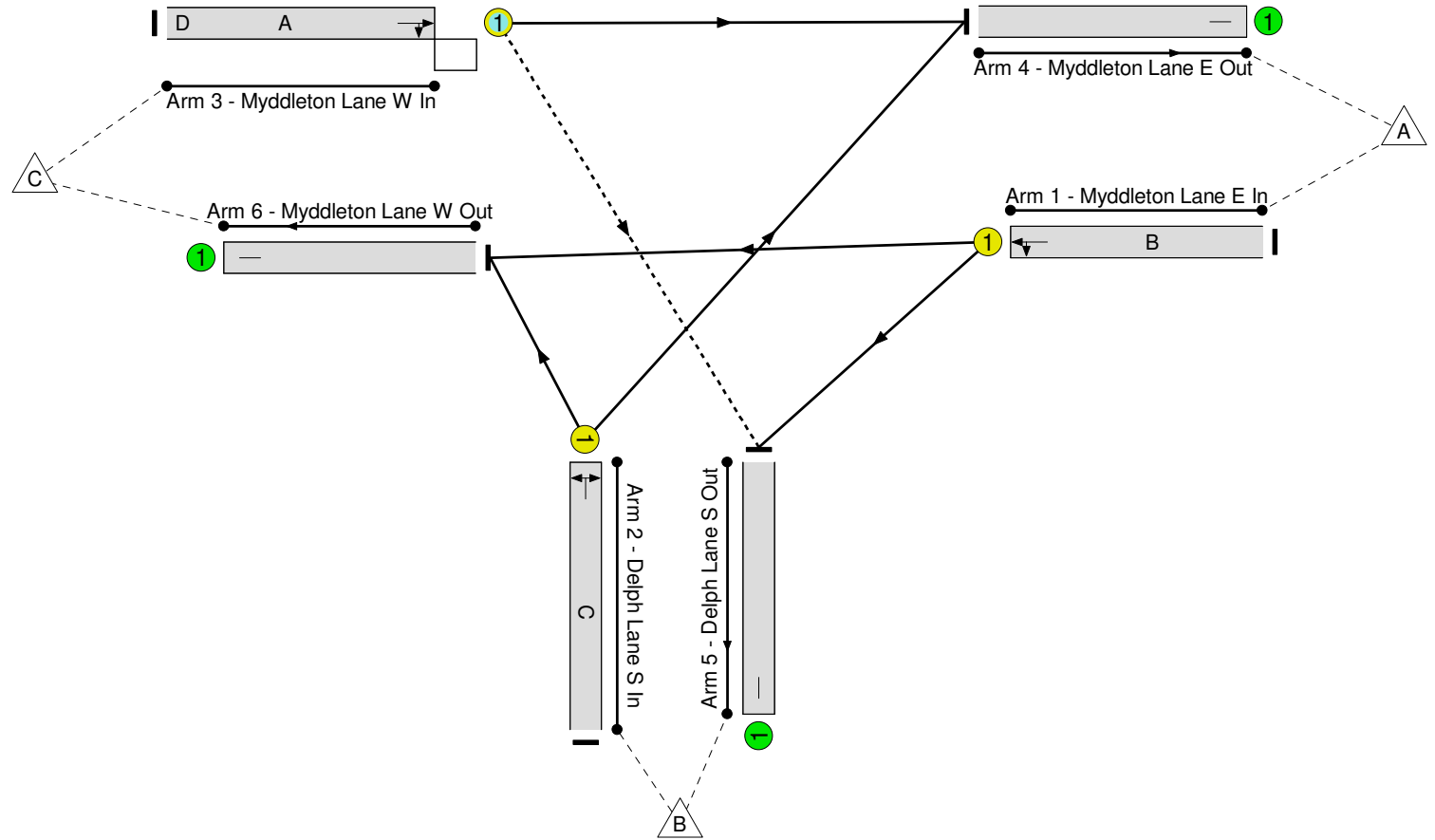
Stage	1	2	3
Duration	59	4	41
Change Point	0	65	74

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: 7.4 %
Total Traffic Delay: 17.7 pcuHr



Full Input Data And Results

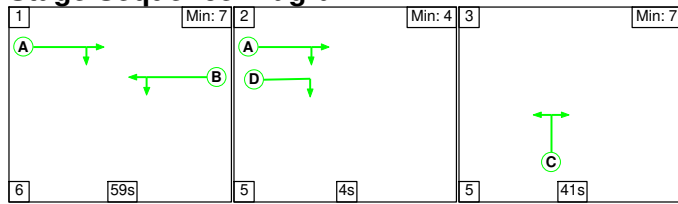
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	59	-	489	1870	935	52.3%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	41	-	439	1497	524	83.8%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	69	4	609	1754	733	83.1%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	291	37	6	11.7	5.4	0.7	17.7	-	-	-	-
Myddleton / Delph Lane	-	-	291	37	6	11.7	5.4	0.7	17.7	-	-	-	-
1/1	489	489	-	-	-	2.8	0.5	-	3.3	24.3	11.0	0.5	11.5
2/1	439	439	-	-	-	4.4	2.4	-	6.8	55.9	13.4	2.4	15.9
3/1	609	609	291	37	6	4.5	2.4	0.7	7.6	45.1	17.9	2.4	20.3
4/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 7.4		Total Delay for Signalled Lanes (pcuHr): 17.75		Cycle Time (s): 120						
			PRC Over All Lanes (%): 7.4		Total Delay Over All Lanes(pcuHr): 17.75								

Full Input Data And Results

Scenario 14: '2027 DS PM' (FG14: '2027 DS PM', Plan 1: 'Network Control Plan 1')

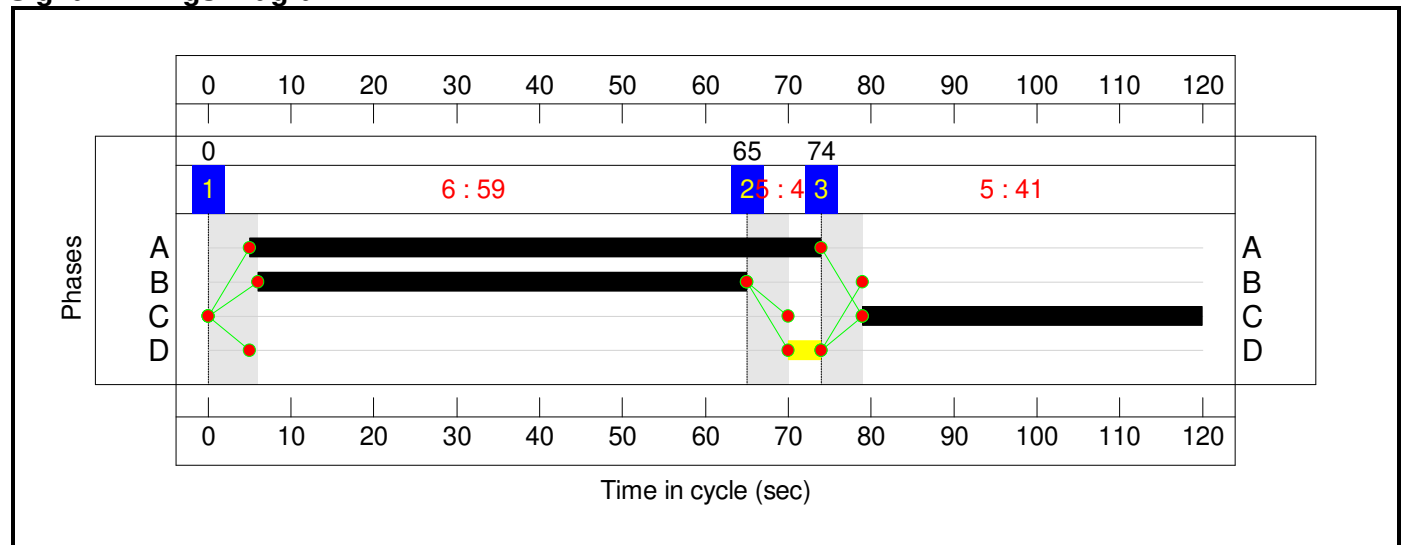
Stage Sequence Diagram



Stage Timings

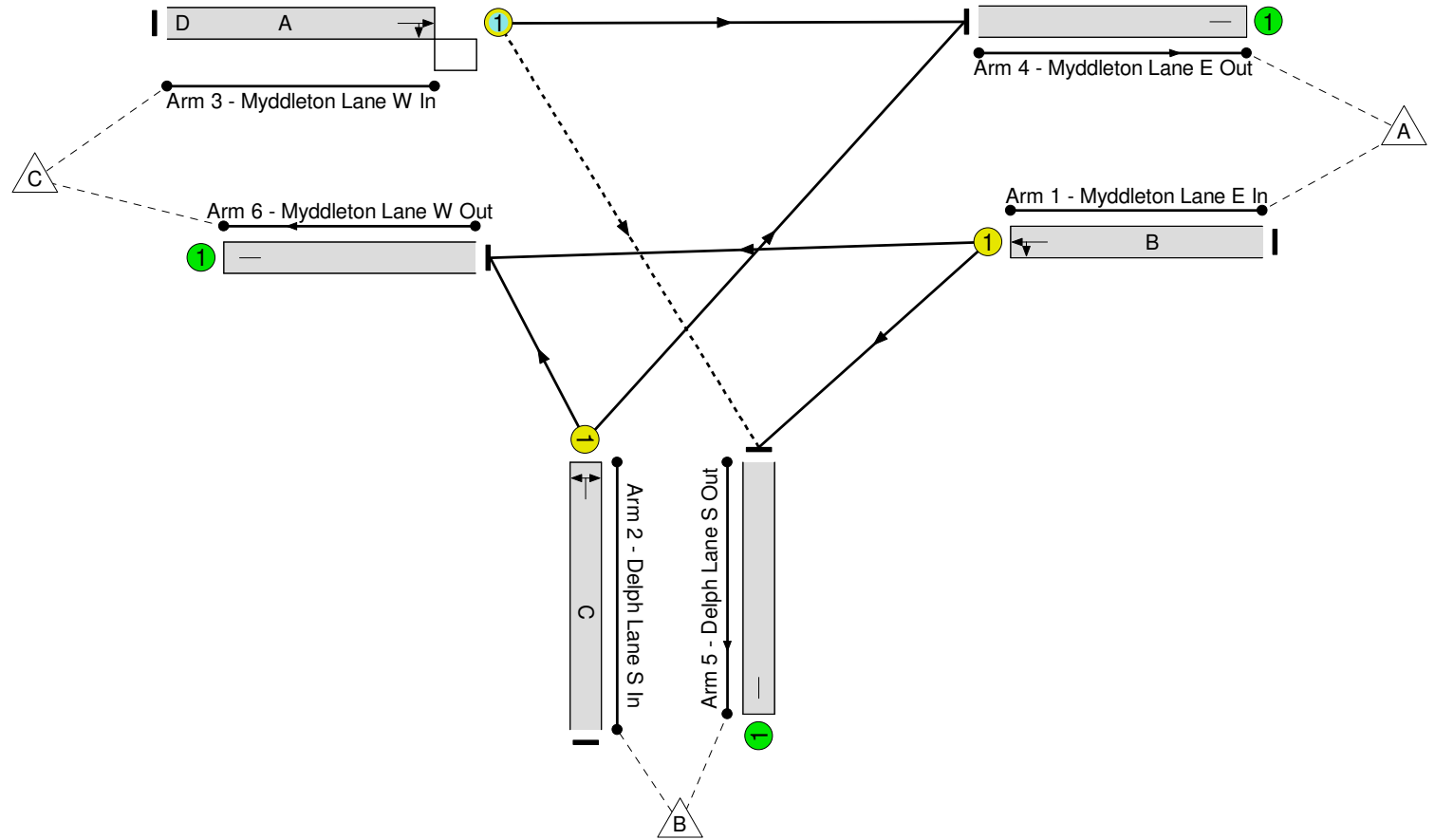

Stage	1	2	3
Duration	59	4	41
Change Point	0	65	74

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -0.3 %
Total Traffic Delay: 21.8 pcuHr



Full Input Data And Results

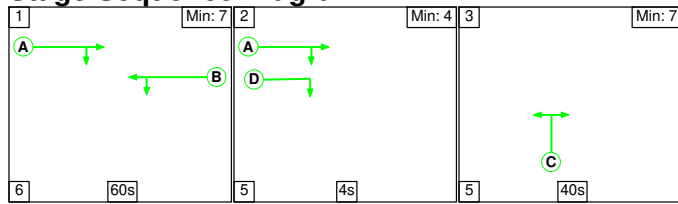
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	59	-	503	1864	932	54.0%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	41	-	474	1500	525	90.3%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	69	4	615	1746	689	89.2%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	280	65	6	12.6	8.4	0.8	21.8	-	-	-	-
Myddleton / Delph Lane	-	-	280	65	6	12.6	8.4	0.8	21.8	-	-	-	-
1/1	503	503	-	-	-	2.9	0.6	-	3.5	24.7	11.5	0.6	12.0
2/1	474	474	-	-	-	4.9	4.0	-	8.9	67.6	15.0	4.0	19.0
3/1	615	615	280	65	6	4.9	3.8	0.8	9.4	55.2	19.0	3.8	22.7
4/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-0.3	Total Delay for Signalled Lanes (pcuHr):		21.77	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-0.3	Total Delay Over All Lanes(pcuHr):		21.77					

Full Input Data And Results

Scenario 15: '2032 DM PM' (FG15: '2032 DM PM', Plan 1: 'Network Control Plan 1')

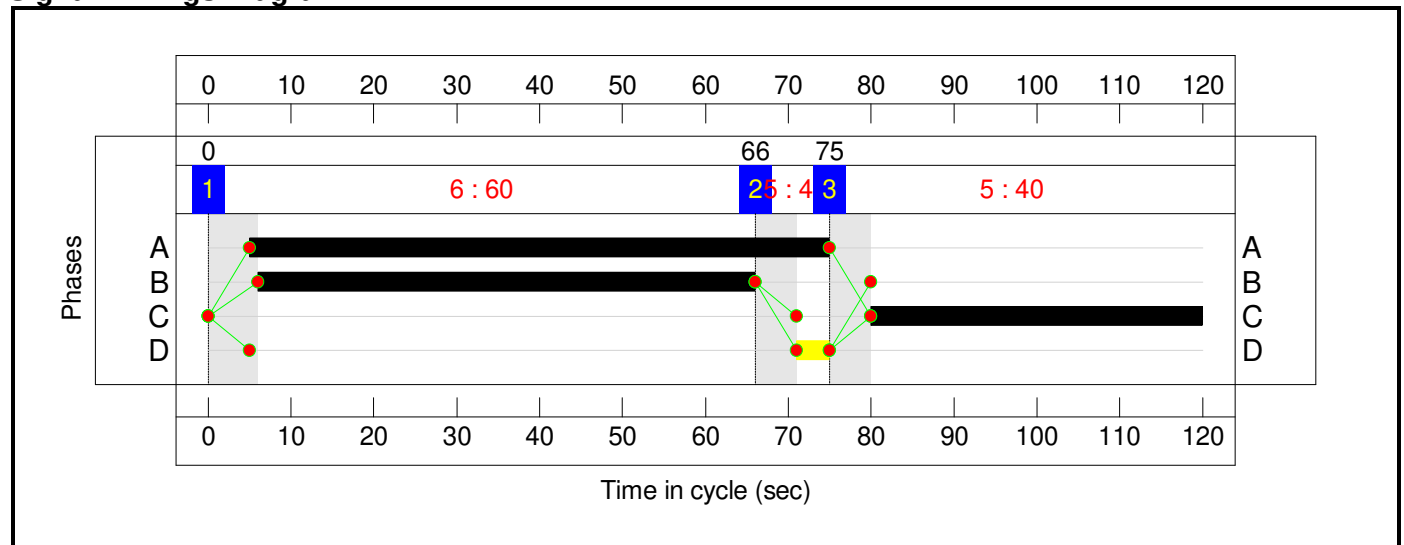
Stage Sequence Diagram



Stage Timings

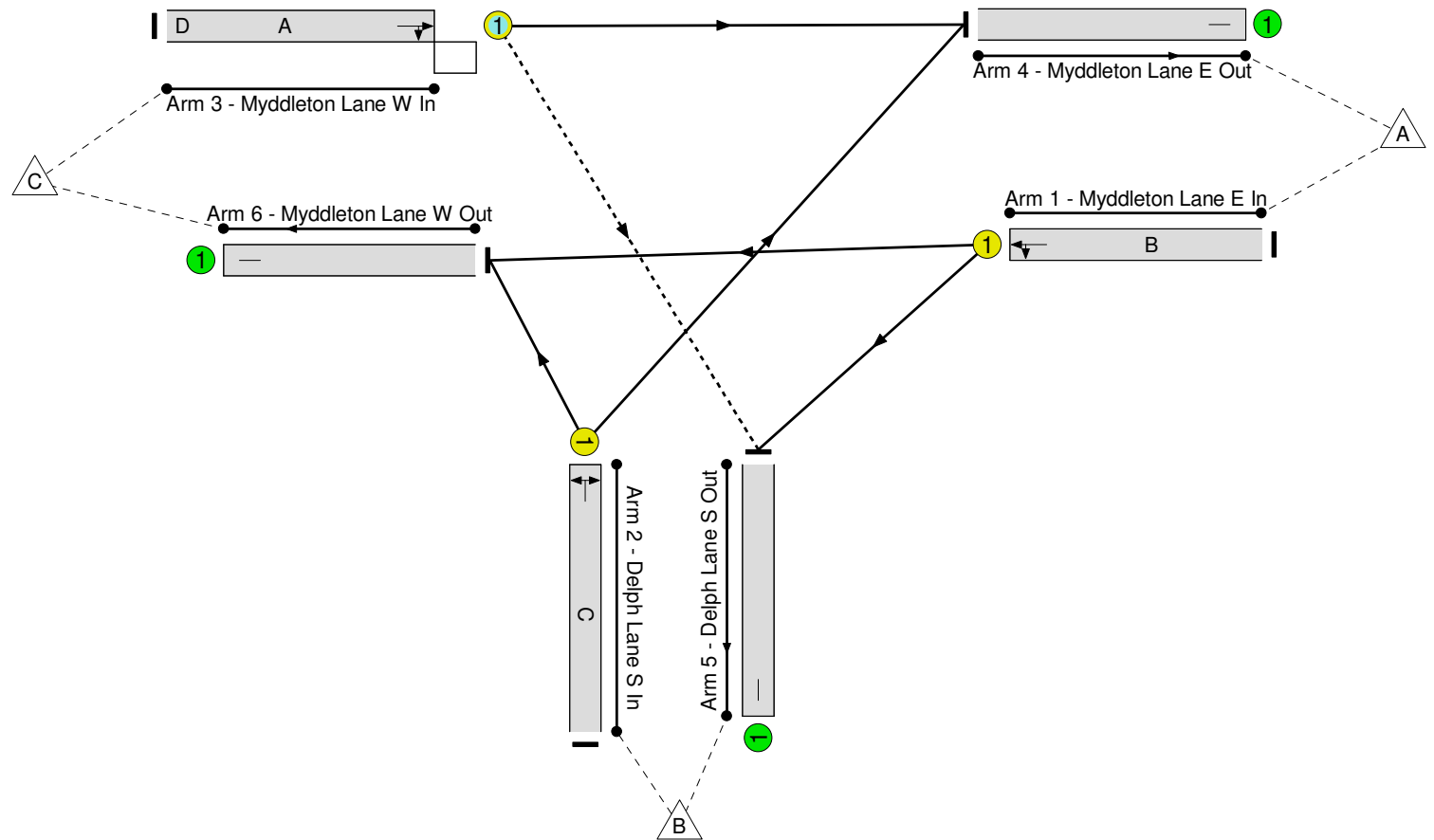

Stage	1	2	3
Duration	60	4	40
Change Point	0	66	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -2.3 %
Total Traffic Delay: 22.9 pcuHr



Full Input Data And Results

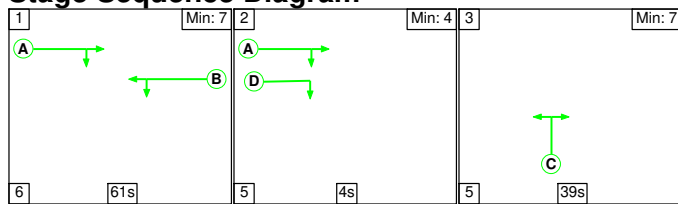
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	60	-	515	1869	950	54.2%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	40	-	472	1501	513	92.0%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	70	4	632	1751	702	90.0%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	280	67	6	12.8	9.3	0.8	22.9	-	-	-	-
Myddleton / Delph Lane	-	-	280	67	6	12.8	9.3	0.8	22.9	-	-	-	-
1/1	515	515	-	-	-	2.9	0.6	-	3.5	24.1	11.6	0.6	12.2
2/1	472	472	-	-	-	5.0	4.7	-	9.7	73.8	15.1	4.7	19.8
3/1	632	632	280	67	6	5.0	4.1	0.8	9.8	55.9	19.7	4.1	23.7
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-2.3	Total Delay for Signalled Lanes (pcuHr):		22.95	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-2.3	Total Delay Over All Lanes(pcuHr):		22.95					

Full Input Data And Results

Scenario 16: '2032 DS Full PM' (FG16: '2032 DS Full PM', Plan 1: 'Network Control Plan 1')

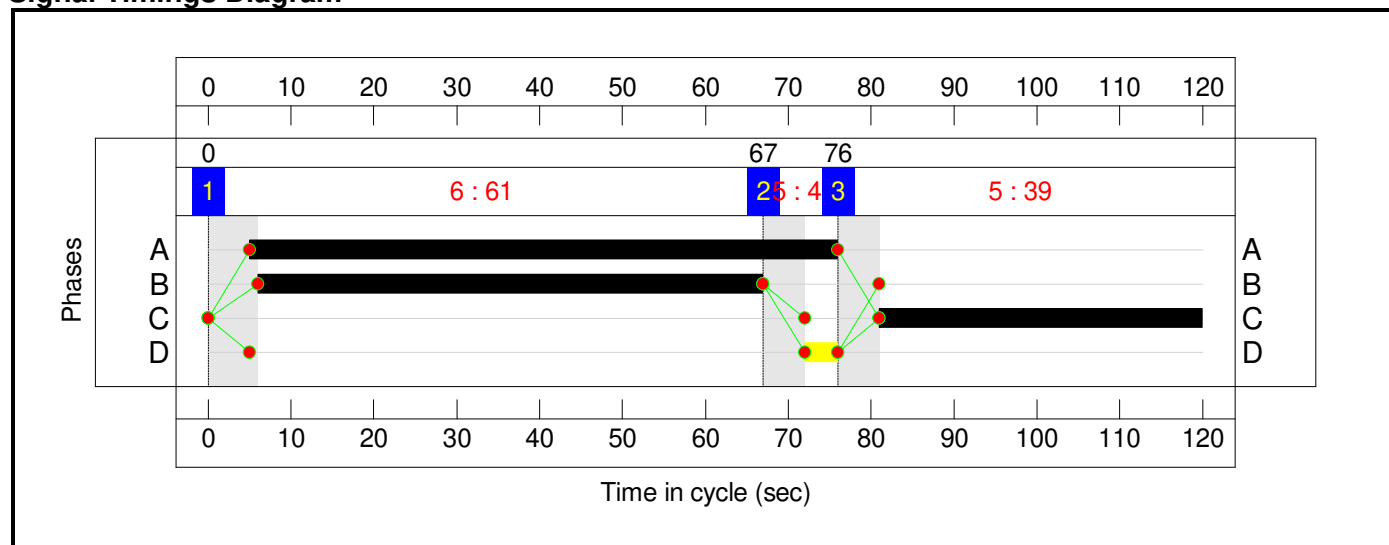
Stage Sequence Diagram



Stage Timings

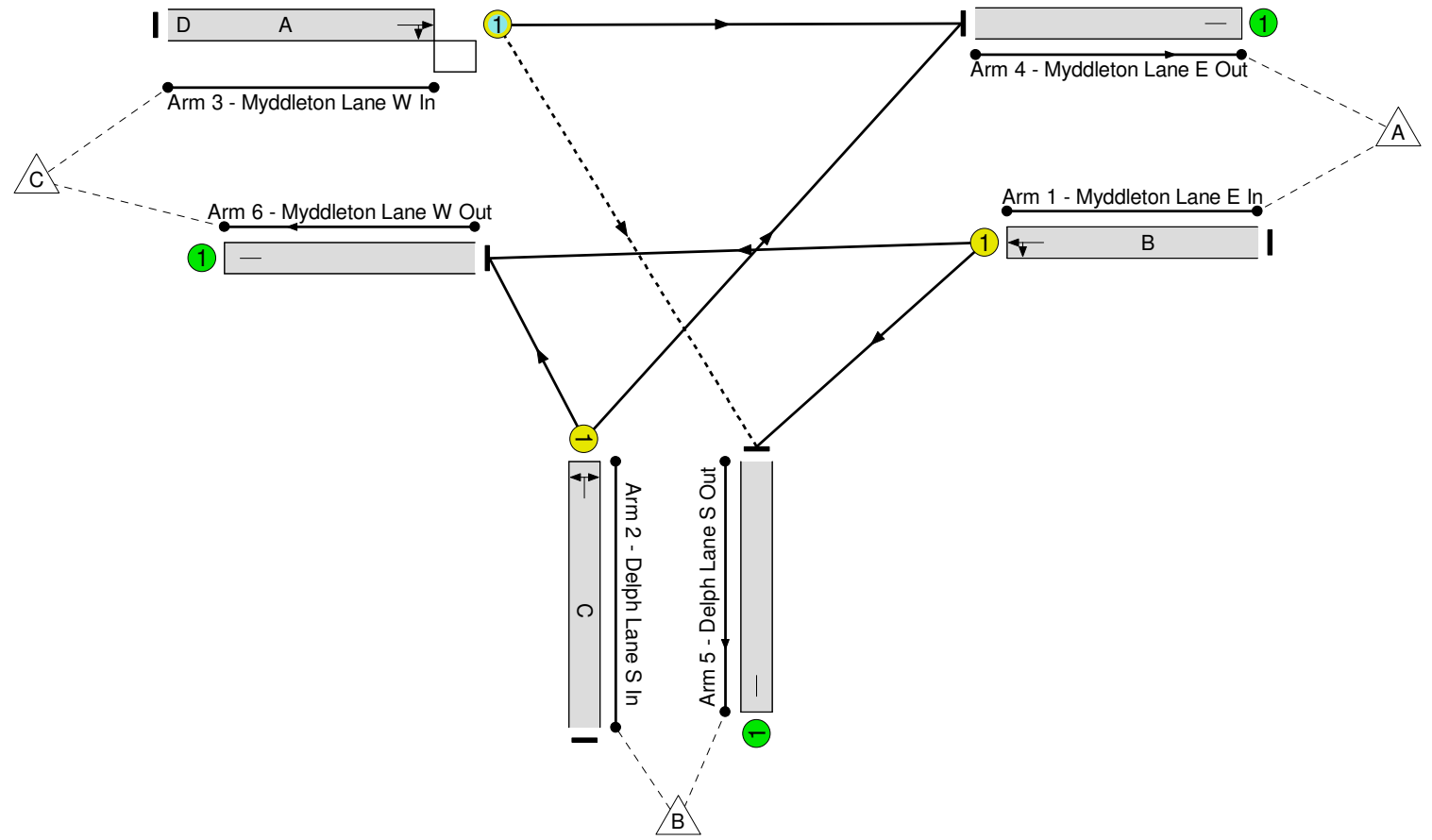
Stage	1	2	3
Duration	61	4	39
Change Point	0	67	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Myddleton / Delph Lane
PRC: -10.6 %
Total Traffic Delay: 35.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.5%
Myddleton / Delph Lane	-	-	N/A	-	-		-	-	-	-	-	-	99.5%
1/1	Myddleton Lane E In Left Ahead	U	N/A	N/A	B		1	61	-	532	1860	961	55.4%
2/1	Delph Lane S In Right Left	U	N/A	N/A	C		1	39	-	498	1501	500	99.5%
3/1	Myddleton Lane W In Ahead Right	O	N/A	N/A	A	D	1	71	4	660	1743	677	97.4%
4/1	Myddleton Lane E Out	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
5/1	Delph Lane S Out	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/1	Myddleton Lane W Out	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	276	98	7	14.0	20.4	0.8	35.2	-	-	-	-
Myddleton / Delph Lane	-	-	276	98	7	14.0	20.4	0.8	35.2	-	-	-	-
1/1	532	532	-	-	-	2.9	0.6	-	3.5	23.8	12.0	0.6	12.6
2/1	498	498	-	-	-	5.5	10.6	-	16.1	116.5	16.5	10.6	27.1
3/1	660	660	276	98	7	5.5	9.2	0.8	15.6	85.0	21.6	9.2	30.9
4/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -10.6		Total Delay for Signalled Lanes (pcuHr): 35.22		Cycle Time (s): 120						
			PRC Over All Lanes (%): -10.6		Total Delay Over All Lanes(pcuHr): 35.22								

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Peel Hall A50_HildenRd_Roundabout Existing Arrangement - Option A.j9
Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Junctions 9\A50 Hilden Road Roundabout
Report generation date: 30/01/2020 12:59:04

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A50-Conjunction - 2018 Validation								
1 - Hilden Rd	1.2	7.58	0.55	A	1.4	7.67	0.58	A
2 - Orford Rd	3.3	14.13	0.77	B	5.2	21.12	0.85	C
3 - Smith Drive	0.8	7.57	0.44	A	0.1	5.41	0.12	A
4 - A50	2.6	13.36	0.72	B	3.0	12.83	0.75	B
A50-Conjunction - 2022 Do Minimum								
1 - Hilden Rd	1.5	8.65	0.60	A	1.6	8.34	0.61	A
2 - Orford Rd	4.4	18.26	0.82	C	7.9	31.26	0.90	D
3 - Smith Drive	0.9	8.08	0.47	A	0.2	5.51	0.13	A
4 - A50	3.3	16.50	0.77	C	3.9	15.86	0.80	C
A50-Conjunction - 2022 Do Something								
1 - Hilden Rd	1.6	9.40	0.62	A	1.8	9.06	0.63	A
2 - Orford Rd	5.8	23.36	0.86	C	9.4	37.00	0.92	E
3 - Smith Drive	1.0	8.57	0.49	A	0.2	5.93	0.14	A
4 - A50	4.2	20.10	0.81	C	4.6	18.30	0.82	C
A50-Conjunction - 2022 Do Something Full								
1 - Hilden Rd	3.0	14.32	0.75	B	1.9	9.60	0.65	A
2 - Orford Rd	14.0	51.85	0.96	F	23.9	80.06	1.00	F
3 - Smith Drive	1.1	9.70	0.52	A	0.3	6.46	0.21	A
4 - A50	6.6	30.88	0.88	D	6.4	25.25	0.87	D
A50-Conjunction - 2027 Do Minimum								
1 - Hilden Rd	1.8	9.89	0.64	A	1.7	8.96	0.63	A
2 - Orford Rd	6.8	27.25	0.88	D	12.2	46.20	0.95	E
3 - Smith Drive	1.1	9.17	0.52	A	0.2	5.71	0.15	A
4 - A50	4.8	22.69	0.83	C	5.0	19.48	0.84	C
A50-Conjunction - 2027 Do Something								
1 - Hilden Rd	2.5	12.82	0.72	B	2.1	10.30	0.67	B
2 - Orford Rd	20.1	69.50	0.99	F	34.7	108.17	1.04	F
3 - Smith Drive	1.3	10.73	0.56	B	0.3	6.54	0.22	A
4 - A50	7.8	35.55	0.90	E	7.6	29.31	0.89	D

A50-Conjunction - 2032 Do Minimum								
1 - Hilden Rd	2.0	11.14	0.67	B	2.0	9.87	0.66	A
2 - Orford Rd	10.9	41.75	0.93	E	22.1	75.69	1.00	F
3 - Smith Drive	1.3	10.82	0.57	B	0.2	6.07	0.20	A
4 - A50	6.4	29.56	0.87	D	5.8	22.53	0.86	C
A50-Conjunction - 2032 Do Something Full								
1 - Hilden Rd	3.4	15.49	0.78	C	2.5	11.61	0.71	B
2 - Orford Rd	43.4	129.30	1.06	F	63.3	179.39	1.10	F
3 - Smith Drive	1.1	10.44	0.53	B	0.4	6.76	0.26	A
4 - A50	8.9	39.88	0.91	E	9.7	37.14	0.92	E

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

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

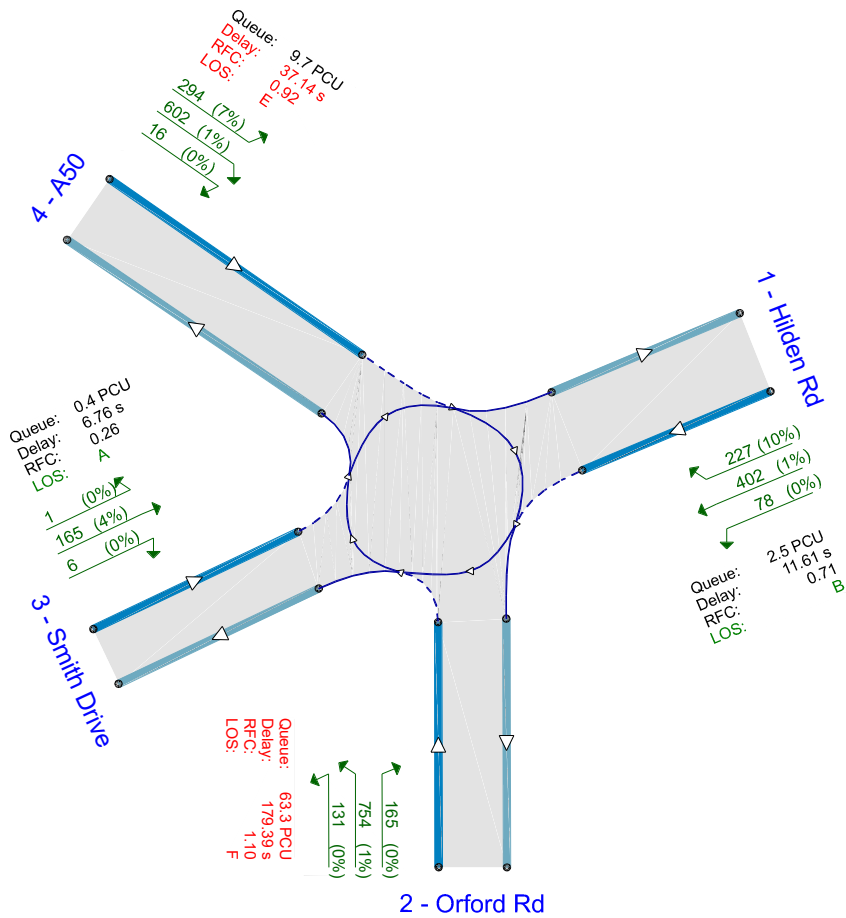
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	17/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show original traffic demand (PCU/hr).

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)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AV-1	A50-Conjunction	✓	100.000	100.000

A50-Conjunction - 2018 Validation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	11.43	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Hilden Rd	Hilden Rd
2	Orford Rd	
3	Smith Drive	
4	A50	

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 - Hilden Rd	3.70	5.50	11.3	31.3	78.0	54.5	
2 - Orford Rd	4.35	4.35	0.0	26.8	78.0	25.1	
3 - Smith Drive	3.60	4.40	3.8	15.0	78.0	32.0	
4 - A50	3.85	3.85	0.0	48.7	78.0	20.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hilden Rd	0.415	1383
2 - Orford Rd	0.433	1357
3 - Smith Drive	0.399	1207
4 - A50	0.423	1239

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	527	100.000
2 - Orford Rd		ONE HOUR	✓	782	100.000
3 - Smith Drive		ONE HOUR	✓	345	100.000
4 - A50		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	52	384	91
	2 - Orford Rd	208	0	80	494
	3 - Smith Drive	234	108	0	3
	4 - A50	44	579	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	3	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.55	7.58	1.2	2.0	A	484	725
2 - Orford Rd	0.77	14.13	3.3	15.0	B	718	1076
3 - Smith Drive	0.44	7.57	0.8	3.0	A	317	475
4 - A50	0.72	13.36	2.6	10.1	B	589	884

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - Hilden Rd	397	99	528	1163	0.341	395	364	0.0	0.5	4.722	A
2 - Orford Rd	589	147	370	1197	0.492	585	553	0.0	1.0	6.011	A
3 - Smith Drive	260	65	593	970	0.268	258	362	0.0	0.4	5.079	A
4 - A50	483	121	412	1065	0.454	480	440	0.0	0.8	6.291	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	474	118	633	1120	0.423	473	436	0.5	0.7	5.619	A
2 - Orford Rd	703	176	443	1165	0.603	701	662	1.0	1.5	7.936	A
3 - Smith Drive	310	78	711	923	0.336	310	433	0.4	0.5	5.899	A
4 - A50	577	144	493	1030	0.560	575	527	0.8	1.3	8.103	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	580	145	772	1062	0.546	578	532	0.7	1.2	7.498	A
2 - Orford Rd	861	215	542	1122	0.767	854	809	1.5	3.2	13.493	B
3 - Smith Drive	380	95	867	861	0.441	379	530	0.5	0.8	7.496	A
4 - A50	707	177	603	984	0.718	702	643	1.3	2.5	12.902	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	580	145	777	1060	0.547	580	535	1.2	1.2	7.581	A
2 - Orford Rd	861	215	544	1121	0.768	861	813	3.2	3.3	14.135	B
3 - Smith Drive	380	95	873	859	0.442	380	532	0.8	0.8	7.565	A
4 - A50	707	177	605	983	0.719	707	647	2.5	2.6	13.365	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	474	118	640	1117	0.424	476	440	1.2	0.8	5.691	A
2 - Orford Rd	703	176	446	1164	0.604	710	669	3.3	1.6	8.269	A
3 - Smith Drive	310	78	719	920	0.337	311	436	0.8	0.5	5.965	A
4 - A50	577	144	497	1028	0.561	582	533	2.6	1.3	8.376	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	397	99	533	1161	0.342	398	367	0.8	0.5	4.774	A
2 - Orford Rd	589	147	373	1195	0.492	591	558	1.6	1.0	6.147	A
3 - Smith Drive	260	65	599	968	0.268	260	365	0.5	0.4	5.125	A
4 - A50	483	121	415	1063	0.455	485	444	1.3	0.9	6.424	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.52	0.52	1.01	1.42	1.47			N/A	N/A
2 - Orford Rd	0.98	0.57	1.03	1.44	1.49			N/A	N/A
3 - Smith Drive	0.37	0.00	0.00	0.37	0.37			N/A	N/A
4 - A50	0.84	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.73	0.11	0.86	1.40	1.47			N/A	N/A
2 - Orford Rd	1.53	0.06	0.85	3.59	5.13			N/A	N/A
3 - Smith Drive	0.50	0.50	1.01	1.41	1.46			N/A	N/A
4 - A50	1.28	0.07	0.94	2.64	3.62			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.20	0.03	0.26	1.20	1.20			N/A	N/A
2 - Orford Rd	3.19	0.03	0.31	3.64	14.97			N/A	N/A
3 - Smith Drive	0.78	0.03	0.26	0.78	0.78			N/A	N/A
4 - A50	2.50	0.03	0.30	2.50	10.14			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.21	0.03	0.27	1.21	1.98			N/A	N/A
2 - Orford Rd	3.29	0.03	0.29	3.29	8.50			N/A	N/A
3 - Smith Drive	0.79	0.03	0.28	0.88	3.01			N/A	N/A
4 - A50	2.56	0.03	0.28	2.56	5.64			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.75	0.14	0.90	1.41	1.47			N/A	N/A
2 - Orford Rd	1.60	0.06	0.68	3.96	5.97			N/A	N/A
3 - Smith Drive	0.52	0.52	1.01	1.41	1.46			N/A	N/A
4 - A50	1.34	0.06	0.81	2.97	4.26			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.53	0.05	0.48	1.31	1.41			N/A	N/A
2 - Orford Rd	1.01	0.04	0.39	2.52	4.39			N/A	N/A
3 - Smith Drive	0.37	0.03	0.27	0.48	0.52			N/A	N/A
4 - A50	0.87	0.04	0.42	1.99	3.22			N/A	N/A

A50-Conjunction - 2022 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	14.02	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)	Run automatically
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	563	100.000
2 - Orford Rd		ONE HOUR	✓	823	100.000
3 - Smith Drive		ONE HOUR	✓	364	100.000
4 - A50		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	56	423	84
	2 - Orford Rd	215	0	92	516
	3 - Smith Drive	245	115	0	4
	4 - A50	46	614	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	2	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.60	8.65	1.5	2.1	A	517	775
2 - Orford Rd	0.82	18.26	4.4	22.7	C	755	1133
3 - Smith Drive	0.47	8.08	0.9	3.0	A	334	501
4 - A50	0.77	16.50	3.3	16.0	C	624	936

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	424	106	560	1150	0.369	422	378	0.0	0.6	4.979	A
2 - Orford Rd	620	155	395	1186	0.522	615	587	0.0	1.1	6.429	A
3 - Smith Drive	274	69	609	964	0.284	272	400	0.0	0.4	5.230	A
4 - A50	512	128	430	1057	0.484	508	452	0.0	1.0	6.699	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	506	127	671	1104	0.458	505	454	0.6	0.8	6.065	A
2 - Orford Rd	740	185	473	1152	0.642	737	703	1.1	1.8	8.848	A
3 - Smith Drive	327	82	730	916	0.357	327	480	0.4	0.6	6.145	A
4 - A50	611	153	516	1021	0.599	609	541	1.0	1.5	8.941	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	620	155	818	1043	0.594	617	553	0.8	1.4	8.501	A
2 - Orford Rd	906	227	578	1107	0.819	896	857	1.8	4.2	16.854	C
3 - Smith Drive	401	100	888	853	0.470	399	586	0.6	0.9	7.975	A
4 - A50	749	187	629	973	0.770	742	659	1.5	3.2	15.583	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	620	155	824	1040	0.596	620	557	1.4	1.5	8.647	A
2 - Orford Rd	906	227	580	1106	0.820	905	864	4.2	4.4	18.262	C
3 - Smith Drive	401	100	897	849	0.472	401	589	0.9	0.9	8.077	A
4 - A50	749	187	633	971	0.771	748	664	3.2	3.3	16.501	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	506	127	680	1100	0.460	509	459	1.5	0.9	6.174	A
2 - Orford Rd	740	185	476	1151	0.643	750	713	4.4	1.9	9.445	A
3 - Smith Drive	327	82	742	911	0.359	329	484	0.9	0.6	6.234	A
4 - A50	611	153	521	1018	0.600	618	550	3.3	1.6	9.398	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	424	106	566	1147	0.369	425	382	0.9	0.6	5.044	A
2 - Orford Rd	620	155	398	1185	0.523	623	593	1.9	1.1	6.613	A
3 - Smith Drive	274	69	616	961	0.285	275	404	0.6	0.4	5.286	A
4 - A50	512	128	434	1055	0.485	514	457	1.6	1.0	6.874	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.58	0.56	1.01	1.42	1.47			N/A	N/A
2 - Orford Rd	1.11	0.56	1.03	1.44	1.49			N/A	N/A
3 - Smith Drive	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - A50	0.95	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.85	0.09	0.87	1.51	1.55			N/A	N/A
2 - Orford Rd	1.80	0.06	0.79	4.49	6.70			N/A	N/A
3 - Smith Drive	0.55	0.55	1.01	1.41	1.46			N/A	N/A
4 - A50	1.50	0.07	0.91	3.39	4.84			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.45	0.03	0.27	1.45	1.45			N/A	N/A
2 - Orford Rd	4.22	0.03	0.35	8.59	22.73			N/A	N/A
3 - Smith Drive	0.88	0.03	0.26	0.88	0.88			N/A	N/A
4 - A50	3.20	0.03	0.32	4.66	16.00			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.47	0.03	0.27	1.47	2.05			N/A	N/A
2 - Orford Rd	4.42	0.03	0.30	4.42	17.62			N/A	N/A
3 - Smith Drive	0.89	0.03	0.28	0.89	2.99			N/A	N/A
4 - A50	3.33	0.03	0.29	3.33	10.71			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.87	0.11	0.91	1.51	1.54			N/A	N/A
2 - Orford Rd	1.90	0.05	0.48	5.05	8.17			N/A	N/A
3 - Smith Drive	0.57	0.08	0.78	1.36	1.44			N/A	N/A
4 - A50	1.58	0.05	0.57	3.96	6.05			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.60	0.05	0.50	1.38	1.49			N/A	N/A
2 - Orford Rd	1.14	0.04	0.35	2.76	5.59			N/A	N/A
3 - Smith Drive	0.40	0.03	0.31	0.96	1.24			N/A	N/A
4 - A50	0.98	0.04	0.38	2.42	4.36			N/A	N/A

A50-Conjunction - 2022 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	17.04	C

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
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	579	100.000
2 - Orford Rd		ONE HOUR	✓	856	100.000
3 - Smith Drive		ONE HOUR	✓	370	100.000
4 - A50		ONE HOUR	✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	61	429	89
	2 - Orford Rd	221	0	95	540
	3 - Smith Drive	251	115	0	4
	4 - A50	47	641	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	2	3
	2 - Orford Rd	1	0	6	8
	3 - Smith Drive	2	1	0	0
	4 - A50	2	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.62	9.40	1.6	2.4	A	531	797
2 - Orford Rd	0.86	23.36	5.8	29.4	C	785	1178
3 - Smith Drive	0.49	8.57	1.0	3.1	A	340	509
4 - A50	0.81	20.10	4.2	21.4	C	650	975

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	436	109	580	1142	0.382	433	388	0.0	0.6	5.173	A
2 - Orford Rd	644	161	403	1182	0.545	639	610	0.0	1.2	6.959	A
3 - Smith Drive	279	70	635	954	0.292	277	407	0.0	0.4	5.395	A
4 - A50	533	133	439	1053	0.506	529	473	0.0	1.1	7.191	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	521	130	695	1094	0.476	519	465	0.6	0.9	6.385	A
2 - Orford Rd	770	192	483	1148	0.670	766	732	1.2	2.1	9.896	A
3 - Smith Drive	333	83	761	903	0.368	332	488	0.4	0.6	6.396	A
4 - A50	636	159	526	1016	0.626	634	567	1.1	1.7	9.868	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	637	159	846	1032	0.618	635	566	0.9	1.6	9.200	A
2 - Orford Rd	942	236	590	1102	0.856	929	891	2.1	5.4	20.660	C
3 - Smith Drive	407	102	924	839	0.486	406	595	0.6	0.9	8.431	A
4 - A50	780	195	641	968	0.806	771	688	1.7	4.0	18.488	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	637	159	854	1028	0.620	637	571	1.6	1.6	9.400	A
2 - Orford Rd	942	236	592	1100	0.856	941	899	5.4	5.8	23.355	C
3 - Smith Drive	407	102	934	834	0.488	407	599	0.9	1.0	8.570	A
4 - A50	780	195	646	966	0.807	779	696	4.0	4.2	20.096	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	521	130	707	1089	0.478	523	472	1.6	0.9	6.531	A
2 - Orford Rd	770	192	486	1146	0.671	784	744	5.8	2.2	10.906	B
3 - Smith Drive	333	83	777	897	0.371	334	493	1.0	0.6	6.517	A
4 - A50	636	159	533	1013	0.628	646	579	4.2	1.8	10.585	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	436	109	587	1139	0.383	437	392	0.9	0.6	5.249	A
2 - Orford Rd	644	161	406	1181	0.546	648	618	2.2	1.3	7.203	A
3 - Smith Drive	279	70	643	950	0.293	279	411	0.6	0.4	5.461	A
4 - A50	533	133	444	1051	0.507	536	479	1.8	1.1	7.418	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.62	0.56	1.02	1.43	1.48			N/A	N/A
2 - Orford Rd	1.25	0.58	1.06	1.48	1.54			N/A	N/A
3 - Smith Drive	0.42	0.00	0.00	0.42	0.42			N/A	N/A
4 - A50	1.06	0.58	1.06	1.48	1.53			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.91	0.09	0.89	1.40	1.81			N/A	N/A
2 - Orford Rd	2.09	0.06	0.83	5.32	8.07			N/A	N/A
3 - Smith Drive	0.59	0.10	0.84	1.39	1.46			N/A	N/A
4 - A50	1.72	0.07	0.93	4.07	5.93			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.61	0.03	0.28	1.61	1.88			N/A	N/A
2 - Orford Rd	5.42	0.04	0.41	13.95	29.35			N/A	N/A
3 - Smith Drive	0.94	0.03	0.26	0.94	0.94			N/A	N/A
4 - A50	3.97	0.04	0.36	8.26	21.42			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.64	0.03	0.28	1.64	2.39			N/A	N/A
2 - Orford Rd	5.81	0.03	0.34	8.03	28.68			N/A	N/A
3 - Smith Drive	0.96	0.03	0.28	0.96	3.06			N/A	N/A
4 - A50	4.18	0.03	0.31	4.18	17.40			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.95	0.10	0.93	1.45	1.83			N/A	N/A
2 - Orford Rd	2.23	0.05	0.46	6.10	10.39			N/A	N/A
3 - Smith Drive	0.61	0.09	0.82	1.38	1.45			N/A	N/A
4 - A50	1.83	0.05	0.50	4.85	7.79			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.64	0.05	0.49	1.41	1.41			N/A	N/A
2 - Orford Rd	1.29	0.03	0.35	2.84	6.56			N/A	N/A
3 - Smith Drive	0.43	0.03	0.34	1.13	1.33			N/A	N/A
4 - A50	1.10	0.04	0.36	2.66	5.28			N/A	N/A

A50-Conjunction - 2022 Do Something Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	30.94	D

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
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	702	100.000
2 - Orford Rd		ONE HOUR	✓	937	100.000
3 - Smith Drive		ONE HOUR	✓	371	100.000
4 - A50		ONE HOUR	✓	748	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	139	439	124
	2 - Orford Rd	282	0	91	564
	3 - Smith Drive	266	101	0	4
	4 - A50	69	659	19	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	1	2	2
	2 - Orford Rd	1	0	6	8
	3 - Smith Drive	2	0	0	0
	4 - A50	20	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.75	14.32	3.0	13.0	B	644	966
2 - Orford Rd	0.96	51.85	14.0	67.0	F	860	1290
3 - Smith Drive	0.52	9.70	1.1	3.3	A	340	511
4 - A50	0.88	30.88	6.6	36.2	D	686	1030

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	529	132	582	1141	0.463	525	461	0.0	0.9	5.918	A
2 - Orford Rd	705	176	436	1168	0.604	699	671	0.0	1.6	8.005	A
3 - Smith Drive	279	70	725	918	0.304	278	410	0.0	0.4	5.688	A
4 - A50	563	141	485	1034	0.545	558	517	0.0	1.2	7.885	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	631	158	698	1093	0.577	629	552	0.9	1.4	7.866	A
2 - Orford Rd	842	211	522	1131	0.745	837	804	1.6	2.9	12.706	B
3 - Smith Drive	334	83	868	861	0.387	333	492	0.4	0.6	6.904	A
4 - A50	672	168	581	993	0.677	669	619	1.2	2.1	11.551	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	773	193	844	1032	0.749	767	667	1.4	2.9	13.516	B
2 - Orford Rd	1032	258	637	1081	0.954	998	975	2.9	11.3	36.273	E
3 - Smith Drive	408	102	1038	793	0.515	407	597	0.6	1.1	9.413	A
4 - A50	824	206	703	942	0.875	808	742	2.1	6.0	25.825	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	773	193	856	1027	0.752	772	676	2.9	3.0	14.324	B
2 - Orford Rd	1032	258	641	1079	0.956	1021	987	11.3	14.0	51.851	F
3 - Smith Drive	408	102	1059	785	0.521	408	603	1.1	1.1	9.701	A
4 - A50	824	206	711	938	0.878	821	756	6.0	6.6	30.877	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	631	158	717	1085	0.582	637	570	3.0	1.4	8.297	A
2 - Orford Rd	842	211	530	1128	0.747	885	825	14.0	3.3	18.116	C
3 - Smith Drive	334	83	913	843	0.396	335	502	1.1	0.7	7.214	A
4 - A50	672	168	598	986	0.682	690	650	6.6	2.3	13.457	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	529	132	591	1137	0.465	531	468	1.4	0.9	6.066	A
2 - Orford Rd	705	176	441	1166	0.605	712	681	3.3	1.7	8.492	A
3 - Smith Drive	279	70	737	913	0.306	280	415	0.7	0.5	5.779	A
4 - A50	563	141	491	1031	0.546	567	526	2.3	1.3	8.243	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.87	0.56	1.02	1.43	1.48			N/A	N/A
2 - Orford Rd	1.57	0.60	1.47	2.00	2.27			N/A	N/A
3 - Smith Drive	0.44	0.00	0.00	0.44	0.44			N/A	N/A
4 - A50	1.23	0.58	1.10	1.47	1.47			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.36	0.06	0.85	2.98	4.27			N/A	N/A
2 - Orford Rd	2.93	0.06	0.97	7.90	12.13			N/A	N/A
3 - Smith Drive	0.63	0.11	0.86	1.39	1.46			N/A	N/A
4 - A50	2.12	0.06	0.93	5.38	8.06			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.87	0.03	0.31	2.87	12.98			N/A	N/A
2 - Orford Rd	11.28	0.11	3.51	31.29	46.29			N/A	N/A
3 - Smith Drive	1.06	0.03	0.27	1.06	1.06			N/A	N/A
4 - A50	5.98	0.05	0.48	16.79	30.97			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.99	0.03	0.29	2.99	7.94			N/A	N/A
2 - Orford Rd	14.04	0.07	1.78	41.20	66.97			N/A	N/A
3 - Smith Drive	1.09	0.03	0.28	1.09	3.31			N/A	N/A
4 - A50	6.64	0.04	0.37	14.04	36.22			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.45	0.06	0.74	3.42	4.98			N/A	N/A
2 - Orford Rd	3.31	0.04	0.43	8.98	16.94			N/A	N/A
3 - Smith Drive	0.67	0.10	0.85	1.39	1.46			N/A	N/A
4 - A50	2.35	0.04	0.45	6.40	11.19			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.89	0.04	0.39	2.13	3.70			N/A	N/A
2 - Orford Rd	1.65	0.03	0.32	2.19	8.04			N/A	N/A
3 - Smith Drive	0.45	0.04	0.38	1.22	1.37			N/A	N/A
4 - A50	1.29	0.03	0.34	2.57	6.62			N/A	N/A

A50-Conjunction - 2027 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	19.27	C

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
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	590	100.000
2 - Orford Rd		ONE HOUR	✓	871	100.000
3 - Smith Drive		ONE HOUR	✓	384	100.000
4 - A50		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	45	431	114
	2 - Orford Rd	230	0	98	543
	3 - Smith Drive	259	121	0	4
	4 - A50	43	659	20	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	2	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.64	9.89	1.8	2.8	A	541	812
2 - Orford Rd	0.88	27.25	6.8	36.9	D	799	1199
3 - Smith Drive	0.52	9.17	1.1	3.0	A	352	529
4 - A50	0.83	22.69	4.8	24.3	C	663	995

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	444	111	598	1134	0.392	442	398	0.0	0.6	5.235	A
2 - Orford Rd	656	164	424	1173	0.559	651	616	0.0	1.3	7.006	A
3 - Smith Drive	289	72	663	942	0.307	287	411	0.0	0.4	5.519	A
4 - A50	544	136	456	1046	0.520	540	495	0.0	1.1	7.253	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	530	133	717	1085	0.489	529	477	0.6	1.0	6.533	A
2 - Orford Rd	783	196	508	1137	0.689	779	739	1.3	2.2	10.228	B
3 - Smith Drive	345	86	795	890	0.388	344	492	0.4	0.6	6.634	A
4 - A50	650	162	547	1008	0.645	647	593	1.1	1.8	10.183	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	650	162	871	1021	0.636	647	580	1.0	1.7	9.640	A
2 - Orford Rd	959	240	620	1088	0.881	943	898	2.2	6.3	23.158	C
3 - Smith Drive	423	106	963	823	0.514	421	600	0.6	1.0	8.981	A
4 - A50	796	199	666	957	0.832	785	718	1.8	4.5	20.356	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	650	162	881	1017	0.639	649	585	1.7	1.8	9.889	A
2 - Orford Rd	959	240	623	1087	0.882	957	907	6.3	6.8	27.248	D
3 - Smith Drive	423	106	976	818	0.517	423	604	1.0	1.1	9.168	A
4 - A50	796	199	671	955	0.834	795	727	4.5	4.8	22.693	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	530	133	731	1079	0.492	533	485	1.8	1.0	6.705	A
2 - Orford Rd	783	196	512	1135	0.690	801	753	6.8	2.4	11.607	B
3 - Smith Drive	345	86	815	882	0.391	347	498	1.1	0.7	6.792	A
4 - A50	650	162	555	1004	0.647	661	607	4.8	1.9	11.129	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	444	111	606	1131	0.393	446	402	1.0	0.7	5.318	A
2 - Orford Rd	656	164	427	1172	0.560	660	624	2.4	1.3	7.281	A
3 - Smith Drive	289	72	672	939	0.308	290	415	0.7	0.5	5.592	A
4 - A50	544	136	461	1044	0.522	548	501	1.9	1.1	7.504	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.64	0.56	1.01	1.42	1.47			N/A	N/A
2 - Orford Rd	1.28	0.58	1.14	1.47	1.76			N/A	N/A
3 - Smith Drive	0.44	0.00	0.00	0.44	0.44			N/A	N/A
4 - A50	1.10	0.57	1.03	1.44	1.49			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.95	0.08	0.88	1.58	1.94			N/A	N/A
2 - Orford Rd	2.19	0.06	0.78	5.76	8.81			N/A	N/A
3 - Smith Drive	0.63	0.11	0.86	1.38	1.45			N/A	N/A
4 - A50	1.81	0.06	0.87	4.46	6.58			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.72	0.03	0.28	1.72	2.83			N/A	N/A
2 - Orford Rd	6.26	0.05	0.45	17.42	32.83			N/A	N/A
3 - Smith Drive	1.04	0.03	0.26	1.04	1.04			N/A	N/A
4 - A50	4.48	0.04	0.38	10.76	24.29			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.76	0.03	0.27	1.76	2.64			N/A	N/A
2 - Orford Rd	6.84	0.04	0.35	13.37	36.90			N/A	N/A
3 - Smith Drive	1.06	0.03	0.28	1.06	3.04			N/A	N/A
4 - A50	4.79	0.03	0.32	5.45	22.47			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.99	0.09	0.92	1.64	1.97			N/A	N/A
2 - Orford Rd	2.37	0.04	0.44	6.48	11.39			N/A	N/A
3 - Smith Drive	0.66	0.10	0.83	1.38	1.44			N/A	N/A
4 - A50	1.95	0.05	0.46	5.22	8.68			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.66	0.05	0.47	1.52	1.66			N/A	N/A
2 - Orford Rd	1.33	0.03	0.33	2.67	6.84			N/A	N/A
3 - Smith Drive	0.45	0.04	0.38	1.22	1.37			N/A	N/A
4 - A50	1.14	0.03	0.34	2.63	5.71			N/A	N/A

A50-Conjunction - 2027 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	38.53	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)	Run automatically
D6	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	653	100.000
2 - Orford Rd		ONE HOUR	✓	967	100.000
3 - Smith Drive		ONE HOUR	✓	391	100.000
4 - A50		ONE HOUR	✓	767	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	90	420	143
	2 - Orford Rd	261	0	100	606
	3 - Smith Drive	269	117	0	5
	4 - A50	52	694	19	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	1	2	2
	2 - Orford Rd	1	0	5	7
	3 - Smith Drive	2	0	0	0
	4 - A50	27	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.72	12.82	2.5	9.1	B	599	899
2 - Orford Rd	0.99	69.50	20.1	78.3	F	887	1331
3 - Smith Drive	0.56	10.73	1.3	3.5	B	359	538
4 - A50	0.90	35.55	7.8	42.6	E	704	1056

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	492	123	621	1125	0.437	488	435	0.0	0.8	5.736	A
2 - Orford Rd	728	182	437	1168	0.623	721	673	0.0	1.7	8.355	A
3 - Smith Drive	294	74	755	906	0.325	292	403	0.0	0.5	5.933	A
4 - A50	577	144	483	1034	0.558	572	564	0.0	1.3	8.119	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	587	147	744	1074	0.547	585	521	0.8	1.2	7.484	A
2 - Orford Rd	869	217	523	1130	0.769	863	806	1.7	3.3	13.828	B
3 - Smith Drive	352	88	904	847	0.415	351	483	0.5	0.7	7.345	A
4 - A50	690	172	579	994	0.694	686	675	1.3	2.3	12.123	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	719	180	898	1010	0.712	714	626	1.2	2.4	12.210	B
2 - Orford Rd	1065	266	638	1080	0.985	1019	974	3.3	14.8	43.847	E
3 - Smith Drive	430	108	1072	779	0.552	428	585	0.7	1.2	10.339	B
4 - A50	844	211	698	944	0.895	826	802	2.3	6.9	28.596	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	719	180	913	1004	0.716	719	635	2.4	2.5	12.818	B
2 - Orford Rd	1065	266	643	1079	0.987	1043	989	14.8	20.1	69.501	F
3 - Smith Drive	430	108	1095	770	0.559	430	591	1.2	1.3	10.728	B
4 - A50	844	211	706	940	0.898	841	819	6.9	7.8	35.553	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	587	147	768	1064	0.552	592	544	2.5	1.3	7.849	A
2 - Orford Rd	869	217	530	1127	0.771	934	830	20.1	3.8	24.954	C
3 - Smith Drive	352	88	969	820	0.428	353	495	1.3	0.8	7.847	A
4 - A50	690	172	601	985	0.700	710	722	7.8	2.6	14.760	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	492	123	631	1121	0.439	494	441	1.3	0.8	5.864	A
2 - Orford Rd	728	182	441	1166	0.625	736	683	3.8	1.8	8.968	A
3 - Smith Drive	294	74	770	900	0.327	295	408	0.8	0.5	6.046	A
4 - A50	577	144	490	1031	0.560	582	575	2.6	1.4	8.518	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.78	0.56	1.02	1.43	1.48			N/A	N/A
2 - Orford Rd	1.70	0.57	1.57	2.38	2.88			N/A	N/A
3 - Smith Drive	0.48	0.00	0.00	0.48	0.48			N/A	N/A
4 - A50	1.30	0.59	1.16	1.51	1.81			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.21	0.07	0.88	2.46	3.36			N/A	N/A
2 - Orford Rd	3.29	0.06	1.09	8.94	13.67			N/A	N/A
3 - Smith Drive	0.71	0.11	0.87	1.40	1.46			N/A	N/A
4 - A50	2.29	0.06	0.95	5.90	8.83			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.41	0.03	0.29	2.41	9.13			N/A	N/A
2 - Orford Rd	14.76	0.26	7.55	37.42	51.61			N/A	N/A
3 - Smith Drive	1.22	0.03	0.27	1.22	1.22			N/A	N/A
4 - A50	6.86	0.05	0.72	19.80	34.04			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.50	0.03	0.28	2.50	5.44			N/A	N/A
2 - Orford Rd	20.08	0.18	8.10	54.47	78.30			N/A	N/A
3 - Smith Drive	1.26	0.03	0.28	1.26	3.48			N/A	N/A
4 - A50	7.80	0.04	0.41	19.32	42.62			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.28	0.07	0.86	2.73	3.82			N/A	N/A
2 - Orford Rd	3.83	0.04	0.43	10.42	19.87			N/A	N/A
3 - Smith Drive	0.77	0.10	0.87	1.43	1.50			N/A	N/A
4 - A50	2.57	0.04	0.44	7.07	12.55			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.81	0.04	0.41	1.83	2.89			N/A	N/A
2 - Orford Rd	1.79	0.03	0.31	1.94	8.28			N/A	N/A
3 - Smith Drive	0.50	0.04	0.43	1.29	1.42			N/A	N/A
4 - A50	1.37	0.03	0.33	2.49	7.00			N/A	N/A

A50-Conjunction - 2032 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	26.65	D

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
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	613	100.000
2 - Orford Rd		ONE HOUR	✓	913	100.000
3 - Smith Drive		ONE HOUR	✓	408	100.000
4 - A50		ONE HOUR	✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	47	406	160
	2 - Orford Rd	239	0	107	567
	3 - Smith Drive	277	127	0	4
	4 - A50	36	688	20	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	3	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.67	11.14	2.0	5.3	B	562	844
2 - Orford Rd	0.93	41.75	10.9	57.1	E	838	1257
3 - Smith Drive	0.57	10.82	1.3	3.4	B	374	562
4 - A50	0.87	29.56	6.4	34.4	D	685	1028

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	461	115	626	1123	0.411	459	412	0.0	0.7	5.456	A
2 - Orford Rd	687	172	441	1166	0.589	682	644	0.0	1.4	7.553	A
3 - Smith Drive	307	77	724	918	0.334	305	399	0.0	0.5	5.892	A
4 - A50	562	141	481	1035	0.543	558	548	0.0	1.2	7.667	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	551	138	750	1071	0.514	550	494	0.7	1.1	6.954	A
2 - Orford Rd	821	205	528	1128	0.728	816	771	1.4	2.6	11.678	B
3 - Smith Drive	367	92	867	861	0.426	366	478	0.5	0.7	7.302	A
4 - A50	672	168	576	995	0.675	668	657	1.2	2.1	11.194	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	675	169	908	1006	0.671	671	599	1.1	2.0	10.755	B
2 - Orford Rd	1005	251	645	1078	0.933	979	934	2.6	9.2	31.296	D
3 - Smith Drive	449	112	1042	791	0.568	447	581	0.7	1.3	10.464	B
4 - A50	822	206	699	943	0.872	808	791	2.1	5.8	24.942	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	675	169	920	1001	0.675	675	606	2.0	2.0	11.143	B
2 - Orford Rd	1005	251	648	1076	0.934	999	947	9.2	10.9	41.750	E
3 - Smith Drive	449	112	1061	784	0.573	449	586	1.3	1.3	10.817	B
4 - A50	822	206	706	940	0.875	820	804	5.8	6.4	29.560	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	551	138	770	1063	0.518	555	507	2.0	1.1	7.210	A
2 - Orford Rd	821	205	533	1126	0.729	853	791	10.9	2.9	14.977	B
3 - Smith Drive	367	92	900	848	0.433	369	486	1.3	0.8	7.605	A
4 - A50	672	168	589	990	0.678	688	681	6.4	2.3	12.870	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	461	115	635	1119	0.412	463	418	1.1	0.7	5.559	A
2 - Orford Rd	687	172	445	1164	0.590	693	653	2.9	1.5	7.945	A
3 - Smith Drive	307	77	735	914	0.336	308	403	0.8	0.5	5.996	A
4 - A50	562	141	487	1033	0.544	566	556	2.3	1.3	7.998	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.70	0.56	1.01	1.42	1.47			N/A	N/A
2 - Orford Rd	1.45	0.59	1.34	1.84	1.98			N/A	N/A
3 - Smith Drive	0.50	0.00	0.00	0.50	0.50			N/A	N/A
4 - A50	1.20	0.57	1.07	1.36	1.36			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.05	0.07	0.89	1.88	2.56			N/A	N/A
2 - Orford Rd	2.62	0.06	0.85	7.04	10.89			N/A	N/A
3 - Smith Drive	0.74	0.11	0.86	1.40	1.47			N/A	N/A
4 - A50	2.06	0.06	0.88	5.22	7.85			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.99	0.03	0.28	1.99	5.34			N/A	N/A
2 - Orford Rd	9.24	0.08	1.59	26.65	41.89			N/A	N/A
3 - Smith Drive	1.29	0.03	0.27	1.29	1.47			N/A	N/A
4 - A50	5.76	0.05	0.45	16.03	30.04			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.05	0.03	0.28	2.05	3.57			N/A	N/A
2 - Orford Rd	10.91	0.05	0.51	31.20	57.11			N/A	N/A
3 - Smith Drive	1.33	0.03	0.28	1.33	3.44			N/A	N/A
4 - A50	6.36	0.04	0.36	12.82	34.44			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.11	0.08	0.91	1.97	2.75			N/A	N/A
2 - Orford Rd	2.91	0.04	0.42	7.90	14.73			N/A	N/A
3 - Smith Drive	0.78	0.09	0.84	1.10	1.10			N/A	N/A
4 - A50	2.25	0.04	0.44	6.13	10.71			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.72	0.04	0.44	1.46	2.03			N/A	N/A
2 - Orford Rd	1.51	0.03	0.32	2.30	7.56			N/A	N/A
3 - Smith Drive	0.51	0.04	0.43	1.31	1.43			N/A	N/A
4 - A50	1.25	0.03	0.33	2.52	6.41			N/A	N/A

A50-Conjunction - 2032 Do Something Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	61.48	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
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	738	100.000
2 - Orford Rd		ONE HOUR	✓	1020	100.000
3 - Smith Drive		ONE HOUR	✓	358	100.000
4 - A50		ONE HOUR	✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	143	403	192
	2 - Orford Rd	298	0	109	613
	3 - Smith Drive	291	61	0	6
	4 - A50	100	663	17	5

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	0	1
	2 - Orford Rd	1	0	9	5
	3 - Smith Drive	2	0	0	14
	4 - A50	14	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.78	15.49	3.4	15.7	C	677	1016
2 - Orford Rd	1.06	129.30	43.4	102.4	F	936	1404
3 - Smith Drive	0.53	10.44	1.1	3.4	B	329	493
4 - A50	0.91	39.88	8.9	48.4	E	720	1080

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	556	139	557	1152	0.482	552	514	0.0	0.9	5.984	A
2 - Orford Rd	768	192	461	1157	0.664	760	647	0.0	2.0	9.269	A
3 - Smith Drive	270	67	826	877	0.307	268	395	0.0	0.4	5.996	A
4 - A50	591	148	485	1034	0.572	586	609	0.0	1.4	8.277	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	663	166	667	1106	0.600	661	615	0.9	1.5	8.078	A
2 - Orford Rd	917	229	553	1118	0.821	908	775	2.0	4.3	17.143	C
3 - Smith Drive	322	80	987	813	0.396	321	473	0.4	0.7	7.436	A
4 - A50	706	176	581	993	0.711	701	727	1.4	2.4	12.666	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	813	203	803	1049	0.774	806	729	1.5	3.2	14.400	B
2 - Orford Rd	1123	281	673	1065	1.054	1036	935	4.3	26.2	66.356	F
3 - Smith Drive	394	99	1140	752	0.524	392	569	0.7	1.1	10.134	B
4 - A50	864	216	688	948	0.912	843	844	2.4	7.7	31.037	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	813	203	817	1043	0.779	812	738	3.2	3.4	15.487	C
2 - Orford Rd	1123	281	679	1063	1.056	1054	950	26.2	43.4	129.300	F
3 - Smith Drive	394	99	1158	745	0.529	394	575	1.1	1.1	10.441	B
4 - A50	864	216	695	945	0.915	859	857	7.7	8.9	39.881	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	663	166	692	1095	0.606	671	667	3.4	1.6	8.637	A
2 - Orford Rd	917	229	561	1114	0.823	1065	801	43.4	6.3	82.351	F
3 - Smith Drive	322	80	1130	756	0.426	323	496	1.1	0.8	8.500	A
4 - A50	706	176	629	973	0.725	730	825	8.9	2.9	16.785	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	556	139	567	1147	0.484	558	525	1.6	1.0	6.151	A
2 - Orford Rd	768	192	467	1155	0.665	785	658	6.3	2.1	10.560	B
3 - Smith Drive	270	67	850	868	0.311	271	402	0.8	0.5	6.149	A
4 - A50	591	148	495	1029	0.574	597	625	2.9	1.4	8.791	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.92	0.55	1.00	1.40	1.45			N/A	N/A
2 - Orford Rd	1.99	0.30	1.20	3.37	4.14			N/A	N/A
3 - Smith Drive	0.45	0.00	0.00	0.45	0.45			N/A	N/A
4 - A50	1.36	0.59	1.24	1.71	1.90			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.47	0.06	0.80	3.45	4.96			N/A	N/A
2 - Orford Rd	4.32	0.08	1.49	11.74	17.62			N/A	N/A
3 - Smith Drive	0.66	0.12	0.88	1.40	1.46			N/A	N/A
4 - A50	2.44	0.06	0.98	6.34	9.54			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	3.22	0.03	0.31	4.29	15.70			N/A	N/A
2 - Orford Rd	26.20	3.38	20.91	52.05	64.31			N/A	N/A
3 - Smith Drive	1.10	0.03	0.27	1.10	1.10			N/A	N/A
4 - A50	7.71	0.06	1.29	22.38	36.61			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	3.38	0.03	0.29	3.38	10.46			N/A	N/A
2 - Orford Rd	43.36	7.22	35.91	83.81	102.35			N/A	N/A
3 - Smith Drive	1.13	0.03	0.28	1.13	3.41			N/A	N/A
4 - A50	8.94	0.05	0.45	24.37	48.43			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.58	0.05	0.65	3.90	5.89			N/A	N/A
2 - Orford Rd	6.30	0.05	0.73	18.16	30.93			N/A	N/A
3 - Smith Drive	0.77	0.15	0.92	1.42	1.48			N/A	N/A
4 - A50	2.91	0.05	0.46	8.07	14.15			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.95	0.04	0.37	2.35	4.22			N/A	N/A
2 - Orford Rd	2.13	0.03	0.30	2.13	8.80			N/A	N/A
3 - Smith Drive	0.46	0.04	0.40	1.25	1.39			N/A	N/A
4 - A50	1.44	0.03	0.32	2.43	7.28			N/A	N/A

A50-Conjunction - 2018 Validation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	14.20	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)	Run automatically
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	600	100.000
2 - Orford Rd		ONE HOUR	✓	836	100.000
3 - Smith Drive		ONE HOUR	✓	88	100.000
4 - A50		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	49	314	237
	2 - Orford Rd	90	0	117	629
	3 - Smith Drive	83	5	0	0
	4 - A50	277	500	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	3	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	4	0	0	0
	4 - A50	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.58	7.67	1.4	1.6	A	551	826
2 - Orford Rd	0.85	21.12	5.2	26.4	C	767	1151
3 - Smith Drive	0.12	5.41	0.1	0.5	A	81	121
4 - A50	0.75	12.83	3.0	12.8	B	725	1087

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	452	113	387	1222	0.370	449	337	0.0	0.6	4.808	A
2 - Orford Rd	629	157	422	1174	0.536	625	414	0.0	1.1	6.552	A
3 - Smith Drive	66	17	715	922	0.072	66	332	0.0	0.1	4.364	A
4 - A50	595	149	133	1182	0.503	591	648	0.0	1.0	6.184	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	539	135	464	1190	0.453	538	403	0.6	0.8	5.710	A
2 - Orford Rd	752	188	506	1138	0.661	749	497	1.1	1.9	9.245	A
3 - Smith Drive	79	20	856	865	0.091	79	398	0.1	0.1	4.750	A
4 - A50	710	178	160	1171	0.606	708	776	1.0	1.5	7.918	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	661	165	567	1147	0.576	658	492	0.8	1.4	7.586	A
2 - Orford Rd	920	230	619	1089	0.845	909	606	1.9	4.9	18.985	C
3 - Smith Drive	97	24	1042	791	0.122	97	486	0.1	0.1	5.375	A
4 - A50	870	217	195	1156	0.752	864	944	1.5	2.9	12.367	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	661	165	570	1146	0.576	661	495	1.4	1.4	7.671	A
2 - Orford Rd	920	230	621	1088	0.846	919	610	4.9	5.2	21.121	C
3 - Smith Drive	97	24	1052	788	0.123	97	489	0.1	0.1	5.408	A
4 - A50	870	217	196	1156	0.753	869	953	2.9	3.0	12.825	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	539	135	469	1188	0.454	541	408	1.4	0.9	5.781	A
2 - Orford Rd	752	188	509	1136	0.661	764	502	5.2	2.0	10.047	B
3 - Smith Drive	79	20	871	860	0.092	79	402	0.1	0.1	4.789	A
4 - A50	710	178	162	1170	0.607	716	789	3.0	1.6	8.202	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	452	113	391	1220	0.370	453	340	0.9	0.6	4.860	A
2 - Orford Rd	629	157	426	1173	0.537	633	419	2.0	1.2	6.759	A
3 - Smith Drive	66	17	723	919	0.072	66	335	0.1	0.1	4.383	A
4 - A50	595	149	134	1182	0.503	597	655	1.6	1.1	6.322	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.60	0.57	1.03	1.45	1.50			N/A	N/A
2 - Orford Rd	1.15	0.55	1.01	1.41	1.46			N/A	N/A
3 - Smith Drive	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - A50	1.02	0.56	1.02	1.43	1.48			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.85	0.10	0.90	1.44	1.44			N/A	N/A
2 - Orford Rd	1.91	0.06	0.74	4.87	7.39			N/A	N/A
3 - Smith Drive	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - A50	1.54	0.06	0.91	3.55	5.04			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.38	0.03	0.27	1.38	1.38			N/A	N/A
2 - Orford Rd	4.85	0.04	0.37	11.69	26.35			N/A	N/A
3 - Smith Drive	0.14	0.03	0.27	0.48	0.51			N/A	N/A
4 - A50	2.95	0.03	0.30	2.95	12.76			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.39	0.03	0.28	1.39	1.63			N/A	N/A
2 - Orford Rd	5.16	0.03	0.31	5.68	24.00			N/A	N/A
3 - Smith Drive	0.14	0.03	0.26	0.47	0.49			N/A	N/A
4 - A50	3.03	0.03	0.28	3.03	6.05			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.87	0.14	0.95	1.26	1.26			N/A	N/A
2 - Orford Rd	2.03	0.05	0.45	5.51	9.20			N/A	N/A
3 - Smith Drive	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - A50	1.61	0.06	0.78	3.91	5.79			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.61	0.06	0.58	1.39	1.49			N/A	N/A
2 - Orford Rd	1.19	0.03	0.34	2.69	5.98			N/A	N/A
3 - Smith Drive	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - A50	1.05	0.04	0.41	2.62	4.33			N/A	N/A

A50-Conjunction - 2022 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	19.12	C

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
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	625	100.000
2 - Orford Rd		ONE HOUR	✓	882	100.000
3 - Smith Drive		ONE HOUR	✓	91	100.000
4 - A50		ONE HOUR	✓	838	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	52	340	233
	2 - Orford Rd	95	0	121	666
	3 - Smith Drive	84	6	0	1
	4 - A50	295	529	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	3	0	0	0
	4 - A50	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.61	8.34	1.6	1.8	A	574	860
2 - Orford Rd	0.90	31.26	7.9	43.5	D	809	1214
3 - Smith Drive	0.13	5.51	0.2	0.5	A	84	125
4 - A50	0.80	15.86	3.9	19.5	C	769	1153

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	471	118	410	1212	0.388	468	354	0.0	0.6	4.960	A
2 - Orford Rd	664	166	439	1167	0.569	659	439	0.0	1.3	7.072	A
3 - Smith Drive	69	17	743	911	0.075	68	355	0.0	0.1	4.388	A
4 - A50	631	158	138	1180	0.535	626	673	0.0	1.2	6.598	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	562	140	492	1178	0.477	561	425	0.6	0.9	5.986	A
2 - Orford Rd	793	198	527	1129	0.702	789	526	1.3	2.3	10.548	B
3 - Smith Drive	82	20	890	852	0.096	82	426	0.1	0.1	4.802	A
4 - A50	753	188	166	1169	0.645	751	806	1.2	1.8	8.759	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	688	172	599	1134	0.607	686	517	0.9	1.6	8.219	A
2 - Orford Rd	971	243	644	1078	0.901	952	641	2.3	7.1	25.572	D
3 - Smith Drive	100	25	1077	777	0.129	100	519	0.1	0.2	5.460	A
4 - A50	923	231	201	1153	0.800	915	975	1.8	3.8	14.944	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	688	172	604	1132	0.608	688	521	1.6	1.6	8.344	A
2 - Orford Rd	971	243	646	1077	0.902	968	646	7.1	7.9	31.261	D
3 - Smith Drive	100	25	1092	772	0.130	100	522	0.2	0.2	5.509	A
4 - A50	923	231	203	1153	0.800	922	988	3.8	3.9	15.863	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	562	140	499	1176	0.478	564	431	1.6	1.0	6.087	A
2 - Orford Rd	793	198	530	1127	0.703	815	533	7.9	2.5	12.336	B
3 - Smith Drive	82	20	913	843	0.097	82	431	0.2	0.1	4.863	A
4 - A50	753	188	169	1167	0.645	761	826	3.9	1.9	9.250	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	471	118	415	1210	0.389	472	358	1.0	0.7	5.023	A
2 - Orford Rd	664	166	443	1165	0.570	669	444	2.5	1.4	7.372	A
3 - Smith Drive	69	17	753	907	0.076	69	359	0.1	0.1	4.414	A
4 - A50	631	158	140	1180	0.535	634	681	1.9	1.2	6.786	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.65	0.57	1.03	1.44	1.49			N/A	N/A
2 - Orford Rd	1.31	0.57	1.18	1.63	1.83			N/A	N/A
3 - Smith Drive	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - A50	1.16	0.56	1.02	1.43	1.48			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.93	0.09	0.91	1.41	1.82			N/A	N/A
2 - Orford Rd	2.29	0.06	0.76	6.06	9.38			N/A	N/A
3 - Smith Drive	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - A50	1.81	0.06	0.87	4.46	6.56			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.55	0.03	0.27	1.55	1.55			N/A	N/A
2 - Orford Rd	7.09	0.05	0.60	20.46	35.82			N/A	N/A
3 - Smith Drive	0.15	0.03	0.26	0.48	0.50			N/A	N/A
4 - A50	3.79	0.03	0.33	6.18	19.51			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.58	0.03	0.28	1.58	1.71			N/A	N/A
2 - Orford Rd	7.91	0.04	0.38	18.74	43.51			N/A	N/A
3 - Smith Drive	0.15	0.03	0.26	0.46	0.49			N/A	N/A
4 - A50	3.93	0.03	0.29	3.93	12.62			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.95	0.11	0.96	1.36	1.77			N/A	N/A
2 - Orford Rd	2.49	0.04	0.42	6.81	12.28			N/A	N/A
3 - Smith Drive	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4 - A50	1.91	0.05	0.51	5.03	7.93			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.66	0.05	0.56	1.26	1.26			N/A	N/A
2 - Orford Rd	1.36	0.03	0.32	2.48	6.97			N/A	N/A
3 - Smith Drive	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4 - A50	1.19	0.04	0.37	2.99	5.63			N/A	N/A

A50-Conjunction - 2022 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	22.11	C

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
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	646	100.000
2 - Orford Rd		ONE HOUR	✓	893	100.000
3 - Smith Drive		ONE HOUR	✓	99	100.000
4 - A50		ONE HOUR	✓	859	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	54	344	248
	2 - Orford Rd	100	0	122	671
	3 - Smith Drive	92	6	0	1
	4 - A50	310	535	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	3	9
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	8	0	0	0
	4 - A50	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.63	9.06	1.8	2.1	A	593	889
2 - Orford Rd	0.92	37.00	9.4	51.3	E	819	1229
3 - Smith Drive	0.14	5.93	0.2	0.5	A	91	136
4 - A50	0.82	18.30	4.6	23.8	C	788	1182

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	486	122	415	1210	0.402	484	375	0.0	0.7	5.196	A
2 - Orford Rd	672	168	454	1160	0.579	667	445	0.0	1.4	7.323	A
3 - Smith Drive	75	19	761	903	0.083	74	359	0.0	0.1	4.661	A
4 - A50	647	162	148	1176	0.550	642	687	0.0	1.2	6.925	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	581	145	497	1176	0.494	579	450	0.7	1.0	6.340	A
2 - Orford Rd	803	201	544	1121	0.716	798	533	1.4	2.5	11.159	B
3 - Smith Drive	89	22	912	843	0.106	89	430	0.1	0.1	5.125	A
4 - A50	772	193	177	1164	0.664	769	823	1.2	2.0	9.395	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	711	178	605	1131	0.629	708	546	1.0	1.7	8.897	A
2 - Orford Rd	983	246	664	1069	0.920	960	649	2.5	8.2	28.833	D
3 - Smith Drive	109	27	1101	768	0.142	109	524	0.1	0.2	5.865	A
4 - A50	946	236	215	1148	0.824	936	994	2.0	4.4	16.910	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	711	178	611	1129	0.630	711	552	1.7	1.8	9.062	A
2 - Orford Rd	983	246	667	1068	0.921	978	655	8.2	9.4	37.005	E
3 - Smith Drive	109	27	1118	761	0.143	109	528	0.2	0.2	5.927	A
4 - A50	946	236	217	1147	0.825	945	1009	4.4	4.6	18.299	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	581	145	505	1173	0.495	584	458	1.8	1.0	6.464	A
2 - Orford Rd	803	201	548	1120	0.717	830	541	9.4	2.7	13.672	B
3 - Smith Drive	89	22	941	832	0.107	89	437	0.2	0.1	5.206	A
4 - A50	772	193	181	1162	0.665	782	848	4.6	2.1	10.077	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	486	122	420	1208	0.403	488	380	1.0	0.7	5.270	A
2 - Orford Rd	672	168	457	1159	0.580	677	450	2.7	1.4	7.665	A
3 - Smith Drive	75	19	772	899	0.083	75	363	0.1	0.1	4.692	A
4 - A50	647	162	150	1175	0.550	650	697	2.1	1.3	7.153	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.70	0.58	1.05	1.47	1.53			N/A	N/A
2 - Orford Rd	1.37	0.58	1.26	1.74	1.90			N/A	N/A
3 - Smith Drive	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - A50	1.25	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.01	0.09	0.94	1.68	2.04			N/A	N/A
2 - Orford Rd	2.45	0.06	0.79	6.57	10.12			N/A	N/A
3 - Smith Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - A50	1.99	0.06	0.89	4.99	7.41			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.74	0.03	0.28	1.74	2.12			N/A	N/A
2 - Orford Rd	8.22	0.06	1.34	23.91	39.13			N/A	N/A
3 - Smith Drive	0.18	0.03	0.28	0.50	0.52			N/A	N/A
4 - A50	4.40	0.04	0.36	9.14	23.81			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.77	0.03	0.28	1.77	2.00			N/A	N/A
2 - Orford Rd	9.45	0.04	0.44	25.68	51.33			N/A	N/A
3 - Smith Drive	0.18	0.03	0.27	0.48	0.51			N/A	N/A
4 - A50	4.62	0.03	0.31	4.62	18.38			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.05	0.10	0.99	1.70	2.03			N/A	N/A
2 - Orford Rd	2.69	0.04	0.41	7.32	13.51			N/A	N/A
3 - Smith Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - A50	2.12	0.05	0.49	5.73	9.30			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.72	0.05	0.54	1.58	1.70			N/A	N/A
2 - Orford Rd	1.43	0.03	0.31	2.33	7.22			N/A	N/A
3 - Smith Drive	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - A50	1.29	0.04	0.36	3.14	6.33			N/A	N/A

A50-Conjunction - 2022 Do Something Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	40.43	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)	Run automatically
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	663	100.000
2 - Orford Rd		ONE HOUR	✓	974	100.000
3 - Smith Drive		ONE HOUR	✓	145	100.000
4 - A50		ONE HOUR	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	73	368	222
	2 - Orford Rd	155	0	117	702
	3 - Smith Drive	138	6	0	1
	4 - A50	314	544	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	3	3	11
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	5	0	0	0
	4 - A50	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.65	9.60	1.9	3.2	A	608	913
2 - Orford Rd	1.00	80.06	23.9	82.0	F	894	1341
3 - Smith Drive	0.21	6.46	0.3	1.3	A	133	200
4 - A50	0.87	25.25	6.4	33.2	D	800	1200

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	499	125	421	1208	0.413	496	453	0.0	0.7	5.319	A
2 - Orford Rd	733	183	452	1161	0.632	726	465	0.0	1.7	8.279	A
3 - Smith Drive	109	27	805	886	0.123	109	373	0.0	0.1	4.849	A
4 - A50	656	164	223	1144	0.574	651	691	0.0	1.4	7.490	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	596	149	505	1173	0.508	595	543	0.7	1.1	6.552	A
2 - Orford Rd	876	219	542	1122	0.780	869	558	1.7	3.4	14.044	B
3 - Smith Drive	130	33	964	823	0.158	130	447	0.1	0.2	5.444	A
4 - A50	784	196	268	1126	0.696	780	826	1.4	2.3	10.695	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	730	182	612	1129	0.647	727	654	1.1	1.9	9.380	A
2 - Orford Rd	1072	268	662	1070	1.002	1019	677	3.4	16.7	47.784	E
3 - Smith Drive	160	40	1140	752	0.212	159	541	0.2	0.3	6.357	A
4 - A50	960	240	320	1103	0.870	946	979	2.3	5.9	21.931	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	730	182	620	1125	0.649	730	663	1.9	1.9	9.598	A
2 - Orford Rd	1072	268	665	1069	1.003	1044	685	16.7	23.9	80.061	F
3 - Smith Drive	160	40	1163	743	0.215	160	546	0.3	0.3	6.461	A
4 - A50	960	240	325	1101	0.872	958	998	5.9	6.4	25.246	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	596	149	517	1168	0.510	599	564	1.9	1.1	6.719	A
2 - Orford Rd	876	219	546	1120	0.782	955	570	23.9	4.0	30.215	D
3 - Smith Drive	130	33	1041	792	0.165	131	460	0.3	0.2	5.706	A
4 - A50	784	196	282	1120	0.700	799	890	6.4	2.5	12.177	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	499	125	427	1205	0.414	501	460	1.1	0.8	5.403	A
2 - Orford Rd	733	183	456	1159	0.632	742	472	4.0	1.8	8.923	A
3 - Smith Drive	109	27	821	880	0.124	109	378	0.2	0.1	4.898	A
4 - A50	656	164	227	1143	0.574	661	703	2.5	1.4	7.816	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.74	0.58	1.06	1.48	1.53			N/A	N/A
2 - Orford Rd	1.70	0.52	1.04	2.55	2.96			N/A	N/A
3 - Smith Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - A50	1.37	0.59	1.20	1.65	1.86			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.07	0.08	0.95	1.86	2.40			N/A	N/A
2 - Orford Rd	3.37	0.06	1.07	9.20	14.16			N/A	N/A
3 - Smith Drive	0.20	0.00	0.00	0.20	0.20			N/A	N/A
4 - A50	2.29	0.06	0.92	5.94	8.94			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.88	0.03	0.29	1.88	3.24			N/A	N/A
2 - Orford Rd	16.71	0.49	10.08	39.96	53.38			N/A	N/A
3 - Smith Drive	0.28	0.03	0.27	0.48	0.51			N/A	N/A
4 - A50	5.87	0.04	0.43	15.88	31.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.92	0.03	0.29	1.92	2.29			N/A	N/A
2 - Orford Rd	23.88	0.40	13.09	60.03	82.01			N/A	N/A
3 - Smith Drive	0.28	0.03	0.31	0.92	1.26			N/A	N/A
4 - A50	6.37	0.03	0.34	10.66	33.16			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.12	0.09	1.00	1.89	2.44			N/A	N/A
2 - Orford Rd	3.97	0.04	0.42	10.83	20.72			N/A	N/A
3 - Smith Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
4 - A50	2.52	0.05	0.46	6.94	11.94			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.75	0.05	0.51	1.36	1.93			N/A	N/A
2 - Orford Rd	1.79	0.03	0.30	1.79	7.99			N/A	N/A
3 - Smith Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - A50	1.43	0.03	0.34	3.08	7.31			N/A	N/A

A50-Conjunction - 2027 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	25.96	D

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
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	641	100.000
2 - Orford Rd		ONE HOUR	✓	920	100.000
3 - Smith Drive		ONE HOUR	✓	102	100.000
4 - A50		ONE HOUR	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	55	356	230
	2 - Orford Rd	100	0	125	695
	3 - Smith Drive	95	6	0	1
	4 - A50	300	557	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	3	0	0	0
	4 - A50	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.63	8.96	1.7	2.0	A	588	882
2 - Orford Rd	0.95	46.20	12.2	61.2	E	844	1266
3 - Smith Drive	0.15	5.71	0.2	0.5	A	94	140
4 - A50	0.84	19.48	5.0	25.7	C	800	1200

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	483	121	432	1203	0.401	480	370	0.0	0.7	5.100	A
2 - Orford Rd	693	173	450	1162	0.596	687	462	0.0	1.5	7.543	A
3 - Smith Drive	77	19	766	902	0.085	76	371	0.0	0.1	4.482	A
4 - A50	656	164	150	1175	0.559	651	692	0.0	1.3	6.967	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	576	144	518	1168	0.493	575	443	0.7	1.0	6.236	A
2 - Orford Rd	827	207	539	1123	0.736	822	553	1.5	2.7	11.846	B
3 - Smith Drive	92	23	917	841	0.109	92	444	0.1	0.1	4.936	A
4 - A50	784	196	180	1163	0.674	781	828	1.3	2.1	9.567	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	706	176	629	1121	0.629	703	538	1.0	1.7	8.789	A
2 - Orford Rd	1013	253	659	1072	0.945	983	673	2.7	10.1	33.395	D
3 - Smith Drive	112	28	1102	767	0.146	112	540	0.1	0.2	5.645	A
4 - A50	960	240	218	1147	0.837	949	996	2.1	4.7	17.782	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	706	176	636	1119	0.631	706	544	1.7	1.7	8.959	A
2 - Orford Rd	1013	253	662	1070	0.946	1005	680	10.1	12.2	46.197	E
3 - Smith Drive	112	28	1121	760	0.148	112	545	0.2	0.2	5.714	A
4 - A50	960	240	220	1145	0.838	959	1013	4.7	5.0	19.478	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	576	144	527	1164	0.495	579	453	1.7	1.0	6.363	A
2 - Orford Rd	827	207	543	1122	0.737	864	563	12.2	3.0	15.871	C
3 - Smith Drive	92	23	954	826	0.111	92	453	0.2	0.1	5.041	A
4 - A50	784	196	185	1160	0.676	795	861	5.0	2.2	10.365	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	483	121	437	1201	0.402	484	375	1.0	0.7	5.173	A
2 - Orford Rd	693	173	454	1160	0.597	698	468	3.0	1.5	7.947	A
3 - Smith Drive	77	19	777	897	0.086	77	375	0.1	0.1	4.514	A
4 - A50	656	164	152	1174	0.559	660	702	2.2	1.3	7.208	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.68	0.57	1.03	1.44	1.49			N/A	N/A
2 - Orford Rd	1.46	0.57	1.36	1.86	1.99			N/A	N/A
3 - Smith Drive	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - A50	1.27	0.56	1.02	1.43	1.48			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.99	0.08	0.91	1.65	2.00			N/A	N/A
2 - Orford Rd	2.68	0.06	0.84	7.25	11.25			N/A	N/A
3 - Smith Drive	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4 - A50	2.05	0.06	0.87	5.22	7.85			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.70	0.03	0.28	1.70	2.03			N/A	N/A
2 - Orford Rd	10.10	0.09	2.48	28.62	43.48			N/A	N/A
3 - Smith Drive	0.17	0.03	0.26	0.47	0.50			N/A	N/A
4 - A50	4.71	0.04	0.36	10.65	25.67			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.73	0.03	0.28	1.73	1.93			N/A	N/A
2 - Orford Rd	12.20	0.06	1.25	35.72	61.16			N/A	N/A
3 - Smith Drive	0.18	0.03	0.26	0.46	0.49			N/A	N/A
4 - A50	4.98	0.03	0.31	4.98	21.49			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.02	0.10	0.97	1.65	1.98			N/A	N/A
2 - Orford Rd	2.98	0.04	0.41	8.05	15.20			N/A	N/A
3 - Smith Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - A50	2.20	0.05	0.47	5.98	9.89			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.70	0.05	0.52	1.54	1.65			N/A	N/A
2 - Orford Rd	1.52	0.03	0.31	2.09	7.46			N/A	N/A
3 - Smith Drive	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4 - A50	1.32	0.04	0.35	3.16	6.64			N/A	N/A

A50-Conjunction - 2027 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	52.34	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
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	671	100.000
2 - Orford Rd		ONE HOUR	✓	998	100.000
3 - Smith Drive		ONE HOUR	✓	146	100.000
4 - A50		ONE HOUR	✓	904	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	65	371	235
	2 - Orford Rd	130	0	123	745
	3 - Smith Drive	139	6	0	1
	4 - A50	304	585	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	3	3	10
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	5	0	0	0
	4 - A50	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.67	10.30	2.1	4.7	B	616	924
2 - Orford Rd	1.04	108.17	34.7	93.0	F	916	1374
3 - Smith Drive	0.22	6.54	0.3	1.3	A	134	201
4 - A50	0.89	29.31	7.6	41.8	D	830	1244

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	505	126	452	1195	0.423	502	428	0.0	0.8	5.451	A
2 - Orford Rd	751	188	465	1156	0.650	744	490	0.0	1.8	8.728	A
3 - Smith Drive	110	27	828	877	0.125	109	381	0.0	0.1	4.915	A
4 - A50	681	170	205	1152	0.591	675	732	0.0	1.5	7.727	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	603	151	542	1158	0.521	602	512	0.8	1.1	6.805	A
2 - Orford Rd	897	224	557	1116	0.804	889	587	1.8	3.8	15.586	C
3 - Smith Drive	131	33	990	812	0.162	131	456	0.1	0.2	5.537	A
4 - A50	813	203	246	1135	0.716	809	875	1.5	2.5	11.287	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	739	185	656	1110	0.665	735	615	1.1	2.0	10.010	B
2 - Orford Rd	1099	275	680	1062	1.034	1026	711	3.8	22.0	58.402	F
3 - Smith Drive	161	40	1157	745	0.216	160	549	0.2	0.3	6.441	A
4 - A50	995	249	293	1115	0.893	978	1024	2.5	6.9	24.546	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	739	185	665	1106	0.668	739	623	2.0	2.1	10.297	B
2 - Orford Rd	1099	275	684	1061	1.036	1048	720	22.0	34.7	108.173	F
3 - Smith Drive	161	40	1178	737	0.218	161	554	0.3	0.3	6.540	A
4 - A50	995	249	296	1113	0.894	992	1042	6.9	7.6	29.307	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	603	151	558	1151	0.524	607	537	2.1	1.2	7.014	A
2 - Orford Rd	897	224	562	1114	0.806	1017	603	34.7	4.9	54.970	F
3 - Smith Drive	131	33	1104	767	0.171	132	475	0.3	0.2	5.941	A
4 - A50	813	203	263	1127	0.721	832	972	7.6	2.8	13.364	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	505	126	460	1192	0.424	507	435	1.2	0.8	5.548	A
2 - Orford Rd	751	188	469	1154	0.651	763	497	4.9	1.9	9.618	A
3 - Smith Drive	110	27	847	869	0.126	110	386	0.2	0.2	4.968	A
4 - A50	681	170	209	1150	0.592	686	748	2.8	1.5	8.109	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.76	0.58	1.05	1.47	1.53			N/A	N/A
2 - Orford Rd	1.83	0.35	1.11	2.93	3.68			N/A	N/A
3 - Smith Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - A50	1.47	0.60	1.35	1.81	1.95			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.13	0.08	0.95	2.01	2.76			N/A	N/A
2 - Orford Rd	3.84	0.07	1.26	10.48	15.95			N/A	N/A
3 - Smith Drive	0.20	0.00	0.00	0.20	0.20			N/A	N/A
4 - A50	2.51	0.06	0.95	6.60	9.99			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.03	0.03	0.29	2.03	4.68			N/A	N/A
2 - Orford Rd	22.04	1.59	16.35	46.82	59.34			N/A	N/A
3 - Smith Drive	0.29	0.03	0.27	0.48	0.51			N/A	N/A
4 - A50	6.89	0.05	0.49	19.64	35.53			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.08	0.03	0.29	2.08	2.83			N/A	N/A
2 - Orford Rd	34.73	2.95	26.22	73.63	93.04			N/A	N/A
3 - Smith Drive	0.29	0.03	0.31	0.96	1.29			N/A	N/A
4 - A50	7.62	0.04	0.37	16.64	41.77			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.18	0.08	0.99	2.07	2.86			N/A	N/A
2 - Orford Rd	4.89	0.04	0.45	13.70	25.22			N/A	N/A
3 - Smith Drive	0.22	0.00	0.00	0.22	0.22			N/A	N/A
4 - A50	2.80	0.05	0.45	7.75	13.60			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.78	0.05	0.49	1.57	2.13			N/A	N/A
2 - Orford Rd	1.95	0.03	0.30	1.95	8.19			N/A	N/A
3 - Smith Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
4 - A50	1.53	0.03	0.34	3.10	7.97			N/A	N/A

A50-Conjunction - 2032 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	37.87	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)	Run automatically
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	663	100.000
2 - Orford Rd		ONE HOUR	✓	961	100.000
3 - Smith Drive		ONE HOUR	✓	133	100.000
4 - A50		ONE HOUR	✓	884	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	58	377	228
	2 - Orford Rd	106	0	130	725
	3 - Smith Drive	123	6	0	4
	4 - A50	281	587	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	2	0	0	0
	4 - A50	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.66	9.87	2.0	3.9	A	608	913
2 - Orford Rd	1.00	75.69	22.1	79.4	F	882	1323
3 - Smith Drive	0.20	6.07	0.2	1.0	A	122	183
4 - A50	0.86	22.53	5.8	29.3	C	811	1217

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	499	125	455	1194	0.418	496	381	0.0	0.7	5.286	A
2 - Orford Rd	723	181	465	1156	0.626	717	486	0.0	1.6	8.150	A
3 - Smith Drive	100	25	791	892	0.112	100	391	0.0	0.1	4.626	A
4 - A50	666	166	176	1164	0.572	660	714	0.0	1.3	7.182	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	596	149	545	1156	0.515	595	457	0.7	1.1	6.576	A
2 - Orford Rd	864	216	557	1116	0.774	858	583	1.6	3.2	13.712	B
3 - Smith Drive	120	30	946	830	0.144	119	468	0.1	0.2	5.161	A
4 - A50	795	199	210	1150	0.691	791	855	1.3	2.2	10.104	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Hilden Rd	730	182	662	1108	0.659	727	552	1.1	1.9	9.625	A
2 - Orford Rd	1058	265	680	1062	0.996	1008	708	3.2	15.7	46.029	E
3 - Smith Drive	146	37	1122	760	0.193	146	567	0.2	0.2	5.974	A
4 - A50	973	243	253	1132	0.860	960	1015	2.2	5.4	19.992	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	730	182	669	1105	0.661	730	558	1.9	2.0	9.867	A
2 - Orford Rd	1058	265	684	1061	0.997	1033	716	15.7	22.1	75.695	F
3 - Smith Drive	146	37	1144	751	0.195	146	572	0.2	0.2	6.067	A
4 - A50	973	243	256	1130	0.861	972	1034	5.4	5.8	22.527	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	596	149	557	1151	0.518	599	471	2.0	1.1	6.749	A
2 - Orford Rd	864	216	562	1114	0.776	937	595	22.1	3.8	27.327	D
3 - Smith Drive	120	30	1016	802	0.149	120	482	0.2	0.2	5.379	A
4 - A50	795	199	220	1146	0.694	808	917	5.8	2.4	11.244	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	499	125	461	1191	0.419	501	386	1.1	0.7	5.375	A
2 - Orford Rd	723	181	469	1154	0.627	732	493	3.8	1.7	8.754	A
3 - Smith Drive	100	25	805	886	0.113	100	396	0.2	0.1	4.668	A
4 - A50	666	166	178	1163	0.572	670	727	2.4	1.4	7.467	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.73	0.57	1.03	1.44	1.49			N/A	N/A
2 - Orford Rd	1.65	0.52	1.50	2.42	2.86			N/A	N/A
3 - Smith Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - A50	1.33	0.57	1.16	1.56	1.80			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.08	0.08	0.92	1.91	2.59			N/A	N/A
2 - Orford Rd	3.25	0.06	1.02	8.87	13.70			N/A	N/A
3 - Smith Drive	0.17	0.00	0.00	0.17	0.17			N/A	N/A
4 - A50	2.20	0.06	0.87	5.70	8.60			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.93	0.03	0.28	1.93	3.92			N/A	N/A
2 - Orford Rd	15.73	0.38	8.98	38.42	51.89			N/A	N/A
3 - Smith Drive	0.24	0.03	0.26	0.47	0.49			N/A	N/A
4 - A50	5.40	0.04	0.40	13.83	29.29			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.97	0.03	0.28	1.97	2.49			N/A	N/A
2 - Orford Rd	22.08	0.29	10.98	57.13	79.42			N/A	N/A
3 - Smith Drive	0.25	0.03	0.28	0.51	0.99			N/A	N/A
4 - A50	5.79	0.03	0.32	7.69	28.28			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.12	0.08	0.97	1.94	2.62			N/A	N/A
2 - Orford Rd	3.79	0.04	0.41	10.29	19.77			N/A	N/A
3 - Smith Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - A50	2.38	0.05	0.46	6.57	11.14			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.75	0.05	0.49	1.44	1.98			N/A	N/A
2 - Orford Rd	1.74	0.03	0.30	1.74	7.80			N/A	N/A
3 - Smith Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
4 - A50	1.38	0.03	0.34	3.13	7.07			N/A	N/A

A50-Conjunction - 2032 Do Something Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout		1, 2, 3, 4	81.52	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)	Run automatically
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hilden Rd		ONE HOUR	✓	707	100.000
2 - Orford Rd		ONE HOUR	✓	1050	100.000
3 - Smith Drive		ONE HOUR	✓	172	100.000
4 - A50		ONE HOUR	✓	912	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	78	402	227
	2 - Orford Rd	165	0	131	754
	3 - Smith Drive	165	6	0	1
	4 - A50	294	602	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	0	1	10
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	4	0	0	0
	4 - A50	7	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hilden Rd	0.71	11.61	2.5	8.0	B	649	973
2 - Orford Rd	1.10	179.39	63.3	120.8	F	963	1445
3 - Smith Drive	0.26	6.76	0.4	1.5	A	158	237
4 - A50	0.92	37.14	9.7	52.6	E	837	1255

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	532	133	466	1189	0.448	529	466	0.0	0.8	5.620	A
2 - Orford Rd	790	198	483	1148	0.689	782	512	0.0	2.2	9.691	A
3 - Smith Drive	129	32	854	866	0.149	129	410	0.0	0.2	5.065	A
4 - A50	687	172	251	1133	0.606	680	732	0.0	1.5	8.082	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	636	159	558	1151	0.552	634	557	0.8	1.3	7.186	A
2 - Orford Rd	944	236	578	1106	0.853	932	613	2.2	5.1	19.559	C
3 - Smith Drive	155	39	1019	800	0.193	154	491	0.2	0.2	5.783	A
4 - A50	820	205	300	1112	0.737	815	874	1.5	2.8	12.272	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	778	195	672	1104	0.705	774	660	1.3	2.4	11.153	B
2 - Orford Rd	1156	289	706	1051	1.100	1033	740	5.1	35.8	84.251	F
3 - Smith Drive	189	47	1153	747	0.253	189	586	0.2	0.3	6.692	A
4 - A50	1004	251	350	1091	0.921	981	991	2.8	8.4	29.168	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	778	195	684	1099	0.708	778	668	2.4	2.5	11.606	B
2 - Orford Rd	1156	289	710	1050	1.102	1046	752	35.8	63.3	179.387	F
3 - Smith Drive	189	47	1165	742	0.255	189	590	0.3	0.4	6.761	A
4 - A50	1004	251	353	1090	0.922	999	1002	8.4	9.7	37.143	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	636	159	579	1142	0.556	640	592	2.5	1.3	7.490	A
2 - Orford Rd	944	236	584	1104	0.855	1087	634	63.3	27.7	154.015	F
3 - Smith Drive	155	39	1157	746	0.207	155	514	0.4	0.3	6.330	A
4 - A50	820	205	325	1101	0.744	846	987	9.7	3.2	15.794	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Through put (PCU/hr)	Through put (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal ised level of service
1 - Hilden Rd	532	133	474	1186	0.449	534	488	1.3	0.9	5.739	A
2 - Orford Rd	790	198	487	1146	0.690	892	521	27.7	2.3	20.393	C
3 - Smith Drive	129	32	952	827	0.157	130	427	0.3	0.2	5.361	A
4 - A50	687	172	269	1125	0.610	693	813	3.2	1.6	8.683	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.83	0.57	1.04	1.45	1.50			N/A	N/A
2 - Orford Rd	2.15	0.18	1.20	4.04	5.25			N/A	N/A
3 - Smith Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A
4 - A50	1.55	0.61	1.47	1.89	2.01			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.26	0.07	0.91	2.58	3.54			N/A	N/A
2 - Orford Rd	5.11	0.09	1.50	13.76	20.26			N/A	N/A
3 - Smith Drive	0.25	0.00	0.00	0.25	0.25			N/A	N/A
4 - A50	2.75	0.06	1.02	7.30	11.08			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.38	0.03	0.29	2.38	8.04			N/A	N/A
2 - Orford Rd	35.84	9.57	31.59	62.63	74.04			N/A	N/A
3 - Smith Drive	0.35	0.03	0.26	0.48	0.50			N/A	N/A
4 - A50	8.43	0.06	1.38	24.53	40.07			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	2.46	0.03	0.28	2.46	4.16			N/A	N/A
2 - Orford Rd	63.33	21.83	57.88	104.33	120.84			N/A	N/A
3 - Smith Drive	0.35	0.03	0.33	1.21	1.51			N/A	N/A
4 - A50	9.68	0.04	0.45	26.36	52.60			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	1.32	0.07	0.93	2.77	3.84			N/A	N/A
2 - Orford Rd	27.67	6.60	23.98	49.31	58.71			N/A	N/A
3 - Smith Drive	0.27	0.00	0.00	0.27	0.27			N/A	N/A
4 - A50	3.16	0.04	0.44	8.80	15.78			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Hilden Rd	0.85	0.04	0.44	1.90	2.94			N/A	N/A
2 - Orford Rd	2.35	0.03	0.29	2.35	8.99			N/A	N/A
3 - Smith Drive	0.19	0.00	0.00	0.19	0.19			N/A	N/A
4 - A50	1.65	0.03	0.33	3.03	8.55			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Peel Hall Advanced Mode Existing Arrangement 050320.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Junctions 9\A50 Hilden Road Roundabout

Report generation date: 05/03/2020 16:53:12

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A50-Conjunction [Lane Simulation] - 2018 Validation										
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D1	1.4	8.32		A	D9	2.2	10.77		B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		3.2	15.13		C		14.3	49.88		E
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		0.9	7.65		A		0.2	5.40		A
1 - A50/Hilden Rd Roundabout - 4 - A50		1.7	8.23		A		2.0	7.26		A
2 - Poplars Ave/A50 - A - A50 W		0.1	0.70		A		0.1	0.87		A
2 - Poplars Ave/A50 - B - Poplars Ave		1.7	18.41		C		2.5	25.79		D
2 - Poplars Ave/A50 - C - A50 E		0.4	2.51		A		2.6	9.89		A
A50-Conjunction [Lane Simulation] - 2022 DM										
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D2	1.8	8.91		A	D10	2.4	12.46		B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		5.3	18.97		C		23.3	78.03		F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		0.9	8.40		A		0.2	5.46		A
1 - A50/Hilden Rd Roundabout - 4 - A50		1.8	8.61		A		2.0	7.66		A
2 - Poplars Ave/A50 - A - A50 W		0.1	0.65		A		0.2	1.29		A
2 - Poplars Ave/A50 - B - Poplars Ave		4.0	31.51		D		4.3	41.33		E
2 - Poplars Ave/A50 - C - A50 E		0.5	2.60		A		2.6	9.81		A
A50-Conjunction [Lane Simulation] - 2022 DS										
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D3	1.7	9.45		A	D11	2.8	14.53		B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		7.8	27.48		D		30.6	96.95		F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.0	8.74		A		0.2	5.82		A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.1	9.08		A		2.1	7.75		A
2 - Poplars Ave/A50 - A - A50 W		0.1	0.91		A		0.3	1.51		A
2 - Poplars Ave/A50 - B - Poplars Ave		5.8	45.06		E		4.3	44.48		E
2 - Poplars Ave/A50 - C - A50 E		0.6	2.69		A		2.8	10.26		B

A50-Conjunction [Lane Simulation] - 2022 DS Full								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D4	3.7	15.18	C	D12	3.5	13.86	B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		20.6	65.48	F		54.4	160.96	F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.2	9.93	A		0.3	6.36	A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.3	9.70	A		2.2	8.39	A
2 - Poplars Ave/A50 - A - A50 W		0.3	1.01	A		0.5	1.96	A
2 - Poplars Ave/A50 - B - Poplars Ave		12.7	83.68	F		7.5	67.47	F
2 - Poplars Ave/A50 - C - A50 E		0.7	2.99	A		2.6	9.94	A
A50-Conjunction [Lane Simulation] - 2027 DM								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D5	1.9	10.06	B	D13	3.0	13.71	B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		8.3	29.44	D		36.3	112.57	F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.2	9.24	A		0.2	5.65	A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.1	9.30	A		2.1	7.75	A
2 - Poplars Ave/A50 - A - A50 W		0.2	1.02	A		0.3	1.48	A
2 - Poplars Ave/A50 - B - Poplars Ave		8.0	60.34	F		5.2	53.75	F
2 - Poplars Ave/A50 - C - A50 E		0.8	2.95	A		2.9	9.83	A
A50-Conjunction [Lane Simulation] - 2027 DS								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D6	2.6	12.71	B	D14	3.5	16.59	C
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		26.9	78.74	F		77.7	234.27	F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.4	11.17	B		0.3	6.34	A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.2	9.89	A		2.3	8.37	A
2 - Poplars Ave/A50 - A - A50 W		0.2	1.17	A		0.4	1.93	A
2 - Poplars Ave/A50 - B - Poplars Ave		22.0	132.23	F		12.8	101.10	F
2 - Poplars Ave/A50 - C - A50 E		0.9	3.50	A		2.9	10.80	B
A50-Conjunction [Lane Simulation] - 2032 DM								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D7	2.3	11.11	B	D15	2.9	13.87	B
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		13.7	46.10	E		52.6	157.29	F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.5	10.80	B		0.2	6.09	A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.2	9.70	A		2.2	8.06	A
2 - Poplars Ave/A50 - A - A50 W		0.2	1.08	A		0.3	1.63	A
2 - Poplars Ave/A50 - B - Poplars Ave		15.9	100.28	F		9.1	68.68	F
2 - Poplars Ave/A50 - C - A50 E		0.7	2.97	A		2.8	9.29	A
A50-Conjunction [Lane Simulation] - 2032 DS Full								
1 - A50/Hilden Rd Roundabout - 1 - Hilden Rd	D8	3.5	15.25	C	D16	3.4	15.16	C
1 - A50/Hilden Rd Roundabout - 2 - Orford Rd		48.2	138.79	F		93.3	292.40	F
1 - A50/Hilden Rd Roundabout - 3 - Smith Drive		1.1	10.46	B		0.4	6.69	A
1 - A50/Hilden Rd Roundabout - 4 - A50		2.2	9.49	A		2.4	8.71	A
2 - Poplars Ave/A50 - A - A50 W		0.2	0.97	A		0.7	2.57	A
2 - Poplars Ave/A50 - B - Poplars Ave		25.4	147.79	F		15.8	123.33	F
2 - Poplars Ave/A50 - C - A50 E		0.8	3.07	A		2.7	9.25	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	17/10/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			506243264	101	9.12

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Validation	AM	ONE HOUR	08:00	09:30	15	✓
D2	2022 DM	AM	ONE HOUR	08:00	09:30	15	✓
D3	2022 DS	AM	ONE HOUR	08:00	09:30	15	✓
D4	2022 DS Full	AM	ONE HOUR	08:00	09:30	15	✓
D5	2027 DM	AM	ONE HOUR	08:00	09:30	15	✓
D6	2027 DS	AM	ONE HOUR	08:00	09:30	15	✓
D7	2032 DM	AM	ONE HOUR	08:00	09:30	15	✓
D8	2032 DS Full	AM	ONE HOUR	08:00	09:30	15	✓
D9	2018 Validation	PM	ONE HOUR	17:00	18:30	15	✓
D10	2022 DM	PM	ONE HOUR	17:00	18:30	15	✓
D11	2022 DS	PM	ONE HOUR	17:00	18:30	15	✓
D12	2022 DS Full	PM	ONE HOUR	17:00	18:30	15	✓
D13	2027 DM	PM	ONE HOUR	17:00	18:30	15	✓
D14	2027 DS	PM	ONE HOUR	17:00	18:30	15	✓
D15	2032 DM	PM	ONE HOUR	17:00	18:30	15	✓
D16	2032 DS Full	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AV-1	A50-Conjunction	✓	✓	100.000	100.000

A50-Conjunction - 2018 Validation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	10.52	B
2	Poplars Ave/A50	T-Junction	Two-way			5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - A50/Hilden Rd Roundabout	1	Hilden Rd	Hilden Rd	
	2	Orford Rd		
	3	Smith Drive		
	4	A50		
2 - Poplars Ave/A50	A	A50 W		Major
	B	Poplars Ave		Minor
	C	A50 E		Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	3.70	5.50	11.3	31.3	78.0	54.5	
	2 - Orford Rd	4.35	4.35	0.0	26.8	78.0	25.1	
	3 - Smith Drive	3.60	4.40	3.8	15.0	78.0	32.0	
	4 - A50	3.85	3.85	0.0	48.7	78.0	20.5	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
2 - Poplars Ave/A50	C - A50 E	11.00		✓	3.00	120.0	✓	3.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
2 - Poplars Ave/A50	B - Poplars Ave	One lane	5.00	120	52

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	0.415	1383
	2 - Orford Rd	0.433	1357
	3 - Smith Drive	0.399	1207
	4 - A50	0.423	1239

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Poplars Ave/A50	B-A	651	0.093	0.235	0.148	0.335
	B-C	788	0.095	0.239	-	-
	C-B	699	0.212	0.212	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Evenly split	10.00
	2 - Orford Rd	Evenly split	10.00
	3 - Smith Drive	Evenly split	10.00
	4 - A50	Evenly split	10.00
2 - Poplars Ave/A50	A - A50 W		
	B - Poplars Ave		
	C - A50 E		

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4		Infinity		0	99999	
		Exit	1	1			Infinity				
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4		Infinity		0	99999	
		Exit	1	1			Infinity				
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4		Infinity		0	99999	
		Exit	1	1			Infinity				
	4 - A50	Entry	1	1	1, 2, 3, 4	✓	3.00		0	99999	
		Exit	1	1		✓	3.00				
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B - Poplars Ave	Entry	1	1	A, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	C - A50 E	Entry	1	1	A	✓	3.00		0	99999	
			2	1	B	✓	3.00		0	99999	
			2	1	(A, B)	✓	3.00				
		Exit	1	1		✓	3.00				

Entry Lane slope and intercept

Junction	Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	0.415	1383
	2 - Orford Rd	Entry	1	1	0.433	1357
	3 - Smith Drive	Entry	1	1	0.399	1207
	4 - A50	Entry	1	1	0.423	1239

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm			
				Hilden Rd	Orford Rd	Smith Drive	A50
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	1	1	✓	✓	✓	✓
	2 - Orford Rd	1	1	✓	✓	✓	✓
	3 - Smith Drive	1	1	✓	✓	✓	✓
	4 - A50	1	1	✓	✓	✓	✓

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A50 W	Poplars Ave	A50 E
2 - Poplars Ave/A50	A - A50 W	1	1		✓	✓
	B - Poplars Ave	1	1	✓		✓
	C - A50 E	1	1	✓		
			2		✓	
		2	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Validation	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	527	100.000
	2 - Orford Rd		ONE HOUR	✓	782	100.000
	3 - Smith Drive		ONE HOUR	✓	345	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	490	100.000
	B - Poplars Ave		ONE HOUR	✓	315	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	52	384	91
	2 - Orford Rd	208	0	80	494
	3 - Smith Drive	234	108	0	3
	4 - A50	44	579	19	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	164	326
	B - Poplars Ave	0	0	315
	C - A50 E	433	154	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	3	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	3
	B - Poplars Ave	0	0	3
	C - A50 E	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	8.32	1.4	A	491	736
	2 - Orford Rd	15.13	3.2	C	722	1083
	3 - Smith Drive	7.65	0.9	A	314	471
	4 - A50	8.23	1.7	A	592	888
2 - Poplars Ave/A50	A - A50 W	0.70	0.1	A	452	677
	B - Poplars Ave	18.41	1.7	C	291	436
	C - A50 E	2.51	0.4	A	544	816

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	412	103	536	410	402	358	0.0	0.7	4.691	A
	2 - Orford Rd	585	146	386	584	582	560	0.0	1.1	6.162	A
	3 - Smith Drive	253	63	597	252	255	373	0.0	0.4	4.837	A
	4 - A50	487	122	408	487	479	442	0.0	0.8	5.620	A
2 - Poplars Ave/A50	A - A50 W	370	92		370	371	332	0.0	0.0	0.050	A
	B - Poplars Ave	238	59		241	237	236	0.0	0.5	8.673	A
	C - A50 E	444	111		444	445	485	0.0	0.2	1.926	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	477	119	645	477	475	437	0.7	0.8	5.422	A
	2 - Orford Rd	715	179	447	716	701	676	1.1	1.6	7.983	A
	3 - Smith Drive	308	77	723	307	307	440	0.4	0.5	5.783	A
	4 - A50	591	148	492	590	571	537	0.8	1.2	6.729	A
2 - Poplars Ave/A50	A - A50 W	438	110		439	436	397	0.0	0.0	0.146	A
	B - Poplars Ave	289	72		291	281	279	0.5	0.7	10.620	B
	C - A50 E	538	135		536	525	591	0.2	0.4	2.123	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	590	148	769	592	585	537	0.8	1.4	7.786	A
	2 - Orford Rd	849	212	551	863	862	810	1.6	3.0	13.204	B
	3 - Smith Drive	374	94	877	377	383	536	0.5	0.8	7.647	A
	4 - A50	697	174	609	697	692	645	1.2	1.7	8.226	A
2 - Poplars Ave/A50	A - A50 W	535	134		535	533	474	0.0	0.1	0.613	A
	B - Poplars Ave	347	87		346	346	355	0.7	1.7	17.921	C
	C - A50 E	646	161		646	646	698	0.4	0.3	2.287	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	586	146	790	589	588	546	1.4	1.3	8.320	A
	2 - Orford Rd	874	219	552	883	863	826	3.0	3.2	15.134	C
	3 - Smith Drive	380	95	895	381	378	539	0.8	0.9	7.546	A
	4 - A50	716	179	619	716	709	657	1.7	1.5	8.219	A
2 - Poplars Ave/A50	A - A50 W	544	136		544	541	490	0.1	0.0	0.702	A
	B - Poplars Ave	350	88		353	348	350	1.7	1.6	18.410	C
	C - A50 E	656	164		657	649	715	0.3	0.4	2.514	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	476	119	642	478	475	440	1.3	0.6	5.648	A
	2 - Orford Rd	711	178	449	710	714	671	3.2	1.5	8.755	A
	3 - Smith Drive	315	79	715	317	317	442	0.9	0.4	6.224	A
	4 - A50	577	144	505	577	581	529	1.5	1.3	6.980	A
2 - Poplars Ave/A50	A - A50 W	450	113		451	442	391	0.0	0.0	0.180	A
	B - Poplars Ave	282	71		281	287	293	1.6	0.9	10.304	B
	C - A50 E	531	133		532	538	580	0.4	0.4	2.227	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	403	101	527	402	400	372	0.6	0.6	4.879	A
	2 - Orford Rd	598	149	375	599	592	554	1.5	1.0	6.080	A
	3 - Smith Drive	253	63	610	255	257	365	0.4	0.3	5.001	A
	4 - A50	484	121	417	482	487	448	1.3	0.8	5.871	A
2 - Poplars Ave/A50	A - A50 W	373	93		373	370	335	0.0	0.0	0.040	A
	B - Poplars Ave	238	60		239	242	238	0.9	0.5	8.332	A
	C - A50 E	450	112		448	442	487	0.4	0.3	2.010	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	412	1160	0.355	410	402	0.0	0.7	4.691	A	
		Exit	1	1		358			358	357	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	585	1190	0.491	584	582	0.0	1.1	6.162	A	
		Exit	1	1		560			560	549	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	253	969	0.261	252	255	0.0	0.4	4.837	A	
		Exit	1	1		373			373	368	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	487	1066	0.457	487	479	0.0	0.8	5.620	A	
		Exit	1	1		442			442	443	0.0	0.0	0.021	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	370			370	371	0.0	0.0	0.050	A
			Exit	1	1		332			332	331	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	238			241	237	0.0	0.5	8.673	A	
		Exit	1	1		236			236	238	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	332			332	331	0.0	0.0	0.000	A	
				2	B	111			112	113	0.0	0.2	7.379	A	
			2	1	(A, B)	444			444	446	0.0	0.0	0.075	A	
		Exit	1	1		486			485	482	0.0	0.2	0.585	A	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	477	1115	0.428	477	475	0.7	0.8	5.422	A
		Exit	1	1		437			437	434	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	715	1163	0.615	716	701	1.1	1.6	7.983	A
		Exit	1	1		676			676	658	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	308	919	0.335	307	307	0.4	0.5	5.783	A
		Exit	1	1		440			440	436	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	591	1031	0.574	590	571	0.8	1.2	6.729	A
		Exit	1	1		537			537	526	0.0	0.0	0.005	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	438			439	436	0.0	0.0	0.146	A
		Exit	1	1		397			397	388	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	289			291	281	0.5	0.7	10.620	B
		Exit	1	1		279			279	282	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	397			397	388	0.0	0.0	0.000	A
				2	B	141			139	137	0.2	0.4	8.028	A
			2	1	(A, B)	538			538	526	0.0	0.0	0.063	A
		Exit	1	1		590			591	573	0.2	0.1	1.281	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	590	1064	0.555	592	585	0.8	1.4	7.786	A
		Exit	1	1		537			537	534	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	849	1118	0.759	863	862	1.6	3.0	13.204	B
		Exit	1	1		810			810	808	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	374	857	0.437	377	383	0.5	0.8	7.647	A
		Exit	1	1		536			536	534	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	697	981	0.711	697	692	1.2	1.7	8.226	A
		Exit	1	1		645			645	645	0.0	0.0	0.029	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	535			535	533	0.0	0.1	0.613	A
		Exit	1	1		474			474	477	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	347			346	346	0.7	1.7	17.921	C
		Exit	1	1		355			355	349	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	474			474	477	0.0	0.0	0.000	A
				2	B	172			172	169	0.4	0.3	8.459	A
			2	1	(A, B)	646			646	646	0.0	0.0	0.115	A
		Exit	1	1		698			698	697	0.1	0.6	2.767	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	586	1055	0.555	589	588	1.4	1.3	8.320	A
		Exit	1	1		546			546	534	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	874	1118	0.782	883	863	3.0	3.2	15.134	C
		Exit	1	1		826			826	816	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	380	850	0.447	381	378	0.8	0.9	7.546	A
		Exit	1	1		539			539	539	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	716	977	0.733	716	709	1.7	1.5	8.219	A
		Exit	1	1		657			657	649	0.0	0.0	0.074	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	544			544	541	0.1	0.0	0.702	A
		Exit	1	1		490			490	478	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	350			353	348	1.7	1.6	18.410	C
		Exit	1	1		350			350	351	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	490			490	478	0.0	0.0	0.000	A
				2	B	167			167	170	0.3	0.4	8.853	A
			2	1	(A, B)	656			657	649	0.0	0.0	0.230	A
		Exit	1	1		714			715	710	0.6	0.4	2.781	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	476	1116	0.426	478	475	1.3	0.6	5.648	A
		Exit	1	1		440			440	443	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	711	1163	0.612	710	714	3.2	1.5	8.755	A
		Exit	1	1		671			671	671	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	315	921	0.342	317	317	0.9	0.4	6.224	A
		Exit	1	1		442			442	439	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	577	1025	0.563	577	581	1.5	1.3	6.980	A
		Exit	1	1		529			529	535	0.0	0.0	0.019	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	450			451	442	0.0	0.0	0.180	A
		Exit	1	1		391			391	397	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	282			281	287	1.6	0.9	10.304	B
		Exit	1	1		293			293	289	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	391			391	397	0.0	0.0	0.000	A
				2	B	140			141	141	0.4	0.4	8.351	A
			2	1	(A, B)	531			530	538	0.0	0.0	0.094	A
		Exit	1	1		580			580	582	0.4	0.3	1.360	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	403	1164	0.346	402	400	0.6	0.6	4.879	A
		Exit	1	1		372			372	365	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	598	1194	0.500	599	592	1.5	1.0	6.080	A
		Exit	1	1		554			554	562	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	253	964	0.263	255	257	0.4	0.3	5.001	A
		Exit	1	1		365			365	368	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	484	1062	0.455	482	487	1.3	0.8	5.871	A
		Exit	1	1		448			448	440	0.0	0.0	0.003	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	373			373	370	0.0	0.0	0.040	A
		Exit	1	1		335			335	327	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	238			239	242	0.9	0.5	8.332	A
		Exit	1	1		238			238	242	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	335			335	327	0.0	0.0	0.000	A
				2	B	115			113	116	0.4	0.3	7.785	A
		Exit	1	1	(A, B)	450			450	442	0.0	0.0	0.037	A
						487			487	487	0.3	0.1	0.665	A

A50-Conjunction - 2022 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	12.14	B
2	Poplars Ave/A50	T-Junction	Two-way			9.94	A

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
D2	2022 DM	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	563	100.000
	2 - Orford Rd		ONE HOUR	✓	823	100.000
	3 - Smith Drive		ONE HOUR	✓	364	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	457	100.000
	B - Poplars Ave		ONE HOUR	✓	403	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	56	423	84
	2 - Orford Rd	215	0	92	516
	3 - Smith Drive	245	115	0	4
	4 - A50	46	614	20	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	180	277
	B - Poplars Ave	0	0	403
	C - A50 E	439	164	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	2	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	4
	B - Poplars Ave	0	0	2
	C - A50 E	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	8.91	1.8	A	517	776
	2 - Orford Rd	18.97	5.3	C	753	1129
	3 - Smith Drive	8.40	0.9	A	336	504
	4 - A50	8.61	1.8	A	624	936
2 - Poplars Ave/A50	A - A50 W	0.65	0.1	A	421	632
	B - Poplars Ave	31.51	4.0	D	370	555
	C - A50 E	2.60	0.5	A	555	832

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	420	105	576	420	420	377	0.0	0.6	5.064	A
	2 - Orford Rd	603	151	390	604	614	607	0.0	1.4	6.638	A
	3 - Smith Drive	275	69	598	275	276	396	0.0	0.4	5.602	A
	4 - A50	522	131	430	524	517	444	0.0	1.0	5.988	A
2 - Poplars Ave/A50	A - A50 W	348	87		348	352	325	0.0	0.0	0.057	A
	B - Poplars Ave	309	77		312	306	258	0.0	0.8	9.245	A
	C - A50 E	446	112		446	449	523	0.0	0.4	2.007	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	501	125	679	503	506	465	0.6	0.7	5.990	A
	2 - Orford Rd	747	187	470	749	742	712	1.4	1.9	8.984	A
	3 - Smith Drive	332	83	739	331	325	480	0.4	0.6	6.051	A
	4 - A50	617	154	527	617	609	543	1.0	1.1	6.729	A
2 - Poplars Ave/A50	A - A50 W	419	105		418	409	397	0.0	0.1	0.122	A
	B - Poplars Ave	367	92		364	361	313	0.8	1.4	11.649	B
	C - A50 E	545	136		545	543	616	0.4	0.3	2.209	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	625	156	822	621	620	562	0.7	1.8	8.788	A
	2 - Orford Rd	915	229	578	914	897	865	1.9	5.3	17.602	C
	3 - Smith Drive	408	102	905	407	396	587	0.6	0.9	7.908	A
	4 - A50	741	185	641	743	736	670	1.1	1.8	8.377	A
2 - Poplars Ave/A50	A - A50 W	499	125		499	502	492	0.1	0.1	0.474	A
	B - Poplars Ave	443	111		437	434	374	1.4	3.8	24.653	C
	C - A50 E	671	168		669	660	740	0.3	0.5	2.586	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	628	157	820	628	625	549	1.8	1.5	8.908	A
	2 - Orford Rd	901	225	590	907	909	858	5.3	4.7	18.966	C
	3 - Smith Drive	401	100	898	402	402	600	0.9	0.9	8.402	A
	4 - A50	735	184	632	737	745	667	1.8	1.7	8.606	A
2 - Poplars Ave/A50	A - A50 W	498	125		499	498	490	0.1	0.1	0.651	A
	B - Poplars Ave	440	110		437	446	381	3.8	4.0	31.506	D
	C - A50 E	672	168		672	670	737	0.5	0.4	2.600	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	496	124	678	497	507	442	1.5	0.9	6.548	A
	2 - Orford Rd	730	182	467	727	743	708	4.7	2.2	9.699	A
	3 - Smith Drive	329	82	721	328	332	473	0.9	0.5	6.306	A
	4 - A50	611	153	509	612	624	540	1.7	1.2	7.360	A
2 - Poplars Ave/A50	A - A50 W	416	104		417	418	395	0.1	0.0	0.251	A
	B - Poplars Ave	356	89		359	369	314	4.0	1.1	15.509	C
	C - A50 E	543	136		544	548	611	0.4	0.2	2.324	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	436	109	568	435	430	384	0.9	0.6	5.039	A
	2 - Orford Rd	620	155	412	621	631	591	2.2	1.2	7.098	A
	3 - Smith Drive	272	68	614	272	272	419	0.5	0.4	5.152	A
	4 - A50	518	130	435	517	512	450	1.2	0.9	5.989	A
2 - Poplars Ave/A50	A - A50 W	347	87		347	347	326	0.0	0.0	0.053	A
	B - Poplars Ave	306	76		305	301	261	1.1	0.8	8.950	A
	C - A50 E	452	113		452	461	516	0.2	0.3	2.080	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	420	1143	0.367	420	420	0.0	0.6	5.064	A	
		Exit	1	1		377			377	379	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	603	1188	0.508	604	614	0.0	1.4	6.638	A	
		Exit	1	1		607			607	600	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	275	968	0.284	275	276	0.0	0.4	5.602	A	
		Exit	1	1		396			396	397	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	522	1057	0.494	524	517	0.0	1.0	5.988	A	
		Exit	1	1		444			444	450	0.0	0.0	0.005	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	348			348	352	0.0	0.0	0.057	A
			Exit	1	1		325			325	327	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	309			312	306	0.0	0.8	9.245	A	
		Exit	1	1		258			258	257	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	325			325	327	0.0	0.0	0.000	A	
				2	B	121			121	122	0.0	0.3	7.315	A	
		Exit	1	1	(A, B)	446			446	451	0.0	0.0	0.048	A	
							523			523	522	0.0	0.2	0.785	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	501	1101	0.455	503	506	0.6	0.7	5.990	A
		Exit	1	1		465			465	454	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	747	1153	0.648	749	742	1.4	1.9	8.984	A
		Exit	1	1		712			712	702	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	332	912	0.364	331	325	0.4	0.6	6.051	A
		Exit	1	1		480			480	485	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	617	1016	0.607	617	609	1.0	1.1	6.729	A
		Exit	1	1		543			543	542	0.0	0.0	0.034	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	419			418	409	0.0	0.1	0.122	A
		Exit	1	1		397			397	395	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	367			364	361	0.8	1.4	11.649	B
		Exit	1	1		313			313	307	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	397			397	395	0.0	0.0	0.000	A
				2	B	148			148	148	0.3	0.3	7.912	A
			2	1	(A, B)	545			545	543	0.0	0.0	0.097	A
		Exit	1	1		617			616	610	0.2	0.3	1.274	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	625	1042	0.600	621	620	0.7	1.8	8.788	A
		Exit	1	1		562			562	546	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	915	1107	0.827	914	897	1.9	5.3	17.602	C
		Exit	1	1		865			865	853	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	408	846	0.482	407	396	0.6	0.9	7.908	A
		Exit	1	1		587			587	589	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	741	968	0.766	743	736	1.1	1.8	8.377	A
		Exit	1	1		670			670	661	0.0	0.0	0.053	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	499			499	502	0.1	0.1	0.474	A
		Exit	1	1		492			492	483	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	443			437	434	1.4	3.8	24.653	C
		Exit	1	1		374			374	373	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	492			492	483	0.0	0.0	0.000	A
				2	B	179			177	177	0.3	0.5	8.990	A
			2	1	(A, B)	671			671	661	0.0	0.0	0.217	A
		Exit	1	1		740			740	738	0.3	0.7	2.808	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	628	1042	0.602	628	625	1.8	1.5	8.908	A
		Exit	1	1		549			549	555	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	901	1101	0.818	907	909	5.3	4.7	18.966	C
		Exit	1	1		858			858	865	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	401	849	0.472	402	402	0.9	0.9	8.402	A
		Exit	1	1		600			600	595	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	735	971	0.757	737	745	1.8	1.7	8.606	A
		Exit	1	1		667			667	667	0.0	0.0	0.056	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	498			499	498	0.1	0.1	0.651	A
		Exit	1	1		490			490	489	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	440			437	446	3.8	4.0	31.506	D
		Exit	1	1		381			381	379	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	490			490	489	0.0	0.0	0.000	A
				2	B	182			182	181	0.5	0.4	9.097	A
			2	1	(A, B)	672			672	670	0.0	0.0	0.208	A
		Exit	1	1		737			737	746	0.7	0.7	3.147	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	496	1101	0.450	497	507	1.5	0.9	6.548	A
		Exit	1	1		442			442	456	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	730	1155	0.632	727	743	4.7	2.2	9.699	A
		Exit	1	1		708			708	720	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	329	919	0.357	328	332	0.9	0.5	6.306	A
		Exit	1	1		473			473	484	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	611	1024	0.597	612	624	1.7	1.2	7.360	A
		Exit	1	1		540			540	545	0.0	0.0	0.026	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	416			417	418	0.1	0.0	0.251	A
		Exit	1	1		395			395	396	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	356			359	369	4.0	1.1	15.509	C
		Exit	1	1		314			314	318	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	395			395	396	0.0	0.0	0.000	A
				2	B	148			149	151	0.4	0.2	8.228	A
			2	1	(A, B)	543			543	547	0.0	0.0	0.119	A
		Exit	1	1		610			611	623	0.7	0.2	1.713	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	436	1147	0.380	435	430	0.9	0.6	5.039	A
		Exit	1	1		384			384	385	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	620	1178	0.526	621	631	2.2	1.2	7.098	A
		Exit	1	1		591			591	589	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	272	962	0.283	272	272	0.5	0.4	5.152	A
		Exit	1	1		419			419	410	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	518	1055	0.491	517	512	1.2	0.9	5.989	A
		Exit	1	1		450			450	460	0.0	0.0	0.011	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	347			347	347	0.0	0.0	0.053	A
		Exit	1	1		326			326	334	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	306			305	301	1.1	0.8	8.950	A
		Exit	1	1		261			261	264	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	326			326	334	0.0	0.0	0.000	A
				2	B	126			126	127	0.2	0.3	7.474	A
		Exit	1	1	(A, B)	452			452	462	0.0	0.0	0.068	A
						517			516	511	0.2	0.2	0.744	A

A50-Conjunction - 2022 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	15.39	C
2	Poplars Ave/A50	T-Junction	Two-way			13.77	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)	Run automatically
D3	2022 DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	579	100.000
	2 - Orford Rd		ONE HOUR	✓	856	100.000
	3 - Smith Drive		ONE HOUR	✓	370	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	464	100.000
	B - Poplars Ave		ONE HOUR	✓	410	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	61	429	89
	2 - Orford Rd	221	0	95	540
	3 - Smith Drive	251	115	0	4
	4 - A50	47	641	20	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	187	277
	B - Poplars Ave	0	0	410
	C - A50 E	443	167	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	2	3
	2 - Orford Rd	1	0	6	8
	3 - Smith Drive	2	1	0	0
	4 - A50	2	6	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	4
	B - Poplars Ave	0	0	2
	C - A50 E	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	9.45	1.7	A	532	798
	2 - Orford Rd	27.48	7.8	D	786	1179
	3 - Smith Drive	8.74	1.0	A	339	508
	4 - A50	9.08	2.1	A	646	969
2 - Poplars Ave/A50	A - A50 W	0.91	0.1	A	425	637
	B - Poplars Ave	45.06	5.8	E	375	562
	C - A50 E	2.69	0.6	A	566	850

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	438	110	575	437	435	391	0.0	0.7	5.214	A
	2 - Orford Rd	643	161	408	642	638	604	0.0	1.3	7.154	A
	3 - Smith Drive	280	70	638	281	275	413	0.0	0.4	5.400	A
	4 - A50	524	131	442	525	522	477	0.0	1.0	6.164	A
2 - Poplars Ave/A50	A - A50 W	345	86		345	351	342	0.0	0.0	0.095	A
	B - Poplars Ave	304	76		304	305	264	0.0	0.8	9.685	A
	C - A50 E	466	116		467	457	511	0.0	0.2	2.128	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	522	131	697	524	517	466	0.7	0.9	6.256	A
	2 - Orford Rd	758	189	488	759	761	733	1.3	2.1	10.281	B
	3 - Smith Drive	340	85	759	340	337	488	0.4	0.6	6.477	A
	4 - A50	634	159	527	636	631	571	1.0	1.1	7.140	A
2 - Poplars Ave/A50	A - A50 W	416	104		416	415	398	0.0	0.0	0.245	A
	B - Poplars Ave	369	92		370	369	320	0.8	1.3	13.404	B
	C - A50 E	550	138		551	550	618	0.2	0.4	2.275	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	638	159	851	638	635	560	0.9	1.6	8.804	A
	2 - Orford Rd	948	237	592	954	925	897	2.1	6.3	21.671	C
	3 - Smith Drive	397	99	949	398	404	598	0.6	1.0	8.551	A
	4 - A50	775	194	637	774	756	709	1.1	2.1	8.696	A
2 - Poplars Ave/A50	A - A50 W	510	128		511	509	498	0.0	0.1	0.826	A
	B - Poplars Ave	450	113		449	437	389	1.3	4.6	31.501	D
	C - A50 E	684	171		683	665	755	0.4	0.6	2.649	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	637	159	847	637	637	551	1.6	1.7	9.453	A
	2 - Orford Rd	945	236	593	939	936	890	6.3	7.8	27.476	D
	3 - Smith Drive	399	100	931	399	406	601	1.0	1.0	8.743	A
	4 - A50	768	192	630	767	775	701	2.1	2.0	9.080	A
2 - Poplars Ave/A50	A - A50 W	512	128		511	512	491	0.1	0.1	0.914	A
	B - Poplars Ave	446	111		447	448	399	4.6	5.8	45.060	E
	C - A50 E	679	170		681	675	749	0.6	0.4	2.694	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	520	130	702	519	524	471	1.7	1.0	6.914	A
	2 - Orford Rd	772	193	482	775	790	739	7.8	2.5	14.721	B
	3 - Smith Drive	336	84	772	336	335	484	1.0	0.6	6.730	A
	4 - A50	644	161	531	642	664	577	2.0	1.4	7.676	A
2 - Poplars Ave/A50	A - A50 W	426	106		426	423	403	0.1	0.0	0.417	A
	B - Poplars Ave	373	93		377	390	326	5.8	1.4	20.777	C
	C - A50 E	556	139		557	565	630	0.4	0.4	2.344	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	438	109	584	438	440	395	1.0	0.6	5.483	A
	2 - Orford Rd	648	162	409	649	651	613	2.5	1.3	7.901	A
	3 - Smith Drive	280	70	646	280	282	411	0.6	0.5	5.591	A
	4 - A50	531	133	447	532	540	479	1.4	0.9	6.287	A
2 - Poplars Ave/A50	A - A50 W	340	85		340	344	337	0.0	0.0	0.086	A
	B - Poplars Ave	309	77		311	317	260	1.4	0.6	9.669	A
	C - A50 E	462	116		462	466	517	0.4	0.3	2.067	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	438	1144	0.383	437	435	0.0	0.7	5.214	A
		Exit	1	1		391			391	386	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	643	1180	0.545	642	638	0.0	1.3	7.154	A
		Exit	1	1		604			604	604	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	280	952	0.294	281	275	0.0	0.4	5.400	A
		Exit	1	1		413			413	408	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	524	1052	0.498	525	522	0.0	1.0	6.164	A
		Exit	1	1		477			477	471	0.0	0.0	0.015	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	345			345	351	0.0	0.0	0.095	A
		Exit	1	1		342			342	334	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	304			304	305	0.0	0.8	9.685	A
		Exit	1	1		264			264	266	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	342			342	334	0.0	0.0	0.000	A
				2	B	124			124	123	0.0	0.2	7.730	A
		Exit	1	1	(A, B)	466			466	458	0.0	0.0	0.077	A
							510			511	512	0.0	0.1	0.929

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	522	1093	0.477	524	517	0.7	0.9	6.256	A
		Exit	1	1		466			466	466	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	758	1146	0.662	759	761	1.3	2.1	10.281	B
		Exit	1	1		733			733	729	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	340	904	0.376	340	337	0.4	0.6	6.477	A
		Exit	1	1		488			488	482	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	634	1016	0.624	636	631	1.0	1.1	7.140	A
		Exit	1	1		571			571	570	0.0	0.0	0.026	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	416			416	415	0.0	0.0	0.245	A
		Exit	1	1		398			398	400	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	369			370	369	0.8	1.3	13.404	B
		Exit	1	1		320			320	319	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	398			398	400	0.0	0.0	0.000	A
				2	B	152			153	150	0.2	0.3	8.034	A
			2	1	(A, B)	550			550	551	0.0	0.0	0.117	A
		Exit	1	1		618			618	615	0.1	0.3	1.760	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	638	1029	0.620	638	635	0.9	1.6	8.804	A
		Exit	1	1		560			560	562	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	948	1100	0.862	954	925	2.1	6.3	21.671	C
		Exit	1	1		897			897	879	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	397	829	0.479	398	404	0.6	1.0	8.551	A
		Exit	1	1		598			598	591	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	775	969	0.800	774	756	1.1	2.1	8.696	A
		Exit	1	1		709			709	688	0.0	0.0	0.057	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	510			511	509	0.0	0.1	0.826	A
		Exit	1	1		498			498	482	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	450			449	437	1.3	4.6	31.501	D
		Exit	1	1		389			389	385	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	498			498	482	0.0	0.0	0.000	A
				2	B	186			186	183	0.3	0.5	9.031	A
			2	1	(A, B)	684			684	666	0.0	0.0	0.210	A
		Exit	1	1		756			755	741	0.3	0.8	3.466	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	637	1031	0.618	637	637	1.6	1.7	9.453	A
		Exit	1	1		551			551	564	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	945	1100	0.859	939	936	6.3	7.8	27.476	D
		Exit	1	1		890			890	893	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	399	835	0.478	399	406	1.0	1.0	8.743	A
		Exit	1	1		601			601	600	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	768	972	0.790	767	775	2.1	2.0	9.080	A
		Exit	1	1		701			701	696	0.0	0.0	0.074	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	512			511	512	0.1	0.1	0.914	A
		Exit	1	1		491			491	488	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	446			447	448	4.6	5.8	45.060	E
		Exit	1	1		399			399	392	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	491			491	488	0.0	0.0	0.000	A
				2	B	189			190	187	0.5	0.4	9.067	A
			2	1	(A, B)	679			679	675	0.0	0.0	0.233	A
		Exit	1	1		750			749	755	0.8	0.9	3.931	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	520	1091	0.476	519	524	1.7	1.0	6.914	A
		Exit	1	1		471			471	474	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	772	1148	0.672	775	790	7.8	2.5	14.721	B
		Exit	1	1		739			739	762	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	336	899	0.374	336	335	1.0	0.6	6.730	A
		Exit	1	1		484			484	492	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	644	1014	0.635	642	664	2.0	1.4	7.676	A
		Exit	1	1		577			577	586	0.0	0.0	0.024	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	426			426	423	0.1	0.0	0.417	A
		Exit	1	1		403			403	410	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	373			377	390	5.8	1.4	20.777	C
		Exit	1	1		326			326	325	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	403			403	410	0.0	0.0	0.000	A
				2	B	153			153	155	0.4	0.3	8.221	A
			2	1	(A, B)	556			556	564	0.0	0.0	0.132	A
		Exit	1	1		631			630	646	0.9	0.3	2.247	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	438	1140	0.384	438	440	1.0	0.6	5.483	A
		Exit	1	1		395			395	394	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	648	1180	0.549	649	651	2.5	1.3	7.901	A
		Exit	1	1		613			613	623	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	280	949	0.295	280	282	0.6	0.5	5.591	A
		Exit	1	1		411			411	414	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	531	1050	0.506	532	540	1.4	0.9	6.287	A
		Exit	1	1		480			479	482	0.0	0.0	0.007	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	340			340	344	0.0	0.0	0.086	A
		Exit	1	1		337			337	339	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	309			311	317	1.4	0.6	9.669	A
		Exit	1	1		260			260	265	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	337			337	339	0.0	0.0	0.000	A
				2	B	125			126	127	0.3	0.3	7.548	A
		Exit	1	1	(A, B)	462			462	466	0.0	0.0	0.054	A
						517			517	524	0.3	0.1	1.056	A

A50-Conjunction - 2022 DS Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Linked roundabouts	1 - A50/Hilden Rd Roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	30.19	D
2	Poplars Ave/A50	T-Junction	Two-way			24.39	C

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
D4	2022 DS Full	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	702	100.000
	2 - Orford Rd		ONE HOUR	✓	937	100.000
	3 - Smith Drive		ONE HOUR	✓	371	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	538	100.000
	B - Poplars Ave		ONE HOUR	✓	455	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	139	439	124
	2 - Orford Rd	282	0	91	564
	3 - Smith Drive	266	101	0	4
	4 - A50	69	659	19	1

Demand (PCU/hr)

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	266	272
		B - Poplars Ave	0	0	455
		C - A50 E	485	186	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50	
1 - A50/Hilden Rd Roundabout	From	1 - Hilden Rd	0	1	2	2
		2 - Orford Rd	1	0	6	8
		3 - Smith Drive	2	0	0	0
		4 - A50	20	4	0	0

Heavy Vehicle Percentages

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	0	4
		B - Poplars Ave	0	0	2
		C - A50 E	3	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	15.18	3.7	C	646	969
	2 - Orford Rd	65.48	20.6	F	863	1295
	3 - Smith Drive	9.93	1.2	A	340	510
	4 - A50	9.70	2.3	A	677	1016
2 - Poplars Ave/A50	A - A50 W	1.01	0.3	A	495	743
	B - Poplars Ave	83.68	12.7	F	417	625
	C - A50 E	2.99	0.7	A	613	920

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	532	133	589	531	527	474	0.0	0.9	6.037	A
	2 - Orford Rd	717	179	439	718	696	681	0.0	1.7	8.191	A
	3 - Smith Drive	285	71	742	283	284	415	0.0	0.6	5.841	A
	4 - A50	566	142	495	568	556	530	0.0	1.1	6.650	A
2 - Poplars Ave/A50	A - A50 W	411	103		410	408	369	0.0	0.1	0.103	A
	B - Poplars Ave	339	85		342	340	342	0.0	0.9	10.599	B
	C - A50 E	513	128		515	498	556	0.0	0.3	2.191	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	627	157	697	629	623	564	0.9	1.3	7.617	A
	2 - Orford Rd	845	211	519	843	838	807	1.7	3.2	12.750	B
	3 - Smith Drive	332	83	866	332	329	496	0.6	0.7	6.866	A
	4 - A50	675	169	587	675	667	612	1.1	1.5	7.794	A
2 - Poplars Ave/A50	A - A50 W	488	122		488	486	427	0.1	0.0	0.290	A
	B - Poplars Ave	415	104		412	408	411	0.9	2.2	17.555	C
	C - A50 E	593	148		593	598	655	0.3	0.4	2.568	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	796	199	834	784	765	657	1.3	3.7	13.619	B
	2 - Orford Rd	1033	258	650	988	986	968	3.2	15.7	38.089	E
	3 - Smith Drive	401	100	1035	401	402	603	0.7	1.2	9.453	A
	4 - A50	797	199	692	798	780	743	1.5	2.0	9.146	A
2 - Poplars Ave/A50	A - A50 W	598	149		597	590	528	0.0	0.2	1.007	A
	B - Poplars Ave	505	126		477	467	491	2.2	10.6	52.763	F
	C - A50 E	724	181		723	712	777	0.4	0.7	2.819	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	770	193	830	773	781	677	3.7	2.9	15.184	C
	2 - Orford Rd	1040	260	640	1017	1011	963	15.7	20.6	65.480	F
	3 - Smith Drive	412	103	1055	411	410	603	1.2	1.1	9.930	A
	4 - A50	798	200	710	797	802	755	2.0	2.3	9.704	A
2 - Poplars Ave/A50	A - A50 W	589	147		587	591	534	0.2	0.3	0.963	A
	B - Poplars Ave	499	125		484	487	491	10.6	12.7	83.680	F
	C - A50 E	731	183		734	732	781	0.7	0.5	2.986	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	634	159	709	632	639	557	2.9	1.6	9.814	A
	2 - Orford Rd	841	210	527	863	918	814	20.6	3.4	32.528	D
	3 - Smith Drive	333	83	887	331	335	503	1.1	0.7	7.561	A
	4 - A50	681	170	586	681	718	632	2.3	1.5	8.516	A
2 - Poplars Ave/A50	A - A50 W	483	121		483	487	447	0.3	0.1	0.500	A
	B - Poplars Ave	409	102		429	451	409	12.7	2.2	41.589	E
	C - A50 E	613	153		614	648	667	0.5	0.3	2.608	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	515	129	567	516	524	462	1.6	0.9	6.208	A
	2 - Orford Rd	703	176	426	698	717	656	3.4	1.8	9.054	A
	3 - Smith Drive	280	70	727	281	283	398	0.7	0.4	5.773	A
	4 - A50	546	136	484	545	563	524	1.5	1.0	6.646	A
2 - Poplars Ave/A50	A - A50 W	402	101		402	407	368	0.1	0.0	0.073	A
	B - Poplars Ave	333	83		332	343	333	2.2	1.1	11.623	B
	C - A50 E	504	126		504	514	535	0.3	0.3	2.299	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	532	1138	0.468	531	527	0.0	0.9	6.037	A	
		Exit	1	1		474			474	465	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	717	1167	0.614	718	696	0.0	1.7	8.191	A	
		Exit	1	1		681			681	669	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	285	911	0.312	283	284	0.0	0.6	5.841	A	
		Exit	1	1		415			415	415	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	566	1030	0.550	568	556	0.0	1.1	6.650	A	
		Exit	1	1		530			530	515	0.0	0.0	0.012	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	411			410	408	0.0	0.1	0.103	A
			Exit	1	1		369			369	360	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	339			342	340	0.0	0.9	10.599	B	
		Exit	1	1		342			342	335	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	369			369	360	0.0	0.0	0.000	A	
				2	B	145			146	137	0.0	0.3	7.687	A	
		Exit	1	1	(A, B)	513			514	499	0.0	0.0	0.079	A	
							557			556	549	0.0	0.3	1.155	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	627	1093	0.574	629	623	0.9	1.3	7.617	A
		Exit	1	1		564			564	552	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	845	1132	0.746	843	838	1.7	3.2	12.750	B
		Exit	1	1		807			807	796	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	332	861	0.385	332	329	0.6	0.7	6.866	A
		Exit	1	1		496			496	492	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	675	991	0.681	675	667	1.1	1.5	7.794	A
		Exit	1	1		612			612	617	0.0	0.0	0.059	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	488			488	486	0.1	0.0	0.290	A
		Exit	1	1		427			427	437	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	415			412	408	0.9	2.2	17.555	C
		Exit	1	1		411			411	403	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	427			427	437	0.0	0.0	0.000	A
				2	B	167			166	161	0.3	0.4	8.841	A
			2	1	(A, B)	593			594	598	0.0	0.0	0.216	A
		Exit	1	1		656			655	651	0.3	0.6	2.265	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	796	1036	0.768	784	765	1.3	3.7	13.619	B
		Exit	1	1		657			657	657	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1033	1076	0.961	988	986	3.2	15.7	38.089	E
		Exit	1	1		968			968	949	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	401	794	0.505	401	402	0.7	1.2	9.453	A
		Exit	1	1		603			603	593	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	797	946	0.842	798	780	1.5	2.0	9.146	A
		Exit	1	1		743			743	735	0.0	0.0	0.073	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	598			597	590	0.0	0.2	1.007	A
		Exit	1	1		528			528	515	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	505			477	467	2.2	10.6	52.763	F
		Exit	1	1		491			491	489	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	528			528	515	0.0	0.0	0.000	A
				2	B	195			195	197	0.4	0.5	9.322	A
			2	1	(A, B)	724			723	713	0.0	0.1	0.261	A
		Exit	1	1		778			777	764	0.6	1.0	4.107	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	770	1038	0.742	773	781	3.7	2.9	15.184	C
		Exit	1	1		677			677	667	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1040	1080	0.964	1017	1011	15.7	20.6	65.480	F
		Exit	1	1		963			963	972	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	412	786	0.523	411	410	1.2	1.1	9.930	A
		Exit	1	1		603			603	612	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	798	938	0.851	797	802	2.0	2.3	9.704	A
		Exit	1	1		755			755	754	0.0	0.0	0.122	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	589			587	591	0.2	0.3	0.963	A
		Exit	1	1		534			534	531	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	499			484	487	10.6	12.7	83.680	F
		Exit	1	1		491			491	494	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	534			534	531	0.0	0.0	0.000	A
				2	B	198			200	200	0.5	0.5	9.756	A
			2	1	(A, B)	731			732	731	0.1	0.0	0.353	A
		Exit	1	1		781			781	784	1.0	1.0	4.581	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	634	1088	0.583	632	639	2.9	1.6	9.814	A
		Exit	1	1		557			557	580	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	841	1128	0.745	863	918	20.6	3.4	32.528	D
		Exit	1	1		814			814	852	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	333	853	0.390	331	335	1.1	0.7	7.561	A
		Exit	1	1		503			503	509	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	681	991	0.687	681	718	2.3	1.5	8.516	A
		Exit	1	1		632			632	670	0.0	0.0	0.069	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	483			483	487	0.3	0.1	0.500	A
		Exit	1	1		447			447	467	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	409			429	451	12.7	2.2	41.589	E
		Exit	1	1		409			409	423	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	447			447	467	0.0	0.0	0.000	A
				2	B	166			167	181	0.5	0.3	8.678	A
			2	1	(A, B)	613			613	648	0.0	0.0	0.223	A
		Exit	1	1		669			667	697	1.0	0.5	3.153	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	515	1147	0.48	516	524	1.6	0.9	6.208	A
		Exit	1	1		462			462	470	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	703	1172	0.599	698	717	3.4	1.8	9.054	A
		Exit	1	1		656			656	676	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	280	917	0.305	281	283	0.7	0.4	5.773	A
		Exit	1	1		398			398	408	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	546	1034	0.528	545	563	1.5	1.0	6.646	A
		Exit	1	1		524			524	532	0.0	0.0	0.020	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	402			402	407	0.1	0.0	0.073	A
		Exit	1	1		368			368	372	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	333			332	343	2.2	1.1	11.623	B
		Exit	1	1		333			333	343	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	368			368	372	0.0	0.0	0.000	A
				2	B	135			136	142	0.3	0.3	8.059	A
			2	1	(A, B)	504			503	513	0.0	0.0	0.108	A
		Exit	1	1		537			535	549	0.5	0.3	1.280	A

A50-Conjunction - 2027 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Linked roundabouts	1 - A50/Hilden Rd Roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	16.29	C
2	Poplars Ave/A50	T-Junction	Two-way			18.28	C

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
D5	2027 DM	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	590	100.000
	2 - Orford Rd		ONE HOUR	✓	871	100.000
	3 - Smith Drive		ONE HOUR	✓	384	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	476	100.000
	B - Poplars Ave		ONE HOUR	✓	439	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	45	431	114
	2 - Orford Rd	230	0	98	543
	3 - Smith Drive	259	121	0	4
	4 - A50	43	659	20	1

Demand (PCU/hr)

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	191	285
	B - Poplars Ave	0	0	439
	C - A50 E	472	189	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	2	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Heavy Vehicle Percentages

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	4
	B - Poplars Ave	0	0	2
	C - A50 E	3	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	10.06	1.9	B	541	812
	2 - Orford Rd	29.44	8.3	D	799	1198
	3 - Smith Drive	9.24	1.2	A	354	531
	4 - A50	9.30	2.1	A	663	995
2 - Poplars Ave/A50	A - A50 W	1.02	0.2	A	440	661
	B - Poplars Ave	60.34	8.0	F	402	603
	C - A50 E	2.95	0.8	A	607	911

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	438	110	613	437	437	398	0.0	0.7	5.239	A
	2 - Orford Rd	650	163	421	649	648	628	0.0	1.5	7.370	A
	3 - Smith Drive	290	72	662	289	288	408	0.0	0.4	5.766	A
	4 - A50	555	139	457	554	543	494	0.0	1.2	6.302	A
2 - Poplars Ave/A50	A - A50 W	367	92		367	363	347	0.0	0.0	0.081	A
	B - Poplars Ave	333	83		335	332	292	0.0	0.9	9.799	A
	C - A50 E	493	123		492	493	556	0.0	0.3	2.334	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	540	135	720	538	535	481	0.7	1.1	6.801	A
	2 - Orford Rd	784	196	517	786	782	741	1.5	2.1	9.970	A
	3 - Smith Drive	351	88	804	350	344	499	0.4	0.8	6.608	A
	4 - A50	647	162	553	648	645	600	1.2	1.3	7.283	A
2 - Poplars Ave/A50	A - A50 W	429	107		429	429	427	0.0	0.0	0.251	A
	B - Poplars Ave	389	97		388	389	345	0.9	1.6	14.020	B
	C - A50 E	602	151		601	598	645	0.3	0.5	2.609	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	649	162	872	647	646	581	1.1	1.7	9.240	A
	2 - Orford Rd	968	242	618	966	939	901	2.1	6.7	23.233	C
	3 - Smith Drive	418	105	982	418	423	603	0.8	1.2	8.737	A
	4 - A50	784	196	670	782	766	729	1.3	2.1	8.961	A
2 - Poplars Ave/A50	A - A50 W	533	133		531	524	524	0.0	0.2	0.781	A
	B - Poplars Ave	482	121		468	459	419	1.6	7.3	41.248	E
	C - A50 E	728	182		729	715	785	0.5	0.5	2.899	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	641	160	866	640	647	589	1.7	1.9	10.059	B
	2 - Orford Rd	963	241	612	962	945	895	6.7	8.3	29.443	D
	3 - Smith Drive	429	107	975	426	426	599	1.2	1.2	9.242	A
	4 - A50	780	195	675	780	791	726	2.1	2.1	9.300	A
2 - Poplars Ave/A50	A - A50 W	521	130		522	524	518	0.2	0.1	1.019	A
	B - Poplars Ave	475	119		469	480	416	7.3	8.0	60.344	F
	C - A50 E	727	182		725	720	780	0.5	0.8	2.947	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	530	133	718	530	532	478	1.9	1.0	6.976	A
	2 - Orford Rd	773	193	510	774	807	737	8.3	2.3	13.360	B
	3 - Smith Drive	342	86	791	343	349	493	1.2	0.7	7.192	A
	4 - A50	652	163	546	650	683	589	2.1	1.4	7.840	A
2 - Poplars Ave/A50	A - A50 W	429	107		429	434	420	0.1	0.0	0.415	A
	B - Poplars Ave	393	98		397	420	344	8.0	1.6	27.074	D
	C - A50 E	592	148		592	616	652	0.8	0.4	2.531	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	451	113	617	450	450	406	1.0	0.7	5.454	A
	2 - Orford Rd	656	164	432	659	655	635	2.3	1.4	7.492	A
	3 - Smith Drive	292	73	674	292	289	416	0.7	0.5	5.528	A
	4 - A50	562	140	464	559	560	502	1.4	1.0	6.324	A
2 - Poplars Ave/A50	A - A50 W	363	91		363	364	357	0.0	0.0	0.117	A
	B - Poplars Ave	340	85		339	336	286	1.6	1.0	10.829	B
	C - A50 E	501	125		501	496	559	0.4	0.4	2.228	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	438	1128	0.388	437	437	0.0	0.7	5.239	A
		Exit	1	1		398			398	395	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	650	1174	0.554	649	648	0.0	1.5	7.370	A
		Exit	1	1		628			628	620	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	290	943	0.307	289	288	0.0	0.4	5.766	A
		Exit	1	1		408			408	407	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	555	1045	0.531	554	543	0.0	1.2	6.302	A
		Exit	1	1		494			494	494	0.0	0.0	0.019	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	367			367	363	0.0	0.0	0.081	A
		Exit	1	1		347			347	351	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	333			335	332	0.0	0.9	9.799	A
		Exit	1	1		292			292	288	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	347			347	351	0.0	0.0	0.000	A
				2	B	146			145	142	0.0	0.3	7.838	A
		Exit	1	1	(A, B)	493			493	494	0.0	0.0	0.098	A
							555			556	548	0.0	0.2	0.917

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	540	1084	0.498	538	535	0.7	1.1	6.801	A
		Exit	1	1		481			481	478	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	784	1133	0.692	786	782	1.5	2.1	9.970	A
		Exit	1	1		741			741	738	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	351	886	0.396	350	344	0.4	0.8	6.608	A
		Exit	1	1		499			499	494	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	647	1005	0.644	648	645	1.2	1.3	7.283	A
		Exit	1	1		600			600	596	0.0	0.0	0.038	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	429			429	429	0.0	0.0	0.251	A
		Exit	1	1		427			427	425	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	389			388	389	0.9	1.6	14.020	B
		Exit	1	1		345			345	346	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	427			427	425	0.0	0.0	0.000	A
				2	B	175			174	173	0.3	0.4	8.604	A
			2	1	(A, B)	602			602	598	0.0	0.0	0.152	A
		Exit	1	1		646			645	645	0.2	0.3	1.731	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	649	1021	0.636	647	646	1.1	1.7	9.240	A
		Exit	1	1		581			581	575	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	968	1089	0.889	966	939	2.1	6.7	23.233	C
		Exit	1	1		901			901	886	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	418	815	0.513	418	423	0.8	1.2	8.737	A
		Exit	1	1		603			603	597	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	784	955	0.821	782	766	1.3	2.1	8.961	A
		Exit	1	1		729			729	715	0.0	0.0	0.090	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	533			531	524	0.0	0.2	0.781	A
		Exit	1	1		524			524	512	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	482			468	459	1.6	7.3	41.248	E
		Exit	1	1		419			419	416	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	524			524	512	0.0	0.0	0.000	A
				2	B	205			205	203	0.4	0.5	9.259	A
			2	1	(A, B)	728			728	716	0.0	0.0	0.296	A
		Exit	1	1		785			785	769	0.3	0.9	3.684	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	641	1023	0.626	640	647	1.7	1.9	10.059	B
		Exit	1	1		589			589	586	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	963	1092	0.882	962	945	6.7	8.3	29.443	D
		Exit	1	1		895			895	904	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	429	818	0.525	426	426	1.2	1.2	9.242	A
		Exit	1	1		599			599	598	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	780	953	0.818	780	791	2.1	2.1	9.300	A
		Exit	1	1		726			726	721	0.0	0.0	0.094	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	521			522	524	0.2	0.1	1.019	A
		Exit	1	1		518			518	515	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	475			469	480	7.3	8.0	60.344	F
		Exit	1	1		416			416	420	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	518			518	515	0.0	0.0	0.000	A
				2	B	209			207	205	0.5	0.7	9.366	A
			2	1	(A, B)	727			727	721	0.0	0.1	0.302	A
		Exit	1	1		781			780	790	0.9	0.9	4.091	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	530	1085	0.489	530	532	1.9	1.0	6.976	A
		Exit	1	1		478			478	490	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	773	1136	0.680	774	807	8.3	2.3	13.360	B
		Exit	1	1		737			737	772	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	342	891	0.384	343	349	1.2	0.7	7.192	A
		Exit	1	1		493			493	497	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	652	1008	0.647	650	683	2.1	1.4	7.840	A
		Exit	1	1		589			589	612	0.0	0.0	0.036	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	429			429	434	0.1	0.0	0.415	A
		Exit	1	1		420			420	438	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	393			397	420	8.0	1.6	27.074	D
		Exit	1	1		344			344	353	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	420			420	438	0.0	0.0	0.000	A
				2	B	172			172	178	0.7	0.4	8.455	A
			2	1	(A, B)	592			593	614	0.1	0.0	0.145	A
		Exit	1	1		654			652	680	0.9	0.5	2.402	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	451	1127	0.400	450	450	1.0	0.7	5.454	A
		Exit	1	1		406			406	401	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	656	1170	0.560	659	655	2.3	1.4	7.492	A
		Exit	1	1		635			635	637	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	292	938	0.312	292	289	0.7	0.5	5.528	A
		Exit	1	1		416			416	419	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	562	1043	0.539	559	560	1.4	1.0	6.324	A
		Exit	1	1		502			502	496	0.0	0.0	0.020	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	363			363	364	0.0	0.0	0.117	A
		Exit	1	1		357			357	356	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	340			339	336	1.6	1.0	10.829	B
		Exit	1	1		286			286	286	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	357			357	356	0.0	0.0	0.000	A
				2	B	144			144	140	0.4	0.3	7.716	A
			2	1	(A, B)	501			501	496	0.0	0.0	0.082	A
		Exit	1	1		560			559	556	0.5	0.1	1.043	A

A50-Conjunction - 2027 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Linked roundabouts	1 - A50/Hilden Rd Roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	34.79	D
2	Poplars Ave/A50	T-Junction	Two-way			39.07	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)	Run automatically
D6	2027 DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	653	100.000
	2 - Orford Rd		ONE HOUR	✓	967	100.000
	3 - Smith Drive		ONE HOUR	✓	391	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	511	100.000
	B - Poplars Ave		ONE HOUR	✓	486	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	90	420	143
	2 - Orford Rd	261	0	100	606
	3 - Smith Drive	269	117	0	5
	4 - A50	52	694	19	2

Demand (PCU/hr)

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	251	260
		B - Poplars Ave	0	0	486
		C - A50 E	515	219	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50	
1 - A50/Hilden Rd Roundabout	From	1 - Hilden Rd	0	1	2	2
		2 - Orford Rd	1	0	5	7
		3 - Smith Drive	2	0	0	0
		4 - A50	27	4	0	0

Heavy Vehicle Percentages

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	0	4
		B - Poplars Ave	0	0	2
		C - A50 E	3	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	12.71	2.6	B	598	896
	2 - Orford Rd	78.74	26.9	F	888	1332
	3 - Smith Drive	11.17	1.4	B	360	539
	4 - A50	9.89	2.2	A	696	1044
2 - Poplars Ave/A50	A - A50 W	1.17	0.2	A	472	709
	B - Poplars Ave	132.23	22.0	F	447	670
	C - A50 E	3.50	0.9	A	667	1001

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	498	124	622	499	497	442	0.0	0.9	5.975	A
	2 - Orford Rd	733	183	448	737	726	673	0.0	1.8	8.975	A
	3 - Smith Drive	297	74	767	295	296	418	0.0	0.6	6.142	A
	4 - A50	573	143	490	574	563	572	0.0	1.1	6.512	A
2 - Poplars Ave/A50	A - A50 W	387	97		387	385	391	0.0	0.0	0.099	A
	B - Poplars Ave	362	90		362	358	357	0.0	1.4	11.496	B
	C - A50 E	559	140		559	553	559	0.0	0.4	2.558	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	572	143	749	572	581	524	0.9	1.1	7.432	A
	2 - Orford Rd	862	215	511	866	861	809	1.8	3.4	14.201	B
	3 - Smith Drive	347	87	893	347	350	485	0.6	0.6	7.069	A
	4 - A50	693	173	578	695	676	662	1.1	1.5	7.916	A
2 - Poplars Ave/A50	A - A50 W	455	114		456	455	448	0.0	0.0	0.313	A
	B - Poplars Ave	446	112		444	431	420	1.4	2.7	19.477	C
	C - A50 E	642	161		643	650	676	0.4	0.4	2.890	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	733	183	871	734	721	637	1.1	2.6	12.287	B
	2 - Orford Rd	1058	265	652	1023	1005	953	3.4	17.9	44.763	E
	3 - Smith Drive	437	109	1077	439	429	598	0.6	1.3	10.505	B
	4 - A50	792	198	716	792	791	800	1.5	2.2	9.349	A
2 - Poplars Ave/A50	A - A50 W	578	144		578	569	545	0.0	0.2	0.993	A
	B - Poplars Ave	539	135		482	488	523	2.7	13.9	61.224	F
	C - A50 E	780	195		781	769	772	0.4	0.9	3.501	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	710	177	877	713	719	634	2.6	2.2	12.709	B
	2 - Orford Rd	1071	268	635	1029	1033	955	17.9	26.9	78.738	F
	3 - Smith Drive	431	108	1077	430	433	587	1.3	1.4	11.173	B
	4 - A50	808	202	701	810	807	806	2.2	2.2	9.888	A
2 - Poplars Ave/A50	A - A50 W	562	141		562	561	556	0.2	0.2	1.174	A
	B - Poplars Ave	540	135		507	506	512	13.9	22.0	132.230	F
	C - A50 E	787	197		787	793	788	0.9	0.8	3.372	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	584	146	785	586	587	527	2.2	1.3	8.318	A
	2 - Orford Rd	879	220	523	904	956	848	26.9	5.4	42.523	E
	3 - Smith Drive	344	86	938	343	349	489	1.4	0.7	8.163	A
	4 - A50	727	182	581	730	755	700	2.2	1.7	8.796	A
2 - Poplars Ave/A50	A - A50 W	465	116		466	465	475	0.2	0.1	0.623	A
	B - Poplars Ave	430	108		469	494	435	22.0	6.5	86.012	F
	C - A50 E	682	170		682	717	709	0.8	0.5	3.002	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	489	122	634	489	495	439	1.3	0.8	6.310	A
	2 - Orford Rd	724	181	439	720	746	684	5.4	1.9	10.620	B
	3 - Smith Drive	301	75	757	300	300	403	0.7	0.6	6.147	A
	4 - A50	581	145	491	583	601	566	1.7	1.1	7.050	A
2 - Poplars Ave/A50	A - A50 W	388	97		387	383	391	0.1	0.0	0.178	A
	B - Poplars Ave	364	91		366	385	349	6.5	1.1	18.757	C
	C - A50 E	552	138		552	565	564	0.5	0.4	2.551	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	498	1125	0.443	499	497	0.0	0.9	5.975	A	
		Exit	1	1		442			442	437	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	733	1163	0.631	737	726	0.0	1.8	8.975	A	
		Exit	1	1		673			673	666	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	297	901	0.329	295	296	0.0	0.6	6.142	A	
		Exit	1	1		418			418	411	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	573	1031	0.556	574	563	0.0	1.1	6.512	A	
		Exit	1	1		572			572	567	0.0	0.0	0.027	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	387			387	385	0.0	0.0	0.099	A
			Exit	1	1		391			391	388	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	362			362	358	0.0	1.4	11.496	B	
		Exit	1	1		357			357	354	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	391			391	388	0.0	0.0	0.000	A	
				2	B	168			168	165	0.0	0.3	8.208	A	
		Exit	1	1	(A, B)	559			559	554	0.0	0.0	0.123	A	
						559			559	552	0.0	0.2	1.162	A	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	572	1072	0.534	572	581	0.9	1.1	7.432	A
		Exit	1	1		524			524	524	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	862	1135	0.759	866	861	1.8	3.4	14.201	B
		Exit	1	1		809			809	792	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	347	851	0.408	347	350	0.6	0.6	7.069	A
		Exit	1	1		485			485	484	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	693	994	0.697	695	676	1.1	1.5	7.916	A
		Exit	1	1		662			662	668	0.0	0.0	0.053	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	455			456	455	0.0	0.0	0.313	A
		Exit	1	1		448			448	458	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	446			444	431	1.4	2.7	19.477	C
		Exit	1	1		420			420	416	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	448			448	458	0.0	0.0	0.000	A
				2	B	195			195	192	0.3	0.4	9.060	A
			2	1	(A, B)	642			642	650	0.0	0.0	0.229	A
		Exit	1	1		674			676	661	0.2	0.4	2.389	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	733	1021	0.718	734	721	1.1	2.6	12.287	B
		Exit	1	1		637			637	626	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1058	1075	0.985	1023	1005	3.4	17.9	44.763	E
		Exit	1	1		953			953	942	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	437	777	0.563	439	429	0.6	1.3	10.505	B
		Exit	1	1		598			598	588	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	792	936	0.847	792	791	1.5	2.2	9.349	A
		Exit	1	1		799			800	791	0.0	0.0	0.142	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	578			578	569	0.0	0.2	0.993	A
		Exit	1	1		545			545	539	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	539			482	488	2.7	13.9	61.224	F
		Exit	1	1		523			523	510	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	545			545	539	0.0	0.0	0.000	A
				2	B	236			236	230	0.4	0.7	10.208	B
			2	1	(A, B)	780			781	770	0.0	0.2	0.456	A
		Exit	1	1		773			772	774	0.4	1.0	4.207	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	710	1019	0.697	713	719	2.6	2.2	12.709	B
		Exit	1	1		634			634	631	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1071	1082	0.990	1029	1033	17.9	26.9	78.738	F
		Exit	1	1		955			955	960	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	431	777	0.555	430	433	1.3	1.4	11.173	B
		Exit	1	1		587			587	589	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	808	942	0.857	810	807	2.2	2.2	9.888	A
		Exit	1	1		806			806	812	0.0	0.0	0.137	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	562			562	561	0.2	0.2	1.174	A
		Exit	1	1		556			556	558	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	540			507	506	13.9	22.0	132.230	F
		Exit	1	1		512			512	514	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	556			556	558	0.0	0.0	0.000	A
				2	B	231			231	235	0.7	0.7	9.916	A
		Exit	1	1	(A, B)	787			787	793	0.2	0.1	0.449	A
						788			788	788	1.0	1.1	4.963	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	584	1057	0.552	586	587	2.2	1.3	8.318	A
		Exit	1	1		527			527	545	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	879	1130	0.778	904	956	26.9	5.4	42.523	E
		Exit	1	1		848			848	869	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	344	833	0.413	343	349	1.4	0.7	8.163	A
		Exit	1	1		489			489	497	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	727	993	0.732	730	755	2.2	1.7	8.796	A
		Exit	1	1		700			700	735	0.0	0.0	0.095	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	465			466	465	0.2	0.1	0.623	A
		Exit	1	1		475			475	504	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	430			469	494	22.0	6.5	86.012	F
		Exit	1	1		435			435	439	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	475			475	504	0.0	0.0	0.000	A
				2	B	207			207	212	0.7	0.4	9.153	A
			2	1	(A, B)	682			681	715	0.1	0.1	0.317	A
		Exit	1	1		708			709	734	1.1	0.6	3.519	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	489	1119	0.436	489	495	1.3	0.8	6.310	A
		Exit	1	1		439			439	450	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	724	1167	0.621	720	746	5.4	1.9	10.620	B
		Exit	1	1		684			684	700	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	301	905	0.333	300	300	0.7	0.6	6.147	A
		Exit	1	1		403			403	412	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	581	1031	0.564	583	601	1.7	1.1	7.050	A
		Exit	1	1		566			566	580	0.0	0.0	0.024	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	388			387	383	0.1	0.0	0.178	A
		Exit	1	1		391			391	399	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	364			366	385	6.5	1.1	18.757	C
		Exit	1	1		349			349	353	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	391			391	399	0.0	0.0	0.000	A
				2	B	161			161	166	0.4	0.4	8.298	A
			2	1	(A, B)	552			552	565	0.1	0.0	0.140	A
		Exit	1	1		565			564	582	0.6	0.3	1.636	A

A50-Conjunction - 2032 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Linked roundabouts	1 - A50/Hilden Rd Roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	22.59	C
2	Poplars Ave/A50	T-Junction	Two-way			29.92	D

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
D7	2032 DM	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	613	100.000
	2 - Orford Rd		ONE HOUR	✓	913	100.000
	3 - Smith Drive		ONE HOUR	✓	408	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	479	100.000
	B - Poplars Ave		ONE HOUR	✓	474	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	47	406	160
	2 - Orford Rd	239	0	107	567
	3 - Smith Drive	277	127	0	4
	4 - A50	36	688	20	3

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	205	274
	B - Poplars Ave	0	0	474
	C - A50 E	531	204	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	2	1	1
	2 - Orford Rd	0	0	3	4
	3 - Smith Drive	1	0	0	0
	4 - A50	1	3	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	4
	B - Poplars Ave	0	0	2
	C - A50 E	2	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	11.11	2.3	B	563	844
	2 - Orford Rd	46.10	13.7	E	840	1260
	3 - Smith Drive	10.80	1.5	B	377	566
	4 - A50	9.70	2.2	A	686	1029
2 - Poplars Ave/A50	A - A50 W	1.08	0.2	A	439	658
	B - Poplars Ave	100.28	15.9	F	436	654
	C - A50 E	2.97	0.7	A	669	1003

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	462	115	635	462	463	419	0.0	0.7	5.458	A
	2 - Orford Rd	688	172	446	687	681	652	0.0	1.6	7.793	A
	3 - Smith Drive	309	77	729	309	310	403	0.0	0.5	5.937	A
	4 - A50	564	141	489	565	561	549	0.0	1.0	6.524	A
2 - Poplars Ave/A50	A - A50 W	365	91		365	364	395	0.0	0.0	0.080	A
	B - Poplars Ave	354	88		355	356	310	0.0	1.1	11.004	B
	C - A50 E	548	137		549	544	564	0.0	0.3	2.211	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	553	138	759	552	551	500	0.7	1.2	6.955	A
	2 - Orford Rd	826	207	532	827	817	779	1.6	2.6	11.753	B
	3 - Smith Drive	369	92	878	369	367	481	0.5	0.8	7.195	A
	4 - A50	678	169	582	678	666	666	1.0	1.5	7.630	A
2 - Poplars Ave/A50	A - A50 W	432	108		432	431	481	0.0	0.1	0.273	A
	B - Poplars Ave	431	108		429	422	369	1.1	2.3	17.392	C
	C - A50 E	663	166		664	654	677	0.3	0.5	2.512	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	675	169	896	671	670	604	1.2	2.3	10.750	B
	2 - Orford Rd	1009	252	645	988	969	922	2.6	11.7	31.969	D
	3 - Smith Drive	451	113	1048	451	447	585	0.8	1.4	10.173	B
	4 - A50	798	200	703	797	785	795	1.5	2.2	9.234	A
2 - Poplars Ave/A50	A - A50 W	520	130		520	526	574	0.1	0.1	0.858	A
	B - Poplars Ave	521	130		501	489	437	2.3	10.7	54.581	F
	C - A50 E	791	198		790	781	799	0.5	0.7	2.889	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	670	167	911	669	676	600	2.3	2.3	11.107	B
	2 - Orford Rd	1004	251	641	992	994	939	11.7	13.7	46.101	E
	3 - Smith Drive	449	112	1056	445	447	577	1.4	1.5	10.800	B
	4 - A50	810	202	700	811	805	800	2.2	2.2	9.701	A
2 - Poplars Ave/A50	A - A50 W	528	132		528	527	573	0.1	0.2	1.077	A
	B - Poplars Ave	524	131		511	503	446	10.7	15.9	100.282	F
	C - A50 E	796	199		794	797	813	0.7	0.7	2.967	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	556	139	784	557	560	497	2.3	1.1	7.834	A
	2 - Orford Rd	824	206	537	827	867	803	13.7	3.2	21.319	C
	3 - Smith Drive	371	93	873	371	371	491	1.5	0.8	8.012	A
	4 - A50	702	175	580	701	729	663	2.2	1.7	8.514	A
2 - Poplars Ave/A50	A - A50 W	427	107		427	434	478	0.2	0.0	0.520	A
	B - Poplars Ave	433	108		457	476	367	15.9	3.7	55.082	F
	C - A50 E	660	165		662	690	702	0.7	0.5	2.634	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	461	115	632	461	466	423	1.1	0.8	5.703	A
	2 - Orford Rd	689	172	444	689	697	650	3.2	1.5	8.354	A
	3 - Smith Drive	312	78	733	313	313	400	0.8	0.5	6.068	A
	4 - A50	564	141	491	564	579	556	1.7	1.0	6.709	A
2 - Poplars Ave/A50	A - A50 W	362	90		362	363	401	0.0	0.0	0.119	A
	B - Poplars Ave	354	89		357	367	307	3.7	1.1	13.618	B
	C - A50 E	553	138		554	557	563	0.5	0.3	2.230	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	462	1119	0.413	462	463	0.0	0.7	5.458	A	
		Exit	1	1		419			419	417	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	688	1164	0.591	687	681	0.0	1.6	7.793	A	
		Exit	1	1		652			652	647	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	309	916	0.337	309	310	0.0	0.5	5.937	A	
		Exit	1	1		403			403	404	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	564	1032	0.547	565	561	0.0	1.0	6.524	A	
		Exit	1	1		549			549	547	0.0	0.0	0.023	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	365			365	364	0.0	0.0	0.080	A
			Exit	1	1		395			395	393	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	354			355	356	0.0	1.1	11.004	B	
		Exit	1	1		310			310	306	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	395			395	393	0.0	0.0	0.000	A	
				2	B	153			155	150	0.0	0.3	7.745	A	
			2	1	(A, B)	548			548	545	0.0	0.0	0.099	A	
		Exit	1	1		564			564	564	0.0	0.2	1.057	A	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	553	1067	0.518	552	551	0.7	1.2	6.955	A
		Exit	1	1		500			500	494	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	826	1127	0.734	827	817	1.6	2.6	11.753	B
		Exit	1	1		779			779	770	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	369	857	0.431	369	367	0.5	0.8	7.195	A
		Exit	1	1		481			481	479	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	678	993	0.683	678	666	1.0	1.5	7.630	A
		Exit	1	1		666			666	657	0.0	0.0	0.056	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	432			432	431	0.0	0.1	0.273	A
		Exit	1	1		481			481	474	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	431			429	422	1.1	2.3	17.392	C
		Exit	1	1		369			369	364	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	481			481	474	0.0	0.0	0.000	A
				2	B	183			184	180	0.3	0.4	8.574	A
			2	1	(A, B)	663			663	654	0.0	0.0	0.194	A
		Exit	1	1		677			677	668	0.2	0.4	2.039	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	675	1011	0.668	671	670	1.2	2.3	10.750	B
		Exit	1	1		604			604	593	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1009	1077	0.936	988	969	2.6	11.7	31.969	D
		Exit	1	1		922			922	914	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	451	789	0.572	451	447	0.8	1.4	10.173	B
		Exit	1	1		585			585	579	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	798	941	0.848	797	785	1.5	2.2	9.234	A
		Exit	1	1		795			795	785	0.0	0.0	0.112	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	520			520	526	0.1	0.1	0.858	A
		Exit	1	1		574			574	566	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	521			501	489	2.3	10.7	54.581	F
		Exit	1	1		437			437	439	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	574			574	566	0.0	0.0	0.000	A
				2	B	216			216	215	0.4	0.6	9.467	A
			2	1	(A, B)	791			791	782	0.0	0.1	0.334	A
		Exit	1	1		800			799	788	0.4	1.0	3.960	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	670	1005	0.667	669	676	2.3	2.3	11.107	B
		Exit	1	1		600			600	605	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1004	1079	0.930	992	994	11.7	13.7	46.101	E
		Exit	1	1		939			939	932	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	449	786	0.572	445	447	1.4	1.5	10.800	B
		Exit	1	1		577			577	584	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	810	943	0.859	811	805	2.2	2.2	9.701	A
		Exit	1	1		801			800	801	0.0	0.1	0.117	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	528			528	527	0.1	0.2	1.077	A
		Exit	1	1		573			573	576	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	524			511	503	10.7	15.9	100.282	F
		Exit	1	1		446			446	445	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	573			573	576	0.0	0.0	0.000	A
				2	B	222			221	221	0.6	0.6	9.646	A
			2	1	(A, B)	796			795	797	0.1	0.1	0.347	A
		Exit	1	1		813			813	806	1.0	1.0	4.531	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	556	1057	0.526	557	560	2.3	1.1	7.834	A
		Exit	1	1		497			497	511	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	824	1124	0.733	827	867	13.7	3.2	21.319	C
		Exit	1	1		803			803	831	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	371	859	0.432	371	371	1.5	0.8	8.012	A
		Exit	1	1		491			491	493	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	702	993	0.706	701	729	2.2	1.7	8.514	A
		Exit	1	1		663			663	692	0.1	0.0	0.060	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	427			427	434	0.2	0.0	0.520	A
		Exit	1	1		478			478	498	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	433			457	476	15.9	3.7	55.082	F
		Exit	1	1		367			367	377	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	478			478	498	0.0	0.0	0.000	A
				2	B	183			184	192	0.6	0.4	8.849	A
			2	1	(A, B)	660			661	689	0.1	0.0	0.234	A
		Exit	1	1		701			702	726	1.0	0.5	3.036	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	461	1120	0.412	461	466	1.1	0.8	5.703	A
		Exit	1	1		423			423	425	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	689	1165	0.591	689	697	3.2	1.5	8.354	A
		Exit	1	1		650			650	666	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	312	914	0.342	313	313	0.8	0.5	6.068	A
		Exit	1	1		400			400	405	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	564	1031	0.547	564	579	1.7	1.0	6.709	A
		Exit	1	1		555			556	560	0.0	0.0	0.023	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	362			362	363	0.0	0.0	0.119	A
		Exit	1	1		401			401	402	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	354			357	367	3.7	1.1	13.618	B
		Exit	1	1		307			307	312	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	401			401	402	0.0	0.0	0.000	A
				2	B	152			152	156	0.4	0.3	7.804	A
			2	1	(A, B)	553			553	557	0.0	0.0	0.108	A
		Exit	1	1		564			563	576	0.5	0.2	1.301	A

A50-Conjunction - 2032 DS Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Linked roundabouts	1 - A50/Hilden Rd Roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	56.57	F
2	Poplars Ave/A50	T-Junction	Two-way			41.43	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)	Run automatically
D8	2032 DS Full	AM	ONE HOUR	08:00	09:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	738	100.000
	2 - Orford Rd		ONE HOUR	✓	1020	100.000
	3 - Smith Drive		ONE HOUR	✓	358	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	579	100.000
	B - Poplars Ave		ONE HOUR	✓	514	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	143	403	192
	2 - Orford Rd	298	0	109	613
	3 - Smith Drive	291	61	0	6
	4 - A50	100	663	17	5

Demand (PCU/hr)

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	330	249
		B - Poplars Ave	0	0	514
		C - A50 E	581	213	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50	
1 - A50/Hilden Rd Roundabout	From	1 - Hilden Rd	0	0	0	1
		2 - Orford Rd	1	0	9	5
		3 - Smith Drive	2	0	0	14
		4 - A50	14	3	0	0

Heavy Vehicle Percentages

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	0	4
		B - Poplars Ave	0	0	2
		C - A50 E	2	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	15.25	3.5	C	678	1017
	2 - Orford Rd	138.79	48.2	F	928	1392
	3 - Smith Drive	10.46	1.1	B	329	493
	4 - A50	9.49	2.2	A	704	1056
2 - Poplars Ave/A50	A - A50 W	0.97	0.2	A	532	798
	B - Poplars Ave	147.79	25.4	F	466	699
	C - A50 E	3.07	0.8	A	731	1096

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	556	139	554	555	556	515	0.0	1.0	5.993	A
	2 - Orford Rd	758	189	465	757	761	644	0.0	2.2	9.826	A
	3 - Smith Drive	265	66	824	265	268	398	0.0	0.4	6.087	A
	4 - A50	585	146	483	586	572	606	0.0	1.1	6.737	A
2 - Poplars Ave/A50	A - A50 W	436	109		436	440	439	0.0	0.0	0.094	A
	B - Poplars Ave	383	96		385	379	408	0.0	1.2	12.168	B
	C - A50 E	599	150		599	602	574	0.0	0.4	2.338	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	670	168	648	666	657	622	1.0	1.7	7.837	A
	2 - Orford Rd	903	226	557	902	898	757	2.2	5.0	18.233	C
	3 - Smith Drive	324	81	986	325	324	474	0.4	0.7	7.486	A
	4 - A50	683	171	586	684	679	724	1.1	1.4	7.771	A
2 - Poplars Ave/A50	A - A50 W	520	130		520	519	524	0.0	0.0	0.282	A
	B - Poplars Ave	449	112		451	448	486	1.2	2.8	20.246	C
	C - A50 E	714	179		715	713	675	0.4	0.5	2.630	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	817	204	773	815	803	726	1.7	3.5	14.091	B
	2 - Orford Rd	1119	280	679	1032	1025	909	5.0	28.9	64.382	F
	3 - Smith Drive	393	98	1143	396	391	568	0.7	1.0	9.818	A
	4 - A50	806	202	692	807	794	848	1.4	2.2	9.260	A
2 - Poplars Ave/A50	A - A50 W	641	160		641	641	618	0.0	0.2	0.756	A
	B - Poplars Ave	560	140		514	511	577	2.8	16.3	73.890	F
	C - A50 E	837	209		836	823	796	0.5	0.8	3.070	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	809	202	771	808	814	734	3.5	3.5	15.253	C
	2 - Orford Rd	1117	279	671	1055	1041	908	28.9	48.2	138.789	F
	3 - Smith Drive	396	99	1156	397	392	571	1.0	1.1	10.458	B
	4 - A50	813	203	694	812	811	860	2.2	2.2	9.489	A
2 - Poplars Ave/A50	A - A50 W	640	160		640	636	619	0.2	0.2	0.973	A
	B - Poplars Ave	557	139		528	528	595	16.3	25.4	147.792	F
	C - A50 E	845	211		845	836	799	0.8	0.7	3.070	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	664	166	701	660	670	660	3.5	1.8	9.326	A
	2 - Orford Rd	911	228	548	1014	1039	812	48.2	16.7	104.990	F
	3 - Smith Drive	325	81	1084	325	327	478	1.1	0.8	8.643	A
	4 - A50	747	187	613	748	764	795	2.2	1.8	8.809	A
2 - Poplars Ave/A50	A - A50 W	524	131		524	520	573	0.2	0.0	0.495	A
	B - Poplars Ave	465	116		510	528	511	25.4	9.3	105.978	F
	C - A50 E	786	197		785	799	735	0.7	0.7	2.832	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	553	138	567	553	552	516	1.8	1.0	6.276	A
	2 - Orford Rd	763	191	461	769	823	660	16.7	2.2	21.071	C
	3 - Smith Drive	269	67	835	269	270	394	0.8	0.5	6.550	A
	4 - A50	592	148	490	593	619	614	1.8	1.1	7.235	A
2 - Poplars Ave/A50	A - A50 W	432	108		432	439	446	0.0	0.0	0.137	A
	B - Poplars Ave	383	96		397	417	407	9.3	1.4	27.965	D
	C - A50 E	604	151		605	635	581	0.7	0.4	2.304	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	556	1152	0.482	555	556	0.0	1.0	5.993	A	
		Exit	1	1		515			515	514	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	758	1155	0.656	757	761	0.0	2.2	9.826	A	
		Exit	1	1		644			644	634	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	265	878	0.302	265	268	0.0	0.4	6.087	A	
		Exit	1	1		398			398	397	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	585	1034	0.565	586	572	0.0	1.1	6.737	A	
		Exit	1	1		606			606	612	0.0	0.0	0.028	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	436			436	440	0.0	0.0	0.094	A
			Exit	1	1		439			439	442	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	383			385	379	0.0	1.2	12.168	B	
		Exit	1	1		408			408	411	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	439			439	442	0.0	0.0	0.000	A	
				2	B	160			160	159	0.0	0.4	8.400	A	
		Exit	1	1	(A, B)	599			599	603	0.0	0.0	0.125	A	
							573			574	567	0.0	0.2	1.239	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	670	1113	0.602	666	657	1.0	1.7	7.837	A	
		Exit	1	1		622			622	612	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	903	1116	0.809	902	898	2.2	5.0	18.233	C	
		Exit	1	1		757			757	752	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	324	814	0.398	325	324	0.4	0.7	7.486	A	
		Exit	1	1		474			474	471	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	683	991	0.690	684	679	1.1	1.4	7.771	A	
		Exit	1	1		724			724	723	0.0	0.0	0.070	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	520			520	519	0.0	0.0	0.282	A
			Exit	1	1		524			524	522	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	449			451	448	1.2	2.8	20.246	C	
		Exit	1	1		486			486	487	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	524			524	522	0.0	0.0	0.000	A	
				2	B	190			190	191	0.4	0.5	9.076	A	
			2	1	(A, B)	714			715	713	0.0	0.1	0.231	A	
		Exit	1	1		676			675	671	0.2	0.4	2.212	A	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	817	1062	0.769	815	803	1.7	3.5	14.091	B
		Exit	1	1		726			726	718	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1119	1063	1.053	1032	1025	5.0	28.9	64.382	F
		Exit	1	1		909			909	894	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	393	751	0.523	396	391	0.7	1.0	9.818	A
		Exit	1	1		568			568	566	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	806	946	0.852	807	794	1.4	2.2	9.260	A
		Exit	1	1		848			848	835	0.0	0.1	0.154	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	641			641	641	0.0	0.2	0.756	A
		Exit	1	1		618			618	604	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	560			514	511	2.8	16.3	73.890	F
		Exit	1	1		577			577	582	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	618			618	604	0.0	0.0	0.000	A
				2	B	219			218	219	0.5	0.7	10.091	B
			2	1	(A, B)	837			837	824	0.1	0.1	0.412	A
		Exit	1	1		796			796	787	0.4	0.9	3.997	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	809	1062	0.761	808	814	3.5	3.5	15.253	C
		Exit	1	1		734			734	728	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1117	1066	1.047	1055	1041	28.9	48.2	138.789	F
		Exit	1	1		908			908	906	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	396	746	0.531	397	392	1.0	1.1	10.458	B
		Exit	1	1		571			571	573	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	813	945	0.860	812	811	2.2	2.2	9.489	A
		Exit	1	1		859			860	850	0.1	0.0	0.121	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	640			640	636	0.2	0.2	0.973	A
		Exit	1	1		619			619	613	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	557			528	528	16.3	25.4	147.792	F
		Exit	1	1		595			595	589	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	619			619	613	0.0	0.0	0.000	A
				2	B	226			226	223	0.7	0.7	10.213	B
			2	1	(A, B)	845			846	836	0.1	0.1	0.382	A
		Exit	1	1		799			799	798	0.9	1.0	4.391	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	664	1092	0.608	660	670	3.5	1.8	9.326	A
		Exit	1	1		660			660	667	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	911	1119	0.814	1014	1039	48.2	16.7	104.990	F
		Exit	1	1		812			812	835	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	325	775	0.419	325	327	1.1	0.8	8.643	A
		Exit	1	1		478			478	487	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	747	979	0.762	748	764	2.2	1.8	8.809	A
		Exit	1	1		795			795	812	0.0	0.0	0.099	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	524			524	520	0.2	0.0	0.495	A
		Exit	1	1		573			573	584	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	465			510	528	25.4	9.3	105.978	F
		Exit	1	1		511			511	513	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	573			573	584	0.0	0.0	0.000	A
				2	B	213			212	216	0.7	0.6	9.509	A
		Exit	1	1	(A, B)	786			786	799	0.1	0.1	0.305	A
						736			735	751	1.0	0.6	3.442	A

09:15 - 09:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	553	1147	0.482	553	552	1.8	1.0	6.276	A
		Exit	1	1		516			516	537	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	763	1157	0.659	769	823	16.7	2.2	21.071	C
		Exit	1	1		660			660	678	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	269	874	0.308	269	270	0.8	0.5	6.550	A
		Exit	1	1		394			394	404	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	592	1032	0.574	593	619	1.8	1.1	7.235	A
		Exit	1	1		614			614	645	0.0	0.0	0.033	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	432			432	439	0.0	0.0	0.137	A
		Exit	1	1		446			446	465	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	383			397	417	9.3	1.4	27.965	D
		Exit	1	1		407			407	422	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	446			446	465	0.0	0.0	0.000	A
				2	B	158			159	170	0.6	0.4	8.291	A
			2	1	(A, B)	604			604	634	0.1	0.0	0.133	A
		Exit	1	1		581			581	606	0.6	0.2	1.713	A

A50-Conjunction - 2018 Validation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	23.39	C
2	Poplars Ave/A50	T-Junction	Two-way			9.89	A

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
D9	2018 Validation	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	600	100.000
	2 - Orford Rd		ONE HOUR	✓	836	100.000
	3 - Smith Drive		ONE HOUR	✓	88	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	535	100.000
	B - Poplars Ave		ONE HOUR	✓	306	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	49	314	237
	2 - Orford Rd	90	0	117	629
	3 - Smith Drive	83	5	0	0
	4 - A50	277	500	13	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	51	484
	B - Poplars Ave	0	0	306
	C - A50 E	467	393	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	3	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	4	0	0	0
	4 - A50	3	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	10.77	2.2	B	551	826
	2 - Orford Rd	49.88	14.3	E	763	1145
	3 - Smith Drive	5.40	0.2	A	82	123
	4 - A50	7.26	2.0	A	730	1095
2 - Poplars Ave/A50	A - A50 W	0.87	0.1	A	494	741
	B - Poplars Ave	25.79	2.5	D	280	420
	C - A50 E	9.89	2.6	A	788	1183

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	453	113	392	453	452	340	0.0	0.7	5.005	A
	2 - Orford Rd	629	157	426	627	626	419	0.0	1.5	7.031	A
	3 - Smith Drive	64	16	722	64	66	331	0.0	0.0	4.321	A
	4 - A50	599	150	134	598	592	652	0.0	0.9	5.524	A
2 - Poplars Ave/A50	A - A50 W	409	102		409	406	349	0.0	0.0	0.068	A
	B - Poplars Ave	226	56		227	228	344	0.0	0.5	8.358	A
	C - A50 E	654	163		653	649	596	0.0	1.1	5.547	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	530	133	461	531	533	400	0.7	0.9	6.080	A
	2 - Orford Rd	737	184	502	744	746	490	1.5	2.2	10.981	B
	3 - Smith Drive	82	21	846	82	78	400	0.0	0.1	4.890	A
	4 - A50	705	176	157	703	699	771	0.9	1.2	6.006	A
2 - Poplars Ave/A50	A - A50 W	480	120		480	476	414	0.0	0.0	0.194	A
	B - Poplars Ave	272	68		272	270	408	0.5	0.8	10.322	B
	C - A50 E	771	193		774	773	704	1.1	1.5	7.032	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	664	166	571	661	653	502	0.9	2.1	10.042	B
	2 - Orford Rd	913	228	621	893	879	611	2.2	10.9	33.194	D
	3 - Smith Drive	100	25	1025	100	95	490	0.1	0.1	5.193	A
	4 - A50	876	219	198	875	857	927	1.2	1.7	7.010	A
2 - Poplars Ave/A50	A - A50 W	587	147		588	582	507	0.0	0.1	0.650	A
	B - Poplars Ave	336	84		339	333	478	0.8	1.9	19.290	C
	C - A50 E	930	233		929	916	872	1.5	2.5	9.168	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	663	166	573	658	661	500	2.1	2.2	10.768	B
	2 - Orford Rd	927	232	620	913	911	611	10.9	14.3	49.879	E
	3 - Smith Drive	99	25	1045	99	95	488	0.1	0.2	5.399	A
	4 - A50	879	220	197	876	872	946	1.7	2.0	7.261	A
2 - Poplars Ave/A50	A - A50 W	594	148		593	590	513	0.1	0.1	0.867	A
	B - Poplars Ave	337	84		340	337	492	1.9	2.5	25.794	D
	C - A50 E	948	237		949	946	876	2.5	2.6	9.890	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	547	137	471	548	550	406	2.2	1.0	7.253	A
	2 - Orford Rd	747	187	517	752	801	502	14.3	3.0	24.317	C
	3 - Smith Drive	81	20	866	81	80	403	0.2	0.1	4.945	A
	4 - A50	716	179	161	717	728	786	2.0	1.3	6.228	A
2 - Poplars Ave/A50	A - A50 W	483	121		482	481	430	0.1	0.1	0.265	A
	B - Poplars Ave	277	69		277	286	403	2.5	0.8	12.046	B
	C - A50 E	786	196		787	825	715	2.6	1.7	7.637	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	449	112	396	450	450	348	1.0	0.5	5.015	A
	2 - Orford Rd	626	156	422	620	636	423	3.0	1.5	7.698	A
	3 - Smith Drive	68	17	712	67	69	330	0.1	0.1	4.570	A
	4 - A50	606	152	136	608	606	643	1.3	0.9	5.578	A
2 - Poplars Ave/A50	A - A50 W	412	103		412	411	343	0.1	0.0	0.100	A
	B - Poplars Ave	233	58		234	231	335	0.8	0.5	8.520	A
	C - A50 E	641	160		638	656	606	1.7	1.1	5.509	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	453	1220	0.371	453	452	0.0	0.7	5.005	A	
		Exit	1	1		340			340	339	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	629	1172	0.536	627	626	0.0	1.5	7.031	A	
		Exit	1	1		419			419	412	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	64	919	0.069	64	66	0.0	0.0	4.321	A	
		Exit	1	1		331			331	332	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	599	1182	0.506	598	592	0.0	0.9	5.524	A	
		Exit	1	1		652			652	652	0.0	0.0	0.273	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	409			409	406	0.0	0.0	0.068	A
			Exit	1	1		349			349	353	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	226			227	228	0.0	0.5	8.358	A	
		Exit	1	1		344			344	336	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	349			349	353	0.0	0.0	0.000	A	
				2	B	305			304	296	0.0	0.9	10.201	B	
		Exit	1	1	(A, B)	654			654	653	0.0	0.2	0.866	A	
							596			596	593	0.0	0.1	0.727	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	530	1191	0.445	531	533	0.7	0.9	6.080	A
		Exit	1	1		400			400	398	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	737	1140	0.647	744	746	1.5	2.2	10.981	B
		Exit	1	1		490			490	488	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	82	870	0.095	82	78	0.0	0.1	4.890	A
		Exit	1	1		400			400	397	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	705	1172	0.601	703	699	0.9	1.2	6.006	A
		Exit	1	1		770			771	774	0.0	0.1	0.587	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	480			480	476	0.0	0.0	0.194	A
		Exit	1	1		414			414	421	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	272			272	270	0.5	0.8	10.322	B
		Exit	1	1		408			408	398	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	414			414	421	0.0	0.0	0.000	A
				2	B	358			359	352	0.9	1.1	11.900	B
			2	1	(A, B)	771			772	774	0.2	0.3	1.596	A
		Exit	1	1		704			704	699	0.1	0.2	1.237	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	664	1146	0.580	661	653	0.9	2.1	10.042	B
		Exit	1	1		502			502	484	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	913	1088	0.839	893	879	2.2	10.9	33.194	D
		Exit	1	1		611			611	600	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	100	798	0.125	100	95	0.1	0.1	5.193	A
		Exit	1	1		490			490	480	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	876	1155	0.758	875	857	1.2	1.7	7.010	A
		Exit	1	1		927			927	917	0.1	0.4	1.320	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	587			588	582	0.0	0.1	0.650	A
		Exit	1	1		507			507	501	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	336			339	333	0.8	1.9	19.290	C
		Exit	1	1		478			478	472	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	507			507	501	0.0	0.0	0.000	A
				2	B	424			422	415	1.1	1.8	13.839	B
			2	1	(A, B)	930			931	918	0.3	0.8	2.876	A
		Exit	1	1		872			872	858	0.2	0.5	2.476	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	663	1145	0.580	658	661	2.1	2.2	10.768	B
		Exit	1	1		500			500	496	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	927	1088	0.852	913	911	10.9	14.3	49.879	E
		Exit	1	1		611			611	610	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	99	790	0.125	99	95	0.1	0.2	5.399	A
		Exit	1	1		488			488	488	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	879	1155	0.761	876	872	1.7	2.0	7.261	A
		Exit	1	1		947			946	944	0.4	0.5	1.564	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	594			593	590	0.1	0.1	0.867	A
		Exit	1	1		513			513	513	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	337			340	337	1.9	2.5	25.794	D
		Exit	1	1		492			492	488	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	513			513	513	0.0	0.0	0.000	A
				2	B	435			436	432	1.8	1.7	14.377	B
			2	1	(A, B)	948			948	945	0.8	1.0	3.307	A
		Exit	1	1		877			876	871	0.5	0.7	2.827	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	547	1187	0.461	548	550	2.2	1.0	7.253	A
		Exit	1	1		406			406	418	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	747	1133	0.659	752	801	14.3	3.0	24.317	C
		Exit	1	1		502			502	509	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	81	862	0.094	81	80	0.2	0.1	4.945	A
		Exit	1	1		403			403	413	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	716	1171	0.612	717	728	2.0	1.3	6.228	A
		Exit	1	1		786			786	820	0.5	0.2	0.873	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	483			482	481	0.1	0.1	0.265	A
		Exit	1	1		430			430	448	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	277			277	286	2.5	0.8	12.046	B
		Exit	1	1		403			403	422	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	430			430	448	0.0	0.0	0.000	A
				2	B	356			357	377	1.7	1.3	12.378	B
			2	1	(A, B)	786			786	824	1.0	0.4	2.024	A
		Exit	1	1		713			715	723	0.7	0.3	1.508	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	449	1218	0.368	450	450	1.0	0.5	5.015	A	
		Exit	1	1		348			348	349	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	626	1174	0.533	620	636	3.0	1.5	7.698	A	
		Exit	1	1		423			423	423	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	68	923	0.073	67	69	0.1	0.1	4.570	A	
		Exit	1	1		330			330	335	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	606	1181	0.513	608	606	1.3	0.9	5.578	A	
		Exit	1	1		643			643	654	0.2	0.1	0.235	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	412			412	411	0.1	0.0	0.100	A
			Exit	1	1		343			343	353	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	233			234	231	0.8	0.5	8.520	A	
		Exit	1	1		335			335	342	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	343			343	353	0.0	0.0	0.000	A	
				2	B	297			295	302	1.3	0.8	10.199	B	
			2	1	(A, B)	641			639	654	0.4	0.2	0.859	A	
		Exit	1	1		606			606	603	0.3	0.1	0.834	A	

A50-Conjunction - 2022 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	34.26	D
2	Poplars Ave/A50	T-Junction	Two-way			12.85	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)	Run automatically
D10	2022 DM	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	625	100.000
	2 - Orford Rd		ONE HOUR	✓	882	100.000
	3 - Smith Drive		ONE HOUR	✓	91	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	566	100.000
	B - Poplars Ave		ONE HOUR	✓	326	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	52	340	233
	2 - Orford Rd	95	0	121	666
	3 - Smith Drive	84	6	0	1
	4 - A50	295	529	14	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	55	511
	B - Poplars Ave	0	0	326
	C - A50 E	491	402	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	3	0	0	0
	4 - A50	3	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	12.46	2.4	B	570	855
	2 - Orford Rd	78.03	23.3	F	809	1214
	3 - Smith Drive	5.46	0.2	A	84	127
	4 - A50	7.66	2.0	A	773	1159
2 - Poplars Ave/A50	A - A50 W	1.29	0.2	A	520	781
	B - Poplars Ave	41.33	4.3	E	299	449
	C - A50 E	9.81	2.6	A	820	1230

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	470	117	414	472	468	359	0.0	0.7	5.154	A
	2 - Orford Rd	661	165	445	664	660	442	0.0	1.3	7.882	A
	3 - Smith Drive	70	18	746	70	70	362	0.0	0.1	4.436	A
	4 - A50	631	158	141	632	629	675	0.0	1.0	5.643	A
2 - Poplars Ave/A50	A - A50 W	426	106		426	426	372	0.0	0.0	0.128	A
	B - Poplars Ave	244	61		245	247	346	0.0	0.5	9.152	A
	C - A50 E	677	169		677	670	630	0.0	1.0	5.607	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	555	139	499	551	555	428	0.7	1.1	6.494	A
	2 - Orford Rd	787	197	517	785	780	533	1.3	2.8	12.115	B
	3 - Smith Drive	84	21	885	84	81	418	0.1	0.1	4.593	A
	4 - A50	758	189	169	758	747	799	1.0	1.3	6.272	A
2 - Poplars Ave/A50	A - A50 W	510	127		510	506	440	0.0	0.0	0.288	A
	B - Poplars Ave	291	73		292	288	411	0.5	1.1	12.416	B
	C - A50 E	800	200		804	794	755	1.0	1.6	6.998	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	679	170	603	680	681	523	1.1	2.0	10.663	B
	2 - Orford Rd	973	243	641	931	917	642	2.8	16.3	41.317	E
	3 - Smith Drive	103	26	1059	103	102	513	0.1	0.2	5.459	A
	4 - A50	925	231	201	924	912	959	1.3	2.0	7.458	A
2 - Poplars Ave/A50	A - A50 W	630	157		630	627	531	0.0	0.2	1.088	A
	B - Poplars Ave	360	90		350	347	488	1.1	4.3	33.055	D
	C - A50 E	962	240		960	948	921	1.6	2.6	9.203	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	684	171	615	684	688	516	2.0	2.4	12.459	B
	2 - Orford Rd	969	242	641	941	938	657	16.3	23.3	78.034	F
	3 - Smith Drive	98	24	1061	98	99	521	0.2	0.2	5.438	A
	4 - A50	932	233	198	933	932	960	2.0	1.9	7.660	A
2 - Poplars Ave/A50	A - A50 W	622	155		621	625	528	0.2	0.2	1.293	A
	B - Poplars Ave	360	90		365	364	496	4.3	3.9	41.326	E
	C - A50 E	962	241		963	964	926	2.6	2.5	9.806	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	557	139	503	558	566	428	2.4	1.0	8.015	A
	2 - Orford Rd	794	199	525	821	869	536	23.3	5.6	45.227	E
	3 - Smith Drive	83	21	914	83	83	432	0.2	0.1	5.119	A
	4 - A50	760	190	169	762	773	828	1.9	1.3	6.544	A
2 - Poplars Ave/A50	A - A50 W	516	129		517	513	456	0.2	0.0	0.403	A
	B - Poplars Ave	290	72		289	303	426	3.9	1.1	16.145	C
	C - A50 E	829	207		831	872	757	2.5	1.8	8.246	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	475	119	411	477	474	360	1.0	0.6	5.219	A
	2 - Orford Rd	669	167	451	669	686	438	5.6	1.4	9.998	A
	3 - Smith Drive	69	17	759	68	70	360	0.1	0.1	4.456	A
	4 - A50	631	158	140	632	636	688	1.3	0.9	5.681	A
2 - Poplars Ave/A50	A - A50 W	419	105		419	424	380	0.0	0.0	0.122	A
	B - Poplars Ave	250	62		251	250	353	1.1	0.5	8.972	A
	C - A50 E	691	173		693	702	630	1.8	1.0	5.808	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	470	1211	0.388	472	468	0.0	0.7	5.154	A	
		Exit	1	1		359			359	358	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	661	1164	0.568	664	660	0.0	1.3	7.882	A	
		Exit	1	1		442			442	440	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	70	909	0.077	70	70	0.0	0.1	4.436	A	
		Exit	1	1		362			362	357	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	631	1179	0.535	632	629	0.0	1.0	5.643	A	
		Exit	1	1		675			675	673	0.0	0.1	0.252	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	426			426	426	0.0	0.0	0.128	A
			Exit	1	1		372			372	372	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	244			245	247	0.0	0.5	9.152	A	
		Exit	1	1		346			346	339	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	372			372	372	0.0	0.0	0.000	A	
				2	B	305			305	298	0.0	0.9	10.561	B	
		Exit	1	1	(A, B)	677			677	673	0.0	0.2	0.878	A	
							630			630	631	0.0	0.2	0.903	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	555	1175	0.472	551	555	0.7	1.1	6.494	A
		Exit	1	1		428			428	423	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	787	1133	0.695	785	780	1.3	2.8	12.115	B
		Exit	1	1		533			533	524	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	84	854	0.098	84	81	0.1	0.1	4.593	A
		Exit	1	1		418			418	421	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	758	1167	0.649	758	747	1.0	1.3	6.272	A
		Exit	1	1		800			799	795	0.1	0.2	0.610	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	510			510	506	0.0	0.0	0.288	A
		Exit	1	1		440			440	438	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	291			292	288	0.5	1.1	12.416	B
		Exit	1	1		411			411	403	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	440			440	438	0.0	0.0	0.000	A
				2	B	361			363	356	0.9	1.2	12.001	B
			2	1	(A, B)	800			801	796	0.2	0.4	1.604	A
		Exit	1	1		754			755	746	0.2	0.3	1.542	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	679	1132	0.599	680	681	1.1	2.0	10.663	B
		Exit	1	1		523			523	512	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	973	1079	0.902	931	917	2.8	16.3	41.317	E
		Exit	1	1		642			642	639	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	103	785	0.132	103	102	0.1	0.2	5.459	A
		Exit	1	1		513			513	512	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	925	1153	0.802	924	912	1.3	2.0	7.458	A
		Exit	1	1		961			959	949	0.2	0.5	1.345	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	630			630	627	0.0	0.2	1.088	A
		Exit	1	1		531			531	523	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	360			350	347	1.1	4.3	33.055	D
		Exit	1	1		488			488	484	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	531			531	523	0.0	0.0	0.000	A
				2	B	429			429	424	1.2	1.7	14.007	B
			2	1	(A, B)	962			960	950	0.4	0.9	2.908	A
		Exit	1	1		921			921	911	0.3	0.8	3.134	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	684	1127	0.607	684	688	2.0	2.4	12.459	B
		Exit	1	1		516			516	519	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	969	1079	0.898	941	938	16.3	23.3	78.034	F
		Exit	1	1		657			657	654	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	98	784	0.125	98	99	0.2	0.2	5.438	A
		Exit	1	1		521			521	521	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	932	1155	0.807	933	932	2.0	1.9	7.660	A
		Exit	1	1		961			960	962	0.5	0.4	1.577	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	622			621	625	0.2	0.2	1.293	A
		Exit	1	1		528			528	529	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	360			365	364	4.3	3.9	41.326	E
		Exit	1	1		496			496	497	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	528			528	529	0.0	0.0	0.000	A
				2	B	434			434	435	1.7	1.7	14.462	B
			2	1	(A, B)	962			962	964	0.9	0.9	3.291	A
		Exit	1	1		925			926	927	0.8	0.8	3.404	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	557	1174	0.475	558	566	2.4	1.0	8.015	A
		Exit	1	1		428			428	441	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	794	1130	0.703	821	869	23.3	5.6	45.227	E
		Exit	1	1		536			536	543	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	83	842	0.099	83	83	0.2	0.1	5.119	A
		Exit	1	1		432			432	441	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	760	1167	0.651	762	773	1.9	1.3	6.544	A
		Exit	1	1		828			828	867	0.4	0.2	1.037	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	516			517	513	0.2	0.0	0.403	A
		Exit	1	1		456			456	479	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	290			289	303	3.9	1.1	16.145	C
		Exit	1	1		426			426	444	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	456			456	479	0.0	0.0	0.000	A
				2	B	374			375	393	1.7	1.4	13.061	B
			2	1	(A, B)	829			830	871	0.9	0.5	2.375	A
		Exit	1	1		755			757	768	0.8	0.3	1.810	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	475	1212	0.392	477	474	1.0	0.6	5.219	A	
		Exit	1	1		360			360	365	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	669	1162	0.576	669	686	5.6	1.4	9.998	A	
		Exit	1	1		438			438	443	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	69	904	0.076	68	70	0.1	0.1	4.456	A	
		Exit	1	1		360			360	362	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	631	1179	0.535	632	636	1.3	0.9	5.681	A	
		Exit	1	1		688			688	696	0.2	0.0	0.347	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	419			419	424	0.0	0.0	0.122	A
			Exit	1	1		380			380	385	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	250			251	250	1.1	0.5	8.972	A	
		Exit	1	1		353			353	358	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	380			380	385	0.0	0.0	0.000	A	
				2	B	312			312	317	1.4	0.9	10.681	B	
			2	1	(A, B)	691			692	700	0.5	0.1	1.027	A	
		Exit	1	1		630			630	633	0.3	0.2	0.923	A	

A50-Conjunction - 2022 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	41.16	E
2	Poplars Ave/A50	T-Junction	Two-way			13.69	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)	Run automatically
D11	2022 DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	646	100.000
	2 - Orford Rd		ONE HOUR	✓	893	100.000
	3 - Smith Drive		ONE HOUR	✓	99	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	571	100.000
	B - Poplars Ave		ONE HOUR	✓	328	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	54	344	248
	2 - Orford Rd	100	0	122	671
	3 - Smith Drive	92	6	0	1
	4 - A50	310	535	14	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	57	514
	B - Poplars Ave	0	0	328
	C - A50 E	491	404	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	3	9
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	8	0	0	0
	4 - A50	7	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	14.53	2.8	B	595	893
	2 - Orford Rd	96.95	30.6	F	813	1219
	3 - Smith Drive	5.82	0.2	A	90	135
	4 - A50	7.75	2.1	A	788	1182
2 - Poplars Ave/A50	A - A50 W	1.51	0.3	A	525	788
	B - Poplars Ave	44.48	4.3	E	299	449
	C - A50 E	10.26	2.8	B	819	1229

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	486	121	417	485	486	381	0.0	0.8	5.350	A
	2 - Orford Rd	660	165	455	661	668	447	0.0	1.6	8.077	A
	3 - Smith Drive	76	19	757	76	77	359	0.0	0.1	4.623	A
	4 - A50	648	162	149	648	641	683	0.0	1.0	5.695	A
2 - Poplars Ave/A50	A - A50 W	432	108		433	434	368	0.0	0.0	0.155	A
	B - Poplars Ave	245	61		246	245	342	0.0	0.6	9.171	A
	C - A50 E	671	168		669	674	638	0.0	1.2	5.775	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	584	146	496	585	582	455	0.8	1.1	7.126	A
	2 - Orford Rd	794	199	548	791	789	533	1.6	3.6	13.775	B
	3 - Smith Drive	85	21	905	85	87	434	0.1	0.1	5.104	A
	4 - A50	777	194	173	777	763	816	1.0	1.4	6.527	A
2 - Poplars Ave/A50	A - A50 W	515	129		515	510	433	0.0	0.0	0.400	A
	B - Poplars Ave	300	75		300	294	413	0.6	1.1	12.904	B
	C - A50 E	799	200		796	799	764	1.2	1.8	7.053	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	709	177	606	706	697	552	1.1	2.8	12.658	B
	2 - Orford Rd	986	246	662	933	920	650	3.6	18.5	47.150	E
	3 - Smith Drive	110	27	1075	110	108	520	0.1	0.2	5.815	A
	4 - A50	946	237	213	946	923	973	1.4	2.0	7.592	A
2 - Poplars Ave/A50	A - A50 W	636	159		636	627	522	0.0	0.3	1.297	A
	B - Poplars Ave	360	90		353	347	493	1.1	4.0	32.238	D
	C - A50 E	954	238		953	937	929	1.8	2.7	9.461	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	711	178	611	716	713	549	2.8	2.5	14.529	B
	2 - Orford Rd	976	244	673	926	937	655	18.5	30.6	96.955	F
	3 - Smith Drive	108	27	1077	109	109	521	0.2	0.2	5.726	A
	4 - A50	947	237	213	948	944	975	2.0	2.1	7.745	A
2 - Poplars Ave/A50	A - A50 W	627	157		627	628	522	0.3	0.3	1.506	A
	B - Poplars Ave	356	89		363	360	498	4.0	4.3	44.476	E
	C - A50 E	959	240		959	961	931	2.7	2.8	10.260	B

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	590	148	499	586	585	454	2.5	1.5	8.446	A
	2 - Orford Rd	790	198	548	845	890	537	30.6	7.0	61.115	F
	3 - Smith Drive	86	22	951	87	89	442	0.2	0.1	5.345	A
	4 - A50	774	193	178	775	793	860	2.1	1.3	6.815	A
2 - Poplars Ave/A50	A - A50 W	517	129		517	518	467	0.3	0.0	0.624	A
	B - Poplars Ave	295	74		299	309	442	4.3	1.1	20.320	C
	C - A50 E	848	212		853	882	759	2.8	1.8	8.402	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	492	123	412	493	489	370	1.5	0.7	5.837	A
	2 - Orford Rd	671	168	460	673	694	445	7.0	1.4	12.221	B
	3 - Smith Drive	74	18	768	74	75	365	0.1	0.1	4.863	A
	4 - A50	635	159	148	634	647	694	1.3	1.0	5.782	A
2 - Poplars Ave/A50	A - A50 W	424	106		425	427	377	0.0	0.0	0.157	A
	B - Poplars Ave	239	60		241	250	350	1.1	0.5	9.319	A
	C - A50 E	683	171		684	700	622	1.8	1.0	5.944	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	486	1210	0.402	485	486	0.0	0.8	5.350	A	
		Exit	1	1		381			381	377	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	660	1160	0.569	661	668	0.0	1.6	8.077	A	
		Exit	1	1		447			447	444	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	76	905	0.084	76	77	0.0	0.1	4.623	A	
		Exit	1	1		359			359	359	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	648	1175	0.551	648	641	0.0	1.0	5.695	A	
		Exit	1	1		683			683	692	0.0	0.1	0.268	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	432			433	434	0.0	0.0	0.155	A
			Exit	1	1		368			368	373	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	245			246	245	0.0	0.6	9.171	A	
		Exit	1	1		342			342	345	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	368			368	373	0.0	0.0	0.000	A	
				2	B	303			301	302	0.0	1.0	10.706	B	
		Exit	1	1	(A, B)	671			671	678	0.0	0.2	0.946	A	
							638			638	635	0.0	0.1	1.027	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	584	1177	0.496	585	582	0.8	1.1	7.126	A
		Exit	1	1		455			455	446	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	794	1119	0.710	791	789	1.6	3.6	13.775	B
		Exit	1	1		533			533	529	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	85	846	0.100	85	87	0.1	0.1	5.104	A
		Exit	1	1		434			434	430	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	777	1165	0.666	777	763	1.0	1.4	6.527	A
		Exit	1	1		817			816	816	0.1	0.1	0.658	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	515			515	510	0.0	0.0	0.400	A
		Exit	1	1		433			433	438	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	300			300	294	0.6	1.1	12.904	B
		Exit	1	1		413			413	411	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	433			433	438	0.0	0.0	0.000	A
				2	B	364			363	361	1.0	1.3	11.903	B
			2	1	(A, B)	799			797	800	0.2	0.5	1.661	A
		Exit	1	1		765			764	753	0.1	0.4	1.783	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	709	1131	0.627	706	697	1.1	2.8	12.658	B
		Exit	1	1		552			552	538	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	986	1070	0.921	933	920	3.6	18.5	47.150	E
		Exit	1	1		650			650	637	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	110	778	0.141	110	108	0.1	0.2	5.815	A
		Exit	1	1		520			520	514	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	946	1149	0.824	946	923	1.4	2.0	7.592	A
		Exit	1	1		972			973	958	0.1	0.5	1.400	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	636			636	627	0.0	0.3	1.297	A
		Exit	1	1		522			522	514	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	360			353	347	1.1	4.0	32.238	D
		Exit	1	1		493			493	485	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	522			522	514	0.0	0.0	0.000	A
				2	B	432			431	424	1.3	1.8	14.114	B
			2	1	(A, B)	954			954	939	0.5	0.9	3.047	A
		Exit	1	1		927			929	910	0.4	0.8	3.451	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	711	1129	0.630	716	713	2.8	2.5	14.529	B
		Exit	1	1		549			549	549	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	976	1066	0.916	926	937	18.5	30.6	96.955	F
		Exit	1	1		655			655	653	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	108	777	0.140	109	109	0.2	0.2	5.726	A
		Exit	1	1		521			521	522	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	947	1149	0.824	948	944	2.0	2.1	7.745	A
		Exit	1	1		974			975	980	0.5	0.4	1.681	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	627			627	628	0.3	0.3	1.506	A
		Exit	1	1		522			522	526	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	356			363	360	4.0	4.3	44.476	E
		Exit	1	1		498			498	497	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	522			522	526	0.0	0.0	0.000	A
				2	B	437			436	436	1.8	1.9	14.868	B
			2	1	(A, B)	959			959	962	0.9	1.0	3.526	A
		Exit	1	1		929			931	927	0.8	0.9	3.678	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	590	1176	0.502	586	585	2.5	1.5	8.446	A
		Exit	1	1		454			454	470	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	790	1119	0.706	845	890	30.6	7.0	61.115	F
		Exit	1	1		537			537	548	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	86	828	0.104	87	89	0.2	0.1	5.345	A
		Exit	1	1		442			442	450	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	774	1163	0.665	775	793	2.1	1.3	6.815	A
		Exit	1	1		859			860	890	0.4	0.2	1.113	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	517			517	518	0.3	0.0	0.624	A
		Exit	1	1		467			467	482	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	295			299	309	4.3	1.1	20.320	C
		Exit	1	1		442			442	454	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	467			467	482	0.0	0.0	0.000	A
				2	B	384			386	401	1.9	1.3	13.052	B
			2	1	(A, B)	848			850	880	1.0	0.5	2.503	A
		Exit	1	1		759			759	776	0.9	0.4	2.237	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	492	1212	0.406	493	489	1.5	0.7	5.837	A	
		Exit	1	1		370			370	381	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	671	1158	0.580	673	694	7.0	1.4	12.221	B	
		Exit	1	1		445			445	451	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	74	901	0.082	74	75	0.1	0.1	4.863	A	
		Exit	1	1		365			365	366	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	635	1176	0.540	634	647	1.3	1.0	5.782	A	
		Exit	1	1		694			694	709	0.2	0.0	0.393	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	424			425	427	0.0	0.0	0.157	A
			Exit	1	1		377			377	385	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	239			241	250	1.1	0.5	9.319	A	
		Exit	1	1		350			350	357	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	377			377	385	0.0	0.0	0.000	A	
				2	B	306			307	315	1.3	0.8	10.819	B	
			2	1	(A, B)	683			683	698	0.5	0.1	1.126	A	
		Exit	1	1		622			622	635	0.4	0.2	1.055	A	

A50-Conjunction - 2022 DS Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	65.69	F
2	Poplars Ave/A50	T-Junction	Two-way			17.81	C

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
D12	2022 DS Full	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	663	100.000
	2 - Orford Rd		ONE HOUR	✓	974	100.000
	3 - Smith Drive		ONE HOUR	✓	145	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	612	100.000
	B - Poplars Ave		ONE HOUR	✓	337	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	73	368	222
	2 - Orford Rd	155	0	117	702
	3 - Smith Drive	138	6	0	1
	4 - A50	314	544	14	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	95	517
	B - Poplars Ave	0	0	337
	C - A50 E	492	409	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	3	3	11
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	5	0	0	0
	4 - A50	7	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	13.86	3.5	B	608	912
	2 - Orford Rd	160.96	54.4	F	891	1337
	3 - Smith Drive	6.36	0.3	A	133	199
	4 - A50	8.39	2.2	A	794	1191
2 - Poplars Ave/A50	A - A50 W	1.96	0.5	A	560	840
	B - Poplars Ave	67.47	7.5	F	309	463
	C - A50 E	9.94	2.6	A	821	1231

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	496	124	428	497	497	469	0.0	0.7	5.631	A
	2 - Orford Rd	736	184	452	735	725	473	0.0	2.2	8.985	A
	3 - Smith Drive	111	28	816	111	112	371	0.0	0.2	5.009	A
	4 - A50	665	166	233	664	652	693	0.0	1.1	5.935	A
2 - Poplars Ave/A50	A - A50 W	472	118		472	467	367	0.0	0.0	0.170	A
	B - Poplars Ave	258	64		258	253	383	0.0	0.8	9.690	A
	C - A50 E	679	170		676	668	656	0.0	1.2	5.926	A

17:15 – 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 – A50/Hilden Rd Roundabout	1 – Hilden Rd	590	147	491	593	590	541	0.7	1.0	6.855	A
	2 – Orford Rd	874	218	539	876	867	544	2.2	4.7	17.817	C
	3 – Smith Drive	128	32	970	127	129	445	0.2	0.2	5.401	A
	4 – A50	767	192	266	766	768	832	1.1	1.6	6.898	A
2 – Poplars Ave/A50	A – A50 W	545	136		545	547	445	0.0	0.1	0.508	A
	B – Poplars Ave	294	73		295	298	457	0.8	1.3	14.526	B
	C – A50 E	815	204		814	802	751	1.2	1.8	7.341	A

17:30 – 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 – A50/Hilden Rd Roundabout	1 – Hilden Rd	724	181	614	718	719	660	1.0	3.5	12.759	B
	2 – Orford Rd	1072	268	656	968	962	676	4.7	31.2	70.483	F
	3 – Smith Drive	161	40	1098	161	156	526	0.2	0.3	6.248	A
	4 – A50	949	237	324	950	925	936	1.6	2.2	8.195	A
2 – Poplars Ave/A50	A – A50 W	669	167		671	670	502	0.1	0.3	1.761	A
	B – Poplars Ave	370	93		368	348	515	1.3	5.8	48.260	E
	C – A50 E	912	228		911	909	932	1.8	2.6	9.678	A

17:45 – 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 – A50/Hilden Rd Roundabout	1 – Hilden Rd	730	182	616	736	742	660	3.5	2.3	13.858	B
	2 – Orford Rd	1077	269	673	985	983	678	31.2	54.4	160.959	F
	3 – Smith Drive	157	39	1114	157	160	544	0.3	0.3	6.362	A
	4 – A50	958	239	318	958	949	954	2.2	2.2	8.392	A
2 – Poplars Ave/A50	A – A50 W	675	169		672	672	516	0.3	0.5	1.962	A
	B – Poplars Ave	376	94		373	364	526	5.8	7.5	67.469	F
	C – A50 E	935	234		939	938	943	2.6	2.6	9.936	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	599	150	511	597	595	562	2.3	1.5	8.987	A
	2 - Orford Rd	860	215	545	968	999	563	54.4	22.3	133.653	F
	3 - Smith Drive	134	33	1054	134	134	458	0.3	0.2	6.038	A
	4 - A50	786	196	285	788	813	902	2.2	1.6	7.412	A
2 - Poplars Ave/A50	A - A50 W	553	138		553	556	480	0.5	0.1	0.759	A
	B - Poplars Ave	299	75		304	324	483	7.5	1.5	29.006	D
	C - A50 E	883	221		880	904	773	2.6	2.2	8.793	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	508	127	416	511	504	452	1.5	0.8	5.879	A
	2 - Orford Rd	729	182	464	755	807	462	22.3	2.5	31.652	D
	3 - Smith Drive	108	27	834	108	109	385	0.2	0.2	5.307	A
	4 - A50	640	160	227	640	655	714	1.6	1.2	6.207	A
2 - Poplars Ave/A50	A - A50 W	446	112		447	458	380	0.1	0.0	0.221	A
	B - Poplars Ave	254	64		253	254	391	1.5	0.8	10.295	B
	C - A50 E	701	175		701	741	630	2.2	1.1	6.585	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	496	1205	0.412	497	497	0.0	0.7	5.631	A	
		Exit	1	1		469			469	462	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	736	1161	0.634	735	725	0.0	2.2	8.985	A	
		Exit	1	1		473			473	466	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	111	882	0.126	111	112	0.0	0.2	5.009	A	
		Exit	1	1		371			371	374	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	665	1140	0.583	664	652	0.0	1.1	5.935	A	
		Exit	1	1		693			693	685	0.0	0.0	0.296	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	472			472	467	0.0	0.0	0.170	A
			Exit	1	1		367			367	366	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	258			258	253	0.0	0.8	9.690	A	
		Exit	1	1		383			383	375	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	367			367	366	0.0	0.0	0.000	A	
				2	B	310			309	302	0.0	1.0	10.802	B	
		Exit	1	1	(A, B)	679			677	672	0.0	0.2	0.995	A	
							656			656	647	0.0	0.2	1.158	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	590	1179	0.500	593	590	0.7	1.0	6.855	A
		Exit	1	1		541			541	540	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	874	1123	0.778	876	867	2.2	4.7	17.817	C
		Exit	1	1		544			544	547	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	128	820	0.156	127	129	0.2	0.2	5.401	A
		Exit	1	1		445			445	447	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	767	1126	0.681	766	768	1.1	1.6	6.898	A
		Exit	1	1		832			832	820	0.0	0.2	0.652	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	545			545	547	0.0	0.1	0.508	A
		Exit	1	1		445			445	441	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	294			295	298	0.8	1.3	14.526	B
		Exit	1	1		457			457	450	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	445			445	441	0.0	0.0	0.000	A
				2	B	369			369	362	1.0	1.3	12.331	B
			2	1	(A, B)	815			814	804	0.2	0.5	1.757	A
		Exit	1	1		751			751	756	0.2	0.5	2.132	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	724	1128	0.642	718	719	1.0	3.5	12.759	B
		Exit	1	1		660			660	636	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1072	1073	1.000	968	962	4.7	31.2	70.483	F
		Exit	1	1		676			676	662	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	161	769	0.209	161	156	0.2	0.3	6.248	A
		Exit	1	1		526			526	528	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	949	1102	0.862	950	925	1.6	2.2	8.195	A
		Exit	1	1		936			936	934	0.2	0.4	1.412	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	669			671	670	0.1	0.3	1.761	A
		Exit	1	1		502			502	499	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	370			368	348	1.3	5.8	48.260	E
		Exit	1	1		515			515	514	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	502			502	499	0.0	0.0	0.000	A
				2	B	409			409	410	1.3	1.7	14.565	B
			2	1	(A, B)	912			911	911	0.5	0.9	3.104	A
		Exit	1	1		934			932	910	0.5	1.3	4.215	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	730	1127	0.648	736	742	3.5	2.3	13.858	B
		Exit	1	1		660			660	653	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1077	1065	1.011	985	983	31.2	54.4	160.959	F
		Exit	1	1		678			678	677	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	157	763	0.206	157	160	0.3	0.3	6.362	A
		Exit	1	1		544			544	544	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	958	1104	0.867	958	949	2.2	2.2	8.392	A
		Exit	1	1		953			954	960	0.4	0.4	1.528	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	675			672	672	0.3	0.5	1.962	A
		Exit	1	1		516			516	517	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	376			373	364	5.8	7.5	67.469	F
		Exit	1	1		526			526	524	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	516			516	517	0.0	0.0	0.000	A
				2	B	422			424	420	1.7	1.8	14.782	B
		Exit	1	1	(A, B)	935			937	938	0.9	0.8	3.299	A
							942			943	934	1.3	1.1	4.468

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	599	1170	0.512	597	595	2.3	1.5	8.987	A
		Exit	1	1		562			562	578	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	860	1121	0.767	968	999	54.4	22.3	133.653	F
		Exit	1	1		563			563	580	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	134	786	0.170	134	134	0.3	0.2	6.038	A
		Exit	1	1		458			458	463	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	786	1118	0.703	788	813	2.2	1.6	7.412	A
		Exit	1	1		903			902	920	0.4	0.3	1.182	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	553			553	556	0.5	0.1	0.759	A
		Exit	1	1		480			480	495	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	299			304	324	7.5	1.5	29.006	D
		Exit	1	1		483			483	493	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	480			480	495	0.0	0.0	0.000	A
				2	B	401			400	409	1.8	1.6	13.587	B
		Exit	1	1	(A, B)	883			881	903	0.8	0.7	2.655	A
							774			773	799	1.1	0.6	2.837

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	508	1210	0.420	511	504	1.5	0.8	5.879	A
		Exit	1	1		452			452	470	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	729	1156	0.631	755	807	22.3	2.5	31.652	D
		Exit	1	1		462			462	469	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	108	874	0.123	108	109	0.2	0.2	5.307	A
		Exit	1	1		385			385	387	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	640	1143	0.560	640	655	1.6	1.2	6.207	A
		Exit	1	1		714			714	750	0.3	0.1	0.531	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	446			447	458	0.1	0.0	0.221	A
		Exit	1	1		380			380	400	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	254			253	254	1.5	0.8	10.295	B
		Exit	1	1		391			391	411	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	380			380	400	0.0	0.0	0.000	A
				2	B	321			321	340	1.6	1.0	11.332	B
			2	1	(A, B)	701			701	738	0.7	0.2	1.447	A
		Exit	1	1		630			630	643	0.6	0.3	1.311	A

A50-Conjunction - 2027 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	47.18	E
2	Poplars Ave/A50	T-Junction	Two-way			15.36	C

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
D13	2027 DM	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	641	100.000
	2 - Orford Rd		ONE HOUR	✓	920	100.000
	3 - Smith Drive		ONE HOUR	✓	102	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	588	100.000
	B - Poplars Ave		ONE HOUR	✓	344	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	55	356	230
	2 - Orford Rd	100	0	125	695
	3 - Smith Drive	95	6	0	1
	4 - A50	300	557	15	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	60	528
	B - Poplars Ave	0	0	344
	C - A50 E	514	407	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	3	0	0	0
	4 - A50	3	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	13.71	3.0	B	585	877
	2 - Orford Rd	112.57	36.3	F	841	1261
	3 - Smith Drive	5.65	0.2	A	94	141
	4 - A50	7.75	2.1	A	800	1199
2 - Poplars Ave/A50	A - A50 W	1.48	0.3	A	537	806
	B - Poplars Ave	53.75	5.2	F	316	474
	C - A50 E	9.83	2.9	A	844	1266

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	476	119	437	477	475	371	0.0	0.7	5.417	A
	2 - Orford Rd	691	173	447	694	687	466	0.0	1.5	8.286	A
	3 - Smith Drive	75	19	772	75	79	369	0.0	0.1	4.296	A
	4 - A50	660	165	151	657	651	696	0.0	1.2	5.723	A
2 - Poplars Ave/A50	A - A50 W	447	112		447	443	390	0.0	0.0	0.118	A
	B - Poplars Ave	259	65		257	256	351	0.0	1.0	9.435	A
	C - A50 E	698	174		697	692	658	0.0	1.1	5.626	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	570	143	524	569	570	445	0.7	1.2	7.135	A
	2 - Orford Rd	832	208	532	830	824	562	1.5	4.0	16.254	C
	3 - Smith Drive	95	24	917	94	92	445	0.1	0.2	4.862	A
	4 - A50	788	197	181	788	780	829	1.2	1.4	6.580	A
2 - Poplars Ave/A50	A - A50 W	529	132		529	525	460	0.0	0.0	0.435	A
	B - Poplars Ave	316	79		314	308	427	1.0	1.4	14.098	B
	C - A50 E	833	208		831	828	789	1.1	1.7	7.240	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	704	176	642	709	705	527	1.2	2.1	11.501	B
	2 - Orford Rd	1012	253	667	946	933	685	4.0	22.8	55.488	F
	3 - Smith Drive	111	28	1072	111	110	541	0.2	0.2	5.488	A
	4 - A50	959	240	212	958	942	972	1.4	2.1	7.753	A
2 - Poplars Ave/A50	A - A50 W	655	164		654	647	556	0.0	0.3	1.297	A
	B - Poplars Ave	382	95		370	364	488	1.4	5.2	40.033	E
	C - A50 E	975	244		978	960	955	1.7	2.4	9.528	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	698	175	639	693	704	533	2.1	3.0	13.711	B
	2 - Orford Rd	1010	253	645	966	961	687	22.8	36.3	112.571	F
	3 - Smith Drive	110	27	1084	109	113	527	0.2	0.2	5.648	A
	4 - A50	959	240	213	959	966	977	2.1	2.1	7.701	A
2 - Poplars Ave/A50	A - A50 W	637	159		636	647	543	0.3	0.3	1.482	A
	B - Poplars Ave	371	93		381	380	496	5.2	5.2	53.752	F
	C - A50 E	978	245		975	981	955	2.4	2.9	9.828	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	575	144	519	573	588	458	3.0	1.2	8.363	A
	2 - Orford Rd	810	202	538	899	925	555	36.3	9.0	79.886	F
	3 - Smith Drive	97	24	979	97	94	457	0.2	0.1	5.232	A
	4 - A50	780	195	196	780	806	882	2.1	1.4	6.816	A
2 - Poplars Ave/A50	A - A50 W	525	131		525	528	492	0.3	0.1	0.527	A
	B - Poplars Ave	310	77		310	325	452	5.2	1.3	21.193	C
	C - A50 E	882	221		887	916	778	2.9	1.8	8.568	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	485	121	431	484	484	374	1.2	0.8	5.581	A
	2 - Orford Rd	691	173	453	694	720	462	9.0	1.8	13.120	B
	3 - Smith Drive	75	19	775	75	77	372	0.1	0.1	4.639	A
	4 - A50	653	163	151	654	658	699	1.4	1.0	5.929	A
2 - Poplars Ave/A50	A - A50 W	432	108		432	436	384	0.1	0.0	0.146	A
	B - Poplars Ave	260	65		261	260	357	1.3	0.6	9.806	A
	C - A50 E	699	175		699	720	651	1.8	1.1	6.121	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	476	1201	0.396	477	475	0.0	0.7	5.417	A	
		Exit	1	1		371			371	372	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	691	1163	0.594	694	687	0.0	1.5	8.286	A	
		Exit	1	1		466			466	460	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	75	899	0.083	75	79	0.0	0.1	4.296	A	
		Exit	1	1		369			369	367	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	660	1175	0.562	657	651	0.0	1.2	5.723	A	
		Exit	1	1		696			696	694	0.0	0.0	0.306	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	447			447	443	0.0	0.0	0.118	A
			Exit	1	1		390			390	390	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	259			257	256	0.0	1.0	9.435	A	
		Exit	1	1		351			351	346	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	390			390	390	0.0	0.0	0.000	A	
				2	B	308			307	302	0.0	0.9	10.675	B	
		Exit	1	1	(A, B)	698			697	695	0.0	0.2	0.938	A	
							659			658	653	0.0	0.2	0.936	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	570	1165	0.490	569	570	0.7	1.2	7.135	A
		Exit	1	1		445			445	442	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	832	1127	0.739	830	824	1.5	4.0	16.254	C
		Exit	1	1		562			562	557	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	95	841	0.113	94	92	0.1	0.2	4.862	A
		Exit	1	1		445			445	439	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	788	1162	0.678	788	780	1.2	1.4	6.580	A
		Exit	1	1		829			829	828	0.0	0.1	0.718	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	529			529	525	0.0	0.0	0.435	A
		Exit	1	1		460			460	464	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	316			314	308	1.0	1.4	14.098	B
		Exit	1	1		427			427	417	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	460			460	464	0.0	0.0	0.000	A
				2	B	372			371	364	0.9	1.3	12.294	B
			2	1	(A, B)	833			832	830	0.2	0.4	1.809	A
		Exit	1	1		788			789	779	0.2	0.3	1.883	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	704	1116	0.631	709	705	1.2	2.1	11.501	B
		Exit	1	1		527			527	526	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1012	1068	0.948	946	933	4.0	22.8	55.488	F
		Exit	1	1		685			685	669	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	111	779	0.143	111	110	0.2	0.2	5.488	A
		Exit	1	1		541			541	534	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	959	1149	0.834	958	942	1.4	2.1	7.753	A
		Exit	1	1		972			972	961	0.1	0.4	1.458	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	655			654	647	0.0	0.3	1.297	A
		Exit	1	1		556			556	541	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	382			370	364	1.4	5.2	40.033	E
		Exit	1	1		488			488	486	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	556			556	541	0.0	0.0	0.000	A
				2	B	420			422	420	1.3	1.6	14.603	B
			2	1	(A, B)	975			977	962	0.4	0.8	3.123	A
		Exit	1	1		958			955	942	0.3	1.1	3.551	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	698	1117	0.625	693	704	2.1	3.0	13.711	B
		Exit	1	1		533			533	538	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1010	1078	0.937	966	961	22.8	36.3	112.571	F
		Exit	1	1		687			687	689	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	110	775	0.142	109	113	0.2	0.2	5.648	A
		Exit	1	1		527			527	537	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	959	1148	0.835	959	966	2.1	2.1	7.701	A
		Exit	1	1		979			977	980	0.4	0.6	1.640	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	637			636	647	0.3	0.3	1.482	A
		Exit	1	1		543			543	547	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	371			381	380	5.2	5.2	53.752	F
		Exit	1	1		496			496	500	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	543			543	547	0.0	0.0	0.000	A
				2	B	432			433	434	1.6	1.8	14.670	B
		Exit	1	1	(A, B)	978			975	982	0.8	1.1	3.336	A
						954			955	961	1.1	1.1	3.720	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	575	1167	0.493	573	588	3.0	1.2	8.363	A
		Exit	1	1		458			458	465	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	810	1124	0.720	899	925	36.3	9.0	79.886	F
		Exit	1	1		555			555	573	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	97	816	0.119	97	94	0.2	0.1	5.232	A
		Exit	1	1		457			457	466	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	780	1156	0.675	780	806	2.1	1.4	6.816	A
		Exit	1	1		880			882	910	0.6	0.2	1.163	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	525			525	528	0.3	0.1	0.527	A
		Exit	1	1		492			492	506	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	310			310	325	5.2	1.3	21.193	C
		Exit	1	1		452			452	464	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	492			492	506	0.0	0.0	0.000	A
				2	B	393			396	410	1.8	1.3	13.384	B
			2	1	(A, B)	882			885	914	1.1	0.5	2.605	A
		Exit	1	1		778			778	800	1.1	0.5	2.139	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	485	1204	0.403	484	484	1.2	0.8	5.581	A	
		Exit	1	1		374			374	378	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	691	1161	0.595	694	720	9.0	1.8	13.120	B	
		Exit	1	1		462			462	465	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	75	898	0.084	75	77	0.1	0.1	4.639	A	
		Exit	1	1		372			372	378	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	653	1175	0.556	654	658	1.4	1.0	5.929	A	
		Exit	1	1		699			699	718	0.2	0.1	0.447	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	432			432	436	0.1	0.0	0.146	A
			Exit	1	1		384			384	402	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	260			261	260	1.3	0.6	9.806	A	
		Exit	1	1		357			357	362	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	384			384	402	0.0	0.0	0.000	A	
				2	B	314			315	318	1.3	0.9	11.110	B	
			2	1	(A, B)	699			698	719	0.5	0.2	1.258	A	
		Exit	1	1		651			651	654	0.5	0.1	1.124	A	

A50-Conjunction - 2027 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	93.35	F
2	Poplars Ave/A50	T-Junction	Two-way			25.28	D

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
D14	2027 DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	671	100.000
	2 - Orford Rd		ONE HOUR	✓	998	100.000
	3 - Smith Drive		ONE HOUR	✓	146	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	608	100.000
	B - Poplars Ave		ONE HOUR	✓	370	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	65	371	235
	2 - Orford Rd	130	0	123	745
	3 - Smith Drive	139	6	0	1
	4 - A50	304	585	15	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	90	518
	B - Poplars Ave	0	0	370
	C - A50 E	518	438	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	3	3	10
	2 - Orford Rd	0	0	0	2
	3 - Smith Drive	5	0	0	0
	4 - A50	7	2	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	16.59	3.5	C	618	927
	2 - Orford Rd	234.27	77.7	F	915	1372
	3 - Smith Drive	6.34	0.3	A	135	203
	4 - A50	8.37	2.3	A	820	1230
2 - Poplars Ave/A50	A - A50 W	1.93	0.4	A	555	833
	B - Poplars Ave	101.10	12.8	F	338	507
	C - A50 E	10.80	2.9	B	876	1314

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	509	127	453	506	502	432	0.0	0.9	5.813	A
	2 - Orford Rd	762	191	468	763	748	491	0.0	2.0	9.556	A
	3 - Smith Drive	111	28	848	112	110	383	0.0	0.1	5.098	A
	4 - A50	672	168	213	673	673	746	0.0	1.1	6.056	A
2 - Poplars Ave/A50	A - A50 W	453	113		453	458	397	0.0	0.0	0.160	A
	B - Poplars Ave	279	70		279	279	399	0.0	0.7	10.373	B
	C - A50 E	732	183		729	715	664	0.0	1.4	6.134	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	600	150	545	600	599	520	0.9	1.4	7.907	A
	2 - Orford Rd	897	224	557	889	879	588	2.0	6.8	22.578	C
	3 - Smith Drive	132	33	992	133	131	454	0.1	0.2	5.546	A
	4 - A50	814	204	249	816	803	875	1.1	1.5	6.853	A
2 - Poplars Ave/A50	A - A50 W	551	138		551	548	463	0.0	0.1	0.467	A
	B - Poplars Ave	333	83		335	328	482	0.7	1.4	16.013	C
	C - A50 E	859	215		862	850	803	1.4	1.9	8.261	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	744	186	646	730	726	600	1.4	3.5	13.385	B
	2 - Orford Rd	1089	272	675	944	953	702	6.8	42.3	95.004	F
	3 - Smith Drive	155	39	1081	156	153	538	0.2	0.3	6.283	A
	4 - A50	971	243	275	971	949	961	1.5	2.3	8.112	A
2 - Poplars Ave/A50	A - A50 W	676	169		677	670	508	0.1	0.4	1.797	A
	B - Poplars Ave	404	101		375	372	532	1.4	9.5	60.775	F
	C - A50 E	945	236		942	941	955	1.9	2.9	10.154	B

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	735	184	655	737	738	614	3.5	3.1	16.589	C
	2 - Orford Rd	1108	277	681	959	955	711	42.3	77.7	227.885	F
	3 - Smith Drive	164	41	1102	164	161	537	0.3	0.3	6.341	A
	4 - A50	975	244	292	977	976	975	2.3	2.3	8.369	A
2 - Poplars Ave/A50	A - A50 W	657	164		656	662	527	0.4	0.3	1.929	A
	B - Poplars Ave	408	102		396	397	531	9.5	12.8	101.104	F
	C - A50 E	960	240		963	958	960	2.9	2.6	10.804	B

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	611	153	547	615	616	538	3.1	1.4	9.913	A
	2 - Orford Rd	890	223	570	1015	1006	592	77.7	50.8	234.273	F
	3 - Smith Drive	138	34	1109	138	134	477	0.3	0.2	6.077	A
	4 - A50	813	203	271	814	855	977	2.3	1.6	7.413	A
2 - Poplars Ave/A50	A - A50 W	544	136		544	546	517	0.3	0.1	0.811	A
	B - Poplars Ave	325	81		341	374	530	12.8	2.0	45.523	E
	C - A50 E	959	240		963	954	801	2.6	2.4	9.497	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	509	127	452	510	511	447	1.4	0.8	6.380	A
	2 - Orford Rd	743	186	470	856	917	492	50.8	7.8	86.353	F
	3 - Smith Drive	111	28	928	111	112	399	0.2	0.2	5.555	A
	4 - A50	676	169	224	676	686	815	1.6	1.3	6.291	A
2 - Poplars Ave/A50	A - A50 W	453	113		453	456	435	0.1	0.0	0.232	A
	B - Poplars Ave	281	70		281	283	438	2.0	0.9	11.684	B
	C - A50 E	801	200		804	854	666	2.4	1.4	7.721	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	509	1194	0.426	506	502	0.0	0.9	5.813	A	
		Exit	1	1		432			432	429	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	762	1154	0.660	763	748	0.0	2.0	9.556	A	
		Exit	1	1		491			491	489	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	111	869	0.128	112	110	0.0	0.1	5.098	A	
		Exit	1	1		383			383	381	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	672	1149	0.585	673	673	0.0	1.1	6.056	A	
		Exit	1	1		746			746	733	0.0	0.1	0.384	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	453			453	458	0.0	0.0	0.160	A
			Exit	1	1		397			397	393	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	279			279	279	0.0	0.7	10.373	B	
		Exit	1	1		399			399	390	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	397			397	393	0.0	0.0	0.000	A	
				2	B	334			332	322	0.0	1.1	10.918	B	
		Exit	1	1	(A, B)	732			732	720	0.0	0.3	1.176	A	
							664			664	669	0.0	0.2	1.197	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	600	1156	0.519	600	599	0.9	1.4	7.907	A
		Exit	1	1		520			520	510	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	897	1116	0.804	889	879	2.0	6.8	22.578	C
		Exit	1	1		588			588	582	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	132	811	0.162	133	131	0.1	0.2	5.546	A
		Exit	1	1		454			454	452	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	814	1133	0.719	816	803	1.1	1.5	6.853	A
		Exit	1	1		875			875	868	0.1	0.2	0.951	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	551			551	548	0.0	0.1	0.467	A
		Exit	1	1		463			463	460	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	333			335	328	0.7	1.4	16.013	C
		Exit	1	1		482			482	473	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	463			463	460	0.0	0.0	0.000	A
				2	B	397			398	390	1.1	1.4	12.979	B
			2	1	(A, B)	859			860	851	0.3	0.5	2.299	A
		Exit	1	1		802			803	792	0.2	0.4	2.150	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	744	1114	0.668	730	726	1.4	3.5	13.385	B
		Exit	1	1		600			600	587	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1089	1065	1.023	944	953	6.8	42.3	95.004	F
		Exit	1	1		702			702	692	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	155	776	0.200	156	153	0.2	0.3	6.283	A
		Exit	1	1		538			538	537	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	971	1122	0.865	971	949	1.5	2.3	8.112	A
		Exit	1	1		961			961	963	0.2	0.4	1.602	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	676			677	670	0.1	0.4	1.797	A
		Exit	1	1		508			508	509	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	404			375	372	1.4	9.5	60.775	F
		Exit	1	1		532			532	532	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	508			508	509	0.0	0.0	0.000	A
				2	B	436			435	432	1.4	1.9	14.695	B
			2	1	(A, B)	945			944	943	0.5	1.0	3.387	A
		Exit	1	1		954			955	939	0.4	1.2	4.154	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	735	1111	0.62	737	738	3.5	3.1	16.589	C
		Exit	1	1		614			614	606	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1108	1062	1.043	959	955	42.3	77.7	227.885	F
		Exit	1	1		711			711	713	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	164	767	0.214	164	161	0.3	0.3	6.341	A
		Exit	1	1		537			537	539	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	975	1115	0.874	977	976	2.3	2.3	8.369	A
		Exit	1	1		974			975	973	0.4	0.5	1.876	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	657			656	662	0.4	0.3	1.929	A
		Exit	1	1		527			527	517	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	408			396	397	9.5	12.8	101.104	F
		Exit	1	1		531			531	538	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	527			527	517	0.0	0.0	0.000	A
				2	B	436			436	441	1.9	1.8	15.165	C
			2	1	(A, B)	960			962	957	1.0	0.9	3.823	A
		Exit	1	1		957			960	962	1.2	1.1	4.526	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	611	1156	0.529	615	616	3.1	1.4	9.913	A
		Exit	1	1		538			538	547	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	890	1110	0.802	1015	1006	77.7	50.8	234.273	F
		Exit	1	1		592			592	618	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	138	765	0.180	138	134	0.3	0.2	6.077	A
		Exit	1	1		477			477	477	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	813	1124	0.723	814	855	2.3	1.6	7.413	A
		Exit	1	1		976			977	969	0.5	0.4	1.400	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	544			544	546	0.3	0.1	0.811	A
		Exit	1	1		517			517	515	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	325			341	374	12.8	2.0	45.523	E
		Exit	1	1		530			530	521	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	517			517	515	0.0	0.0	0.000	A
				2	B	444			446	439	1.8	1.6	13.954	B
			2	1	(A, B)	959			961	953	0.9	0.7	3.079	A
		Exit	1	1		801			801	839	1.1	0.6	2.928	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	509	1195	0.426	510	511	1.4	0.8	6.380	A
		Exit	1	1		447			447	460	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	743	1153	0.644	856	917	50.8	7.8	86.353	F
		Exit	1	1		492			492	497	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	111	837	0.133	111	112	0.2	0.2	5.555	A
		Exit	1	1		399			399	407	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	676	1144	0.591	676	686	1.6	1.3	6.291	A
		Exit	1	1		815			815	863	0.4	0.1	0.843	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	453			453	456	0.1	0.0	0.232	A
		Exit	1	1		435			435	460	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	281			281	283	2.0	0.9	11.684	B
		Exit	1	1		438			438	461	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	435			435	460	0.0	0.0	0.000	A
				2	B	367			369	393	1.6	1.1	12.326	B
			2	1	(A, B)	801			802	852	0.7	0.3	2.098	A
		Exit	1	1		665			666	673	0.6	0.2	1.447	A

A50-Conjunction - 2032 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	63.79	F
2	Poplars Ave/A50	T-Junction	Two-way			18.16	C

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
D15	2032 DM	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	663	100.000
	2 - Orford Rd		ONE HOUR	✓	961	100.000
	3 - Smith Drive		ONE HOUR	✓	133	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	593	100.000
	B - Poplars Ave		ONE HOUR	✓	363	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	58	377	228
	2 - Orford Rd	106	0	130	725
	3 - Smith Drive	123	6	0	4
	4 - A50	281	587	16	0

Demand (PCU/hr)

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	71	522
	B - Poplars Ave	0	0	363
	C - A50 E	540	413	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	4	2	4
	2 - Orford Rd	0	0	0	1
	3 - Smith Drive	2	0	0	0
	4 - A50	3	1	0	0

Heavy Vehicle Percentages

2 - Poplars Ave/A50

		To		
		A - A50 W	B - Poplars Ave	C - A50 E
From	A - A50 W	0	0	2
	B - Poplars Ave	0	0	2
	C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	13.87	2.9	B	610	914
	2 - Orford Rd	157.29	52.6	F	882	1323
	3 - Smith Drive	6.09	0.2	A	123	185
	4 - A50	8.06	2.2	A	806	1209
2 - Poplars Ave/A50	A - A50 W	1.63	0.3	A	546	819
	B - Poplars Ave	68.68	9.1	F	331	497
	C - A50 E	9.29	2.8	A	870	1304

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	506	126	454	505	495	394	0.0	0.9	5.483	A
	2 - Orford Rd	722	180	474	724	721	485	0.0	1.8	8.829	A
	3 - Smith Drive	101	25	794	101	103	404	0.0	0.1	4.617	A
	4 - A50	665	166	181	666	663	714	0.0	1.0	5.797	A
2 - Poplars Ave/A50	A - A50 W	453	113		453	454	407	0.0	0.0	0.163	A
	B - Poplars Ave	270	68		270	273	364	0.0	0.8	9.999	A
	C - A50 E	714	179		713	706	667	0.0	1.4	5.868	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	598	150	554	599	600	453	0.9	1.1	7.464	A
	2 - Orford Rd	871	218	564	862	853	590	1.8	4.8	16.757	C
	3 - Smith Drive	121	30	953	122	117	472	0.1	0.1	4.994	A
	4 - A50	793	198	213	794	782	861	1.0	1.5	6.718	A
2 - Poplars Ave/A50	A - A50 W	537	134		537	531	487	0.0	0.1	0.384	A
	B - Poplars Ave	321	80		321	320	436	0.8	1.4	14.947	B
	C - A50 E	863	216		860	851	796	1.4	1.7	7.121	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	722	181	667	718	723	547	1.1	2.6	12.515	B
	2 - Orford Rd	1056	264	674	963	953	712	4.8	30.8	72.182	F
	3 - Smith Drive	143	36	1082	144	145	555	0.1	0.2	5.805	A
	4 - A50	964	241	247	967	941	978	1.5	2.0	7.800	A
2 - Poplars Ave/A50	A - A50 W	654	164		657	652	549	0.1	0.1	1.312	A
	B - Poplars Ave	394	99		379	373	503	1.4	6.2	42.014	E
	C - A50 E	981	245		978	970	965	1.7	2.8	9.140	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	736	184	668	734	730	559	2.6	2.9	13.870	B
	2 - Orford Rd	1056	264	686	969	972	716	30.8	52.6	157.295	F
	3 - Smith Drive	152	38	1086	153	152	569	0.2	0.2	6.090	A
	4 - A50	969	242	258	969	959	981	2.0	2.2	8.064	A
2 - Poplars Ave/A50	A - A50 W	662	166		662	651	560	0.1	0.3	1.631	A
	B - Poplars Ave	407	102		390	393	501	6.2	9.1	68.682	F
	C - A50 E	986	246		984	991	975	2.8	2.8	9.287	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	591	148	542	588	604	460	2.9	1.4	9.055	A
	2 - Orford Rd	874	219	550	961	981	581	52.6	24.1	135.360	F
	3 - Smith Drive	121	30	1033	120	119	478	0.2	0.2	5.598	A
	4 - A50	783	196	219	783	825	935	2.2	1.5	7.057	A
2 - Poplars Ave/A50	A - A50 W	527	132		527	531	533	0.3	0.1	0.536	A
	B - Poplars Ave	320	80		322	354	471	9.1	1.5	28.834	D
	C - A50 E	940	235		943	961	786	2.8	2.1	8.568	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	504	126	456	503	504	388	1.4	0.8	5.805	A
	2 - Orford Rd	710	178	470	737	800	490	24.1	3.4	36.856	E
	3 - Smith Drive	101	25	808	101	102	398	0.2	0.2	4.998	A
	4 - A50	662	166	181	663	676	728	1.5	1.0	6.022	A
2 - Poplars Ave/A50	A - A50 W	440	110		440	447	419	0.1	0.0	0.213	A
	B - Poplars Ave	275	69		274	281	366	1.5	0.8	10.879	B
	C - A50 E	734	183		736	785	665	2.1	1.1	6.395	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	506	1194	0.423	505	495	0.0	0.9	5.483	A	
		Exit	1	1		394			394	387	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	722	1152	0.627	724	721	0.0	1.8	8.829	A	
		Exit	1	1		485			485	489	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	101	890	0.114	101	103	0.0	0.1	4.617	A	
		Exit	1	1		404			404	395	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	665	1162	0.572	666	663	0.0	1.0	5.797	A	
		Exit	1	1		714			714	711	0.0	0.1	0.336	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	453			453	454	0.0	0.0	0.163	A
			Exit	1	1		407			407	404	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	270			270	273	0.0	0.8	9.999	A	
		Exit	1	1		364			364	359	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	407			407	404	0.0	0.0	0.000	A	
				2	B	307			306	302	0.0	1.1	11.130	B	
		Exit	1	1	(A, B)	714			714	711	0.0	0.3	1.058	A	
							666			667	670	0.0	0.2	1.015	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	598	1153	0.519	599	600	0.9	1.1	7.464	A
		Exit	1	1		453			453	448	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	871	1113	0.782	862	853	1.8	4.8	16.757	C
		Exit	1	1		590			590	581	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	121	827	0.147	122	117	0.1	0.1	4.994	A
		Exit	1	1		472			472	473	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	793	1149	0.691	794	782	1.0	1.5	6.718	A
		Exit	1	1		861			861	850	0.1	0.2	0.688	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	537			537	531	0.0	0.1	0.384	A
		Exit	1	1		487			487	482	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	321			321	320	0.8	1.4	14.947	B
		Exit	1	1		436			436	433	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	487			487	482	0.0	0.0	0.000	A
				2	B	375			373	369	1.1	1.3	12.305	B
			2	1	(A, B)	863			862	852	0.3	0.4	1.776	A
		Exit	1	1		795			796	787	0.2	0.4	1.938	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	722	1106	0.653	718	723	1.1	2.6	12.515	B
		Exit	1	1		547			547	540	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1056	1065	0.992	963	953	4.8	30.8	72.182	F
		Exit	1	1		712			712	694	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	143	775	0.184	144	145	0.1	0.2	5.805	A
		Exit	1	1		555			555	555	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	964	1134	0.850	967	941	1.5	2.0	7.800	A
		Exit	1	1		979			978	971	0.2	0.4	1.362	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	654			657	652	0.1	0.1	1.312	A
		Exit	1	1		549			549	550	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	394			379	373	1.4	6.2	42.014	E
		Exit	1	1		503			503	497	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	549			549	550	0.0	0.0	0.000	A
				2	B	430			429	420	1.3	1.8	14.302	B
			2	1	(A, B)	981			979	972	0.4	0.9	2.932	A
		Exit	1	1		961			965	946	0.4	0.7	3.588	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	736	1105	0.666	734	730	2.6	2.9	13.870	B
		Exit	1	1		559			559	552	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1056	1060	0.997	969	972	30.8	52.6	157.295	F
		Exit	1	1		716			716	709	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	152	774	0.196	153	152	0.2	0.2	6.090	A
		Exit	1	1		569			569	565	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	969	1130	0.858	969	959	2.0	2.2	8.064	A
		Exit	1	1		980			981	988	0.4	0.4	1.444	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	662			662	651	0.1	0.3	1.631	A
		Exit	1	1		560			560	565	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	407			390	393	6.2	9.1	68.682	F
		Exit	1	1		501			501	505	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	560			560	565	0.0	0.0	0.000	A
				2	B	425			424	426	1.8	1.9	14.420	B
		Exit	1	1	(A, B)	986			985	991	0.9	0.9	3.078	A
						975			975	964	0.7	1.2	4.002	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	591	1157	0.511	588	604	2.9	1.4	9.055	A
		Exit	1	1		460			460	477	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	874	1119	0.781	961	981	52.6	24.1	135.360	F
		Exit	1	1		581			581	605	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	121	795	0.152	120	119	0.2	0.2	5.598	A
		Exit	1	1		478			478	493	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	783	1146	0.683	783	825	2.2	1.5	7.057	A
		Exit	1	1		934			935	953	0.4	0.3	1.212	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	527			527	531	0.3	0.1	0.536	A
		Exit	1	1		533			533	541	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	320			322	354	9.1	1.5	28.834	D
		Exit	1	1		471			471	483	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	533			533	541	0.0	0.0	0.000	A
				2	B	409			409	420	1.9	1.5	13.552	B
			2	1	(A, B)	940			942	959	0.9	0.6	2.659	A
		Exit	1	1		787			786	825	1.2	0.5	2.313	A

18:15 - 18:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	504	1193	0.423	503	504	1.4	0.8	5.805	A
		Exit	1	1		388			388	397	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	710	1154	0.616	737	800	24.1	3.4	36.856	E
		Exit	1	1		490			490	500	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	101	885	0.115	101	102	0.2	0.2	4.998	A
		Exit	1	1		398			398	409	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	662	1162	0.570	663	676	1.5	1.0	6.022	A
		Exit	1	1		728			728	777	0.3	0.1	0.556	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	440			440	447	0.1	0.0	0.213	A
		Exit	1	1		419			419	442	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	275			274	281	1.5	0.8	10.879	B
		Exit	1	1		366			366	395	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	419			419	442	0.0	0.0	0.000	A
				2	B	316			316	343	1.5	0.9	11.401	B
			2	1	(A, B)	734			735	783	0.6	0.2	1.460	A
		Exit	1	1		664			665	676	0.5	0.2	1.242	A

A50-Conjunction - 2032 DS Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	AV-1 - A50-Conjunction [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - A50/Hilden Rd Roundabout - 2 - Orford Rd - Lane Simulation	Arm 2: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A50/Hilden Rd Roundabout	Standard Roundabout			1, 2, 3, 4	115.31	F
2	Poplars Ave/A50	T-Junction	Two-way			28.81	D

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
D16	2032 DS Full	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - A50/Hilden Rd Roundabout	4 - A50	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - Poplars Ave/A50	C - A50 E	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd		ONE HOUR	✓	707	100.000
	2 - Orford Rd		ONE HOUR	✓	1050	100.000
	3 - Smith Drive		ONE HOUR	✓	172	100.000
	4 - A50	✓				
2 - Poplars Ave/A50	A - A50 W		ONE HOUR	✓	643	100.000
	B - Poplars Ave		ONE HOUR	✓	375	100.000
	C - A50 E	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - A50/Hilden Rd Roundabout

		To			
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50
From	1 - Hilden Rd	0	78	402	227
	2 - Orford Rd	165	0	131	754
	3 - Smith Drive	165	6	0	1
	4 - A50	294	602	16	0

Demand (PCU/hr)

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	123	520
		B - Poplars Ave	0	0	375
		C - A50 E	546	414	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hilden Rd	2 - Orford Rd	3 - Smith Drive	4 - A50	
1 - A50/Hilden Rd Roundabout	From	1 - Hilden Rd	0	0	1	10
		2 - Orford Rd	0	0	0	1
		3 - Smith Drive	4	0	0	0
		4 - A50	7	1	0	0

Heavy Vehicle Percentages

		To			
		A - A50 W	B - Poplars Ave	C - A50 E	
2 - Poplars Ave/A50	From	A - A50 W	0	0	2
		B - Poplars Ave	0	0	2
		C - A50 E	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	15.16	3.4	C	648	972
	2 - Orford Rd	292.40	93.3	F	958	1437
	3 - Smith Drive	6.69	0.4	A	159	239
	4 - A50	8.71	2.4	A	820	1230
2 - Poplars Ave/A50	A - A50 W	2.57	0.7	A	589	883
	B - Poplars Ave	123.33	15.8	F	344	517
	C - A50 E	9.25	2.7	A	875	1312

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	530	132	462	530	530	473	0.0	1.1	5.953	A
	2 - Orford Rd	792	198	482	790	779	510	0.0	2.3	10.347	B
	3 - Smith Drive	135	34	863	136	133	409	0.0	0.2	5.123	A
	4 - A50	677	169	259	676	672	742	0.0	1.3	6.171	A
2 - Poplars Ave/A50	A - A50 W	482	120		481	482	413	0.0	0.1	0.199	A
	B - Poplars Ave	286	72		284	283	414	0.0	0.9	10.412	B
	C - A50 E	733	183		734	722	672	0.0	1.2	5.714	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	637	159	553	643	630	552	1.1	1.2	7.683	A
	2 - Orford Rd	929	232	587	920	916	610	2.3	7.7	23.607	C
	3 - Smith Drive	160	40	1007	160	156	499	0.2	0.3	6.020	A
	4 - A50	807	202	300	806	805	868	1.3	1.7	7.239	A
2 - Poplars Ave/A50	A - A50 W	575	144		574	575	483	0.1	0.2	0.675	A
	B - Poplars Ave	336	84		334	336	485	0.9	1.9	19.334	C
	C - A50 E	855	214		860	852	801	1.2	1.7	7.067	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	770	192	659	769	767	643	1.2	3.3	13.438	B
	2 - Orford Rd	1148	287	702	972	976	725	7.7	52.9	114.587	F
	3 - Smith Drive	193	48	1099	194	191	576	0.3	0.4	6.454	A
	4 - A50	956	239	345	956	946	948	1.7	2.3	8.465	A
2 - Poplars Ave/A50	A - A50 W	713	178		710	704	534	0.2	0.7	1.915	A
	B - Poplars Ave	409	102		381	376	547	1.9	10.6	71.012	F
	C - A50 E	940	235		941	933	950	1.7	2.3	8.618	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	780	195	663	784	782	651	3.3	3.4	15.156	C
	2 - Orford Rd	1141	285	716	988	981	733	52.9	93.3	275.093	F
	3 - Smith Drive	188	47	1110	187	190	594	0.4	0.4	6.688	A
	4 - A50	977	244	339	976	970	957	2.3	2.4	8.708	A
2 - Poplars Ave/A50	A - A50 W	712	178		714	711	537	0.7	0.5	2.567	A
	B - Poplars Ave	412	103		396	392	545	10.6	15.8	123.332	F
	C - A50 E	947	237		943	945	971	2.3	2.7	9.253	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	636	159	569	635	646	575	3.4	1.7	10.273	B
	2 - Orford Rd	950	237	581	1041	1027	623	93.3	72.7	292.403	F
	3 - Smith Drive	154	38	1108	154	158	513	0.4	0.3	6.184	A
	4 - A50	823	206	318	826	865	942	2.4	1.6	7.850	A
2 - Poplars Ave/A50	A - A50 W	571	143		570	578	522	0.5	0.1	0.969	A
	B - Poplars Ave	339	85		358	386	519	15.8	3.2	60.973	F
	C - A50 E	938	234		930	937	818	2.7	2.6	8.756	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignaled level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	535	134	468	537	541	483	1.7	0.8	6.833	A
	2 - Orford Rd	787	197	488	930	998	517	72.7	20.2	143.837	F
	3 - Smith Drive	125	31	985	124	130	433	0.3	0.3	5.780	A
	4 - A50	680	170	270	680	687	841	1.6	1.2	6.479	A
2 - Poplars Ave/A50	A - A50 W	481	120		481	478	475	0.1	0.0	0.238	A
	B - Poplars Ave	284	71		282	294	457	3.2	1.1	12.840	B
	C - A50 E	836	209		841	891	673	2.6	1.5	7.251	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service	
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	530	1191	0.445	530	530	0.0	1.1	5.953	A	
		Exit	1	1		473			473	470	0.0	0.0	0.000	A	
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	792	1148	0.690	790	779	0.0	2.3	10.347	B	
		Exit	1	1		510			510	506	0.0	0.0	0.000	A	
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	135	863	0.157	136	133	0.0	0.2	5.123	A	
		Exit	1	1		409			409	404	0.0	0.0	0.000	A	
	4 - A50	Entry	1	1	1, 2, 3, 4	677	1129	0.599	676	672	0.0	1.3	6.171	A	
		Exit	1	1		741			742	735	0.0	0.0	0.302	A	
	2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	482			481	482	0.0	0.1	0.199	A
			Exit	1	1		413			413	415	0.0	0.0	0.000	A
B - Poplars Ave		Entry	1	1	A, C	286			284	283	0.0	0.9	10.412	B	
		Exit	1	1		414			414	401	0.0	0.0	0.000	A	
C - A50 E		Entry	1	1	A	413			413	415	0.0	0.0	0.000	A	
				2	B	320			321	307	0.0	1.0	11.074	B	
		Exit	1	1	(A, B)	733			733	726	0.0	0.2	0.961	A	
							672			672	670	0.0	0.2	1.273	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destinations	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	637	1153	0.553	643	630	1.1	1.2	7.683	A
		Exit	1	1		552			552	550	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	929	1103	0.843	920	916	2.3	7.7	23.607	C
		Exit	1	1		610			610	605	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	160	805	0.199	160	156	0.2	0.3	6.020	A
		Exit	1	1		499			499	492	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	807	1112	0.725	806	805	1.3	1.7	7.239	A
		Exit	1	1		868			868	861	0.0	0.2	0.666	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	575			574	575	0.1	0.2	0.675	A
		Exit	1	1		483			483	484	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	336			334	336	0.9	1.9	19.334	C
		Exit	1	1		485			485	476	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	483			483	484	0.0	0.0	0.000	A
				2	B	374			377	367	1.0	1.3	12.332	B
			2	1	(A, B)	855			857	853	0.2	0.4	1.726	A
		Exit	1	1		801			801	800	0.2	0.7	2.529	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	770	1109	0.694	769	767	1.2	3.3	13.438	B
		Exit	1	1		643			643	637	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1148	1053	1.090	972	976	7.7	52.9	114.587	F
		Exit	1	1		725			725	717	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	193	769	0.251	194	191	0.3	0.4	6.454	A
		Exit	1	1		576			576	579	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	956	1093	0.875	956	946	1.7	2.3	8.465	A
		Exit	1	1		947			948	946	0.2	0.3	1.182	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	713			710	704	0.2	0.7	1.915	A
		Exit	1	1		534			534	532	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	409			381	376	1.9	10.6	71.012	F
		Exit	1	1		547			547	538	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	534			534	532	0.0	0.0	0.000	A
				2	B	408			407	401	1.3	1.6	13.960	B
			2	1	(A, B)	940			941	934	0.4	0.7	2.595	A
		Exit	1	1		951			950	940	0.7	1.3	4.502	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	780	1107	0.705	784	782	3.3	3.4	15.156	C
		Exit	1	1		651			651	647	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	1141	1047	1.090	988	981	52.9	93.3	275.093	F
		Exit	1	1		733			733	732	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	188	764	0.246	187	190	0.4	0.4	6.688	A
		Exit	1	1		594			594	588	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	977	1095	0.892	976	970	2.3	2.4	8.708	A
		Exit	1	1		958			957	956	0.3	0.5	1.301	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	712			714	711	0.7	0.5	2.567	A
		Exit	1	1		537			537	538	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	412			396	392	10.6	15.8	123.332	F
		Exit	1	1		545			545	547	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	537			537	538	0.0	0.0	0.000	A
				2	B	409			406	407	1.6	1.8	14.643	B
			2	1	(A, B)	947			946	945	0.7	0.8	2.927	A
		Exit	1	1		970			971	963	1.3	1.3	4.972	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	636	1146	0.555	635	646	3.4	1.7	10.273	B
		Exit	1	1		575			575	592	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	950	1105	0.859	1041	1027	93.3	72.7	292.403	F
		Exit	1	1		623			623	645	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	154	765	0.201	154	158	0.4	0.3	6.184	A
		Exit	1	1		513			513	516	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	823	1104	0.745	826	865	2.4	1.6	7.850	A
		Exit	1	1		944			942	942	0.5	0.5	1.164	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	571			570	578	0.5	0.1	0.969	A
		Exit	1	1		522			522	527	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	339			358	386	15.8	3.2	60.973	F
		Exit	1	1		519			519	522	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	522			522	527	0.0	0.0	0.000	A
				2	B	411			408	409	1.8	1.7	13.844	B
		Exit	1	1	(A, B)	938			933	937	0.8	0.9	2.709	A
							817			818	855	1.3	0.5	3.339

18:15 - 18:30

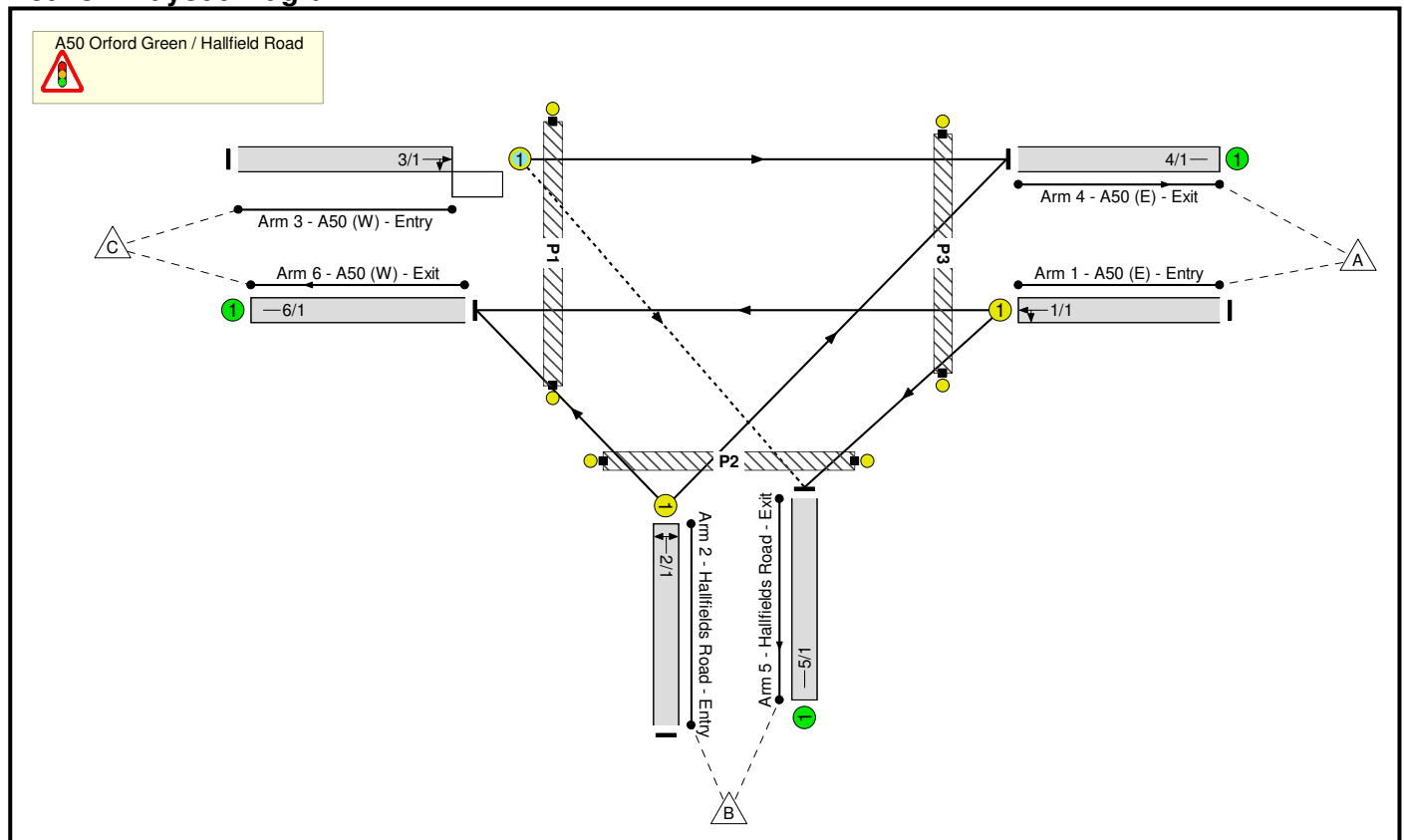
Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RF C	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A50/Hilden Rd Roundabout	1 - Hilden Rd	Entry	1	1	1, 2, 3, 4	535	1188	0.450	537	541	1.7	0.8	6.833	A
		Exit	1	1		483			483	501	0.0	0.0	0.000	A
	2 - Orford Rd	Entry	1	1	1, 2, 3, 4	787	1146	0.687	930	998	72.7	20.2	143.837	F
		Exit	1	1		517			517	519	0.0	0.0	0.000	A
	3 - Smith Drive	Entry	1	1	1, 2, 3, 4	125	814	0.153	124	130	0.3	0.3	5.780	A
		Exit	1	1		433			433	445	0.0	0.0	0.000	A
	4 - A50	Entry	1	1	1, 2, 3, 4	680	1124	0.604	680	687	1.6	1.2	6.479	A
		Exit	1	1		839			841	893	0.5	0.1	0.798	A
2 - Poplars Ave/A50	A - A50 W	Entry	1	1	B, C	481			481	478	0.1	0.0	0.238	A
		Exit	1	1		475			475	506	0.0	0.0	0.000	A
	B - Poplars Ave	Entry	1	1	A, C	284			282	294	3.2	1.1	12.840	B
		Exit	1	1		457			457	478	0.0	0.0	0.000	A
	C - A50 E	Entry	1	1	A	475			475	506	0.0	0.0	0.000	A
				2	B	364			366	385	1.7	1.2	12.389	B
		Exit	1	1	(A, B)	836			838	889	0.9	0.3	1.967	A
						673			673	680	0.5	0.2	1.500	A

Full Input Data And Results
Full Input Data And Results

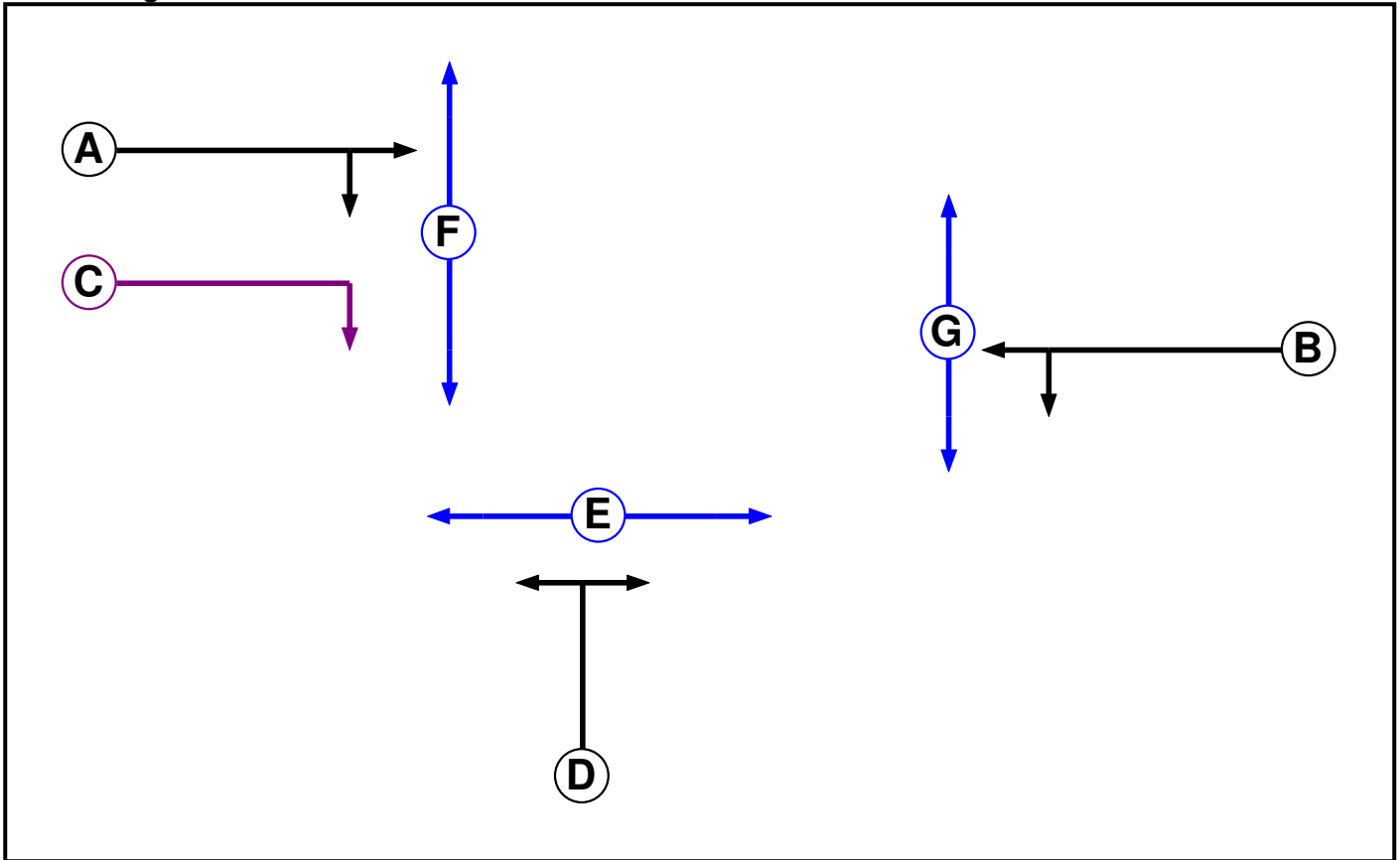
User and Project Details

Project:	Peel Hall
Title:	
Location:	
Site Ref(s):	A50 Orford Green / Hillfield Road
Additional detail:	
File name:	A50 Orford Green Hallfield Road Existing Arrangement Opt A.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		8	8
G	Pedestrian		8	8

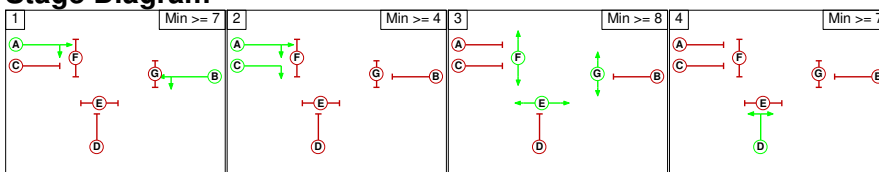
Phase Intergrens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A	-	-	7	10	7	11	
	B	-	-	6	7	9	10	6
	C	-	6	-	7	10	7	-
	D	7	7	7	-	7	10	10
	E	3	3	3	3	-	-	-
	F	3	3	3	3	-	-	-
G	3	3	-	3	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1	-	6	11	7
	2	6	-	11	7
	3	3	3	-	3
4	7	7	10	-	

Give-Way Lane Input Data

Junction: A50 Orford Green / Hallfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (A50 (W) - Entry)	5/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: A50 Orford Green / Hallfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (E) - Entry)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Left	9.00
											Arm 6 Ahead	Inf
2/1 (Hallfields Road - Entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
											Arm 6 Left	6.00
3/1 (A50 (W) - Entry)	O	A C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	12.00
4/1 (A50 (E) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Hallfields Road - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A50 (W) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Validation AM'	08:00	09:00	01:00	
2: '2022 Do Minimum AM'	08:00	09:00	01:00	
3: '2022 Do Something AM'	08:00	09:00	01:00	
4: '2022 Do Something Full AM'	08:00	09:00	01:00	
5: '2027 Do Minimum AM'	08:00	09:00	01:00	
6: '2027 Do Something AM'	08:00	09:00	01:00	
7: '2032 Do Minimum AM'	08:00	09:00	01:00	
8: '2032 Do Something Full AM'	08:00	09:00	01:00	
9: '2018 Validation PM'	17:00	18:00	01:00	
10: '2022 Do Minimum PM'	17:00	18:00	01:00	
11: '2022 Do Something PM'	17:00	18:00	01:00	
12: '2022 Do Something Full PM'	17:00	18:00	01:00	
13: '2027 Do Minimum PM'	17:00	18:00	01:00	
14: '2027 Do Something PM'	17:00	18:00	01:00	
15: '2032 Do Minimum PM'	17:00	18:00	01:00	
16: '2032 Do Something Full PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2018 Validation AM' (FG1: '2018 Validation AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	24	423	447
	B	167	0	83	250
	C	308	187	0	495
	Tot.	475	211	506	1192

Traffic Lane Flows

Lane	Scenario 1: 2018 Validation AM
Junction: A50 Orford Green / Hallfield Road	
1/1	447
2/1	250
3/1	495
4/1	475
5/1	211
6/1	506

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.4 % 94.6 %	1918	1918
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	66.8 % 33.2 %	1666	1666
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	62.2 % 37.8 %	1810	1810
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2022 Do Minimum AM' (FG2: '2022 Do Minimum AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	428	454
	B	184	0	88	272
	C	257	202	0	459
	Tot.	441	228	516	1185

Traffic Lane Flows

Lane	Scenario 2: 2022 Do Minimum AM
Junction: A50 Orford Green / Hallfield Road	
1/1	454
2/1	272
3/1	459
4/1	441
5/1	228
6/1	516

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.7 % 94.3 %	1917	1917
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	67.6 % 32.4 %	1667	1667
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	56.0 % 44.0 %	1796	1796
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2022 Do Something AM' (FG3: '2022 Do Something AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	26	431	457
	B	191	0	88	279
	C	257	206	0	463
	Tot.	448	232	519	1199

Traffic Lane Flows

Lane	Scenario 3: 2022 Do Something AM
Junction: A50 Orford Green / Hallfield Road	
1/1	457
2/1	279
3/1	463
4/1	448
5/1	232
6/1	519

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	5.7 % 94.3 %	1917	1917
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	68.5 % 31.5 %	1669	1669
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	55.5 % 44.5 %	1795	1795
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2022 Do Something Full AM' (FG4: '2022 Do Something Full AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	429	501
	B	269	0	89	358
	C	251	222	0	473
	Tot.	520	294	518	1332

Traffic Lane Flows

Lane	Scenario 4: 2022 Do Something Full AM
Junction: A50 Orford Green / Hallfield Road	
1/1	501
2/1	358
3/1	473
4/1	520
5/1	294
6/1	518

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	14.4 % 85.6 %	1890	1890
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	75.1 % 24.9 %	1684	1684
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	53.1 % 46.9 %	1790	1790
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2027 Do Minimum AM' (FG5: '2027 Do Minimum AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	66	423	489
	B	196	0	98	294
	C	262	209	0	471
	Tot.	458	275	521	1254

Traffic Lane Flows

Lane	Scenario 5: 2027 Do Minimum AM
Junction: A50 Orford Green / Hallfield Road	
1/1	489
2/1	294
3/1	471
4/1	458
5/1	275
6/1	521

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	13.5 % 86.5 %	1892	1892
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	66.7 % 33.3 %	1665	1665
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	55.6 % 44.4 %	1795	1795
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2027 Do Something AM' (FG6: '2027 Do Something AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	111	420	531
	B	256	0	98	354
	C	238	234	0	472
	Tot.	494	345	518	1357

Traffic Lane Flows

Lane	Scenario 6: 2027 Do Something AM
Junction: A50 Orford Green / Hallfield Road	
1/1	531
2/1	354
3/1	472
4/1	494
5/1	345
6/1	518

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	20.9 % 79.1 %	1870	1870
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	72.3 % 27.7 %	1678	1678
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	50.4 % 49.6 %	1784	1784
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2032 Do Minimum AM' (FG7: '2032 Do Minimum AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	130	416	546
	B	211	0	109	320
	C	250	217	0	467
	Tot.	461	347	525	1333

Traffic Lane Flows

Lane	Scenario 7: 2032 Do Minimum AM
Junction: A50 Orford Green / Hallfield Road	
1/1	546
2/1	320
3/1	467
4/1	461
5/1	347
6/1	525

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	23.8 % 76.2 %	1861	1861
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	65.9 % 34.1 %	1664	1664
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	53.5 % 46.5 %	1791	1791
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2032 Do Something Full AM' (FG8: '2032 Do Something Full AM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	169	426	595
	B	341	0	109	450
	C	219	251	0	470
	Tot.	560	420	535	1515

Traffic Lane Flows

Lane	Scenario 8: 2032 Do Something Full AM
Junction: A50 Orford Green / Hallfield Road	
1/1	595
2/1	450
3/1	470
4/1	560
5/1	420
6/1	535

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	28.4 % 71.6 %	1848	1848
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	75.8 % 24.2 %	1685	1685
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	46.6 % 53.4 %	1776	1776
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2018 Validation PM' (FG9: '2018 Validation PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	13	423	436
	B	214	0	162	376
	C	351	83	0	434
	Tot.	565	96	585	1246

Traffic Lane Flows

Lane	Scenario 9: 2018 Validation PM
Junction: A50 Orford Green / Hallfield Road	
1/1	436
2/1	376
3/1	434
4/1	565
5/1	96
6/1	585

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.0 % 97.0 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	56.9 % 43.1 %	1644	1644
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	80.9 % 19.1 %	1851	1851
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2022 Do Minimum PM' (FG10: '2022 Do Minimum PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	14	444	458
	B	231	0	171	402
	C	367	120	0	487
	Tot.	598	134	615	1347

Traffic Lane Flows

Lane	Scenario 10: 2022 Do Minimum PM
Junction: A50 Orford Green / Hallfield Road	
1/1	458
2/1	402
3/1	487
4/1	598
5/1	134
6/1	615

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	57.5 % 42.5 %	1645	1645
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	75.4 % 24.6 %	1838	1838
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2022 Do Something PM' (FG11: '2022 Do Something PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	14	444	458
	B	235	0	171	406
	C	367	120	0	487
	Tot.	602	134	615	1351

Traffic Lane Flows

Lane	Scenario 11: 2022 Do Something PM
Junction: A50 Orford Green / Hallfield Road	
1/1	458
2/1	406
3/1	487
4/1	602
5/1	134
6/1	615

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	57.9 % 42.1 %	1646	1646
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	75.4 % 24.6 %	1838	1838
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: '2022 Do Something Full PM' (FG12: '2022 Do Something Full PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	444	459
	B	277	0	172	449
	C	367	128	0	495
	Tot.	644	143	616	1403

Traffic Lane Flows

Lane	Scenario 12: 2022 Do Something Full PM
Junction: A50 Orford Green / Hallfield Road	
1/1	459
2/1	449
3/1	495
4/1	644
5/1	143
6/1	616

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.3 % 96.7 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	61.7 % 38.3 %	1654	1654
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	74.1 % 25.9 %	1836	1836
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2027 Do Minimum PM' (FG13: '2027 Do Minimum PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	463	478
	B	240	0	187	427
	C	382	144	0	526
	Tot.	622	159	650	1431

Traffic Lane Flows

Lane	Scenario 13: 2027 Do Minimum PM
Junction: A50 Orford Green / Hallfield Road	
1/1	478
2/1	427
3/1	526
4/1	622
5/1	159
6/1	650

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	56.2 % 43.8 %	1643	1643
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	72.6 % 27.4 %	1832	1832
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 14: '2027 Do Something PM' (FG14: '2027 Do Something PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	467	482
	B	271	0	196	467
	C	370	166	0	536
	Tot.	641	181	663	1485

Traffic Lane Flows

Lane	Scenario 14: 2027 Do Something PM
Junction: A50 Orford Green / Hallfield Road	
1/1	482
2/1	467
3/1	536
4/1	641
5/1	181
6/1	663

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	58.0 % 42.0 %	1647	1647
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	69.0 % 31.0 %	1824	1824
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 15: '2032 Do Minimum PM' (FG15: '2032 Do Minimum PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	17	486	503
	B	239	0	225	464
	C	389	151	0	540
	Tot.	628	168	711	1507

Traffic Lane Flows

Lane	Scenario 15: 2032 Do Minimum PM
Junction: A50 Orford Green / Hallfield Road	
1/1	503
2/1	464
3/1	540
4/1	628
5/1	168
6/1	711

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.4 % 96.6 %	1924	1924
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right	15.00	51.5 %	1633	1633
				Arm 6 Left	6.00	48.5 %		
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead	Inf	72.0 %	1831	1831
				Arm 5 Right	12.00	28.0 %		
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 16: '2032 Do Something Full PM' (FG16: '2032 Do Something Full PM', Plan 1: 'Peds every cycle')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	16	492	508
	B	294	0	208	502
	C	384	161	0	545
	Tot.	678	177	700	1555

Traffic Lane Flows

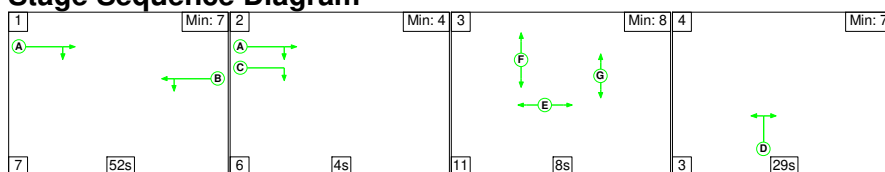
Lane	Scenario 16: 2032 Do Something Full PM
Junction: A50 Orford Green / Hallfield Road	
1/1	508
2/1	502
3/1	545
4/1	678
5/1	177
6/1	700

Lane Saturation Flows

Junction: A50 Orford Green / Hallfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (E) - Entry)	3.20	0.00	Y	Arm 5 Left Arm 6 Ahead	9.00 Inf	3.1 % 96.9 %	1925	1925
2/1 (Hallfields Road - Entry)	3.00	0.00	Y	Arm 4 Right Arm 6 Left	15.00 6.00	58.6 % 41.4 %	1648	1648
3/1 (A50 (W) - Entry)	2.80	0.00	Y	Arm 4 Ahead Arm 5 Right	Inf 12.00	70.5 % 29.5 %	1828	1828
4/1 (A50 (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Hallfields Road - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A50 (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2018 Validation AM' (FG1: '2018 Validation AM', Plan 1: 'Peds every cycle')

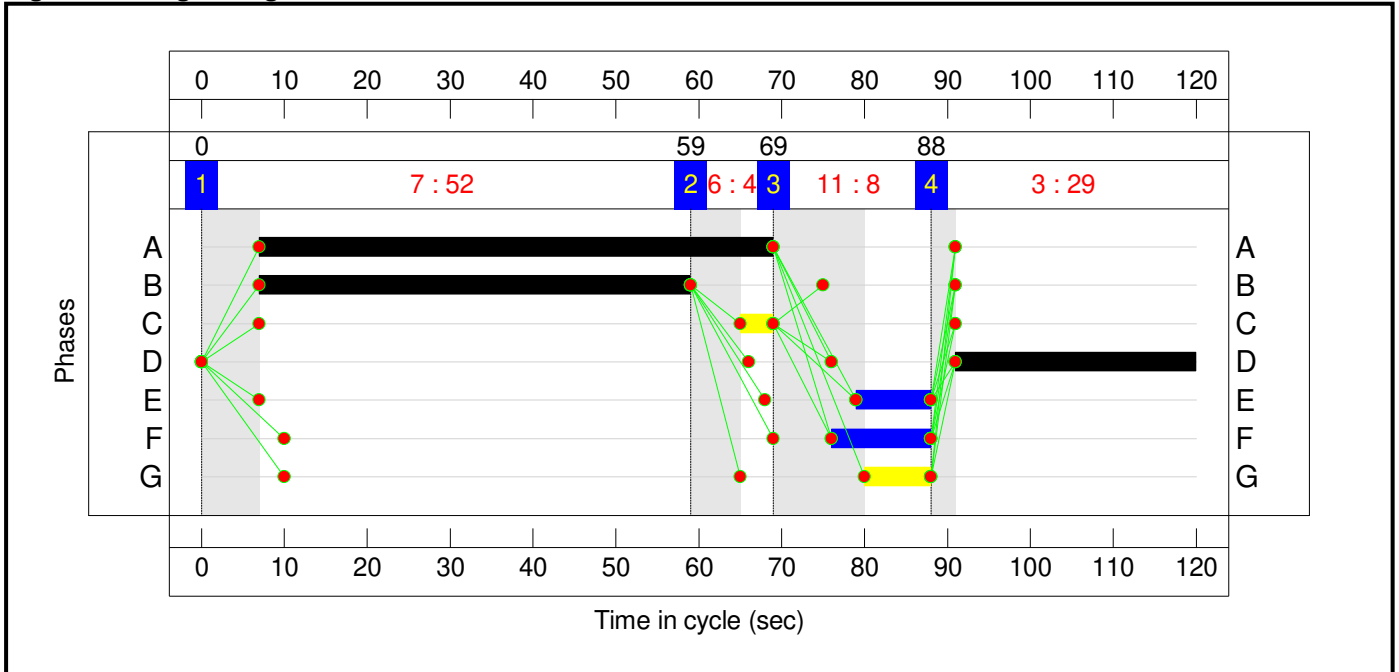
Stage Sequence Diagram



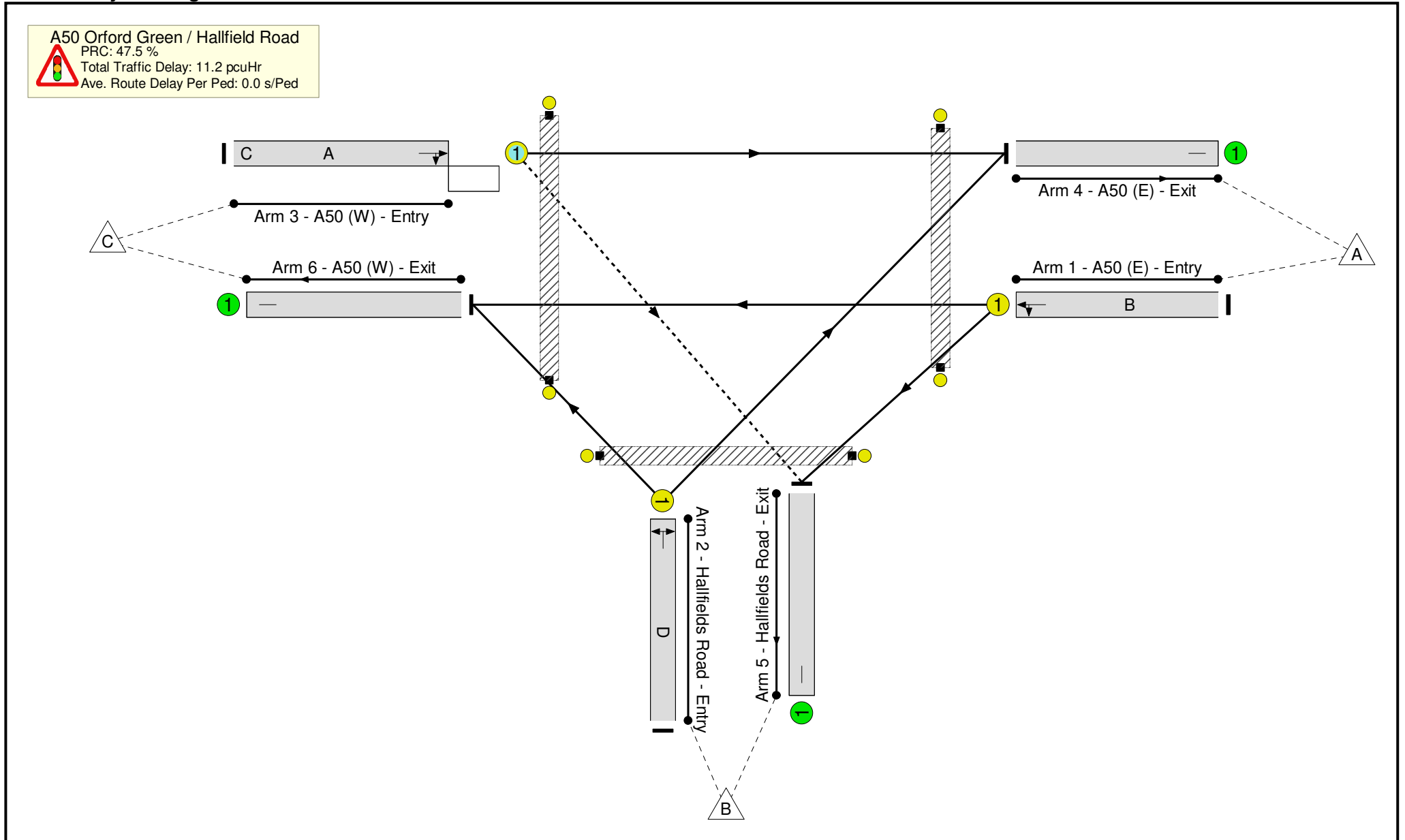
Stage Timings

Stage	1	2	3	4
Duration	52	4	8	29
Change Point	0	59	69	88

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	52	-	447	1918	847	52.8%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	29	-	250	1666	417	60.0%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	62	4	495	1810	811	61.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

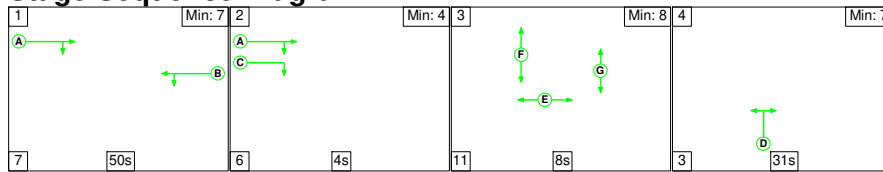
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	170	12	5	8.6	2.1	0.5	11.2	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	170	12	5	8.6	2.1	0.5	11.2	-	-	-	-
1/1	447	447	-	-	-	3.0	0.6	-	3.6	28.9	10.8	0.6	11.4
2/1	250	250	-	-	-	2.8	0.7	-	3.5	50.4	7.3	0.7	8.0
3/1	495	495	170	12	5	2.9	0.8	0.5	4.1	30.1	12.5	0.8	13.3
4/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 47.5 Total Delay for Signalled Lanes (pcuHr): 11.22 Cycle Time (s): 120 PRC Over All Lanes (%): 47.5 Total Delay Over All Lanes(pcuHr): 11.22													

Full Input Data And Results

Scenario 2: '2022 Do Minimum AM' (FG2: '2022 Do Minimum AM', Plan 1: 'Peds every cycle')

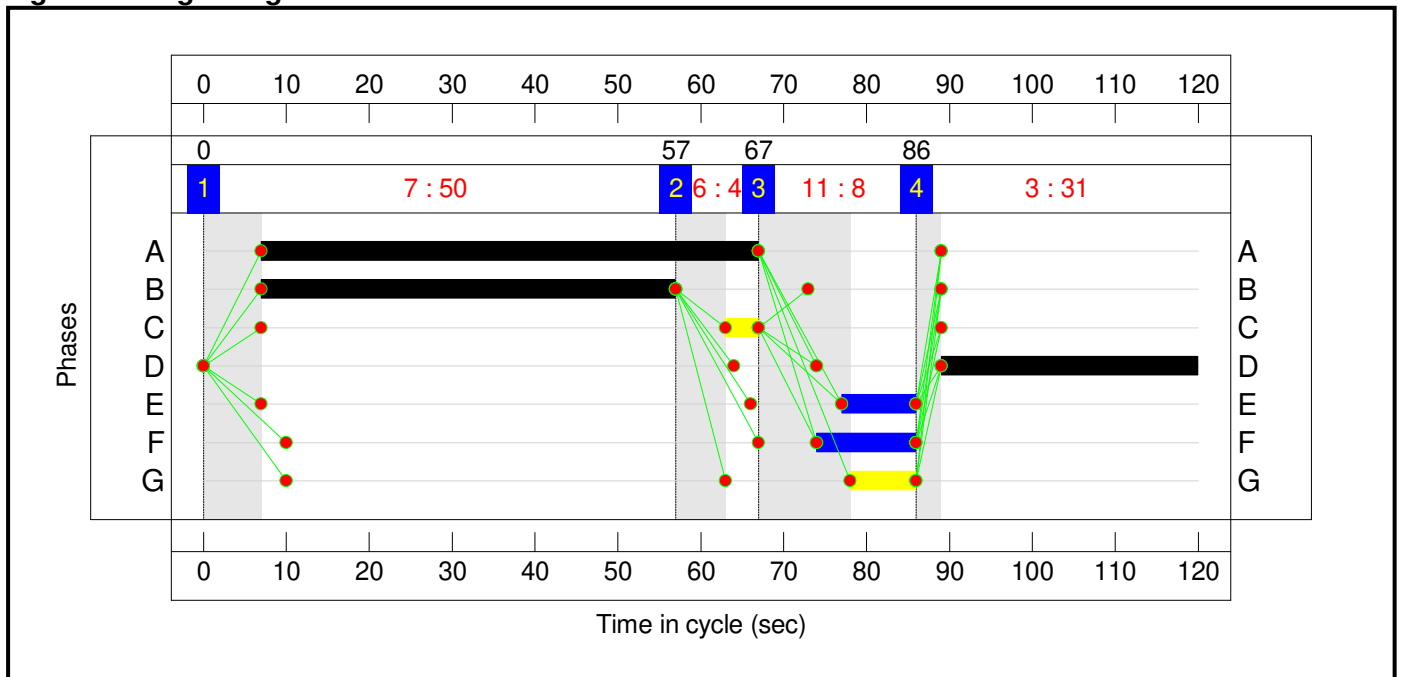
Stage Sequence Diagram



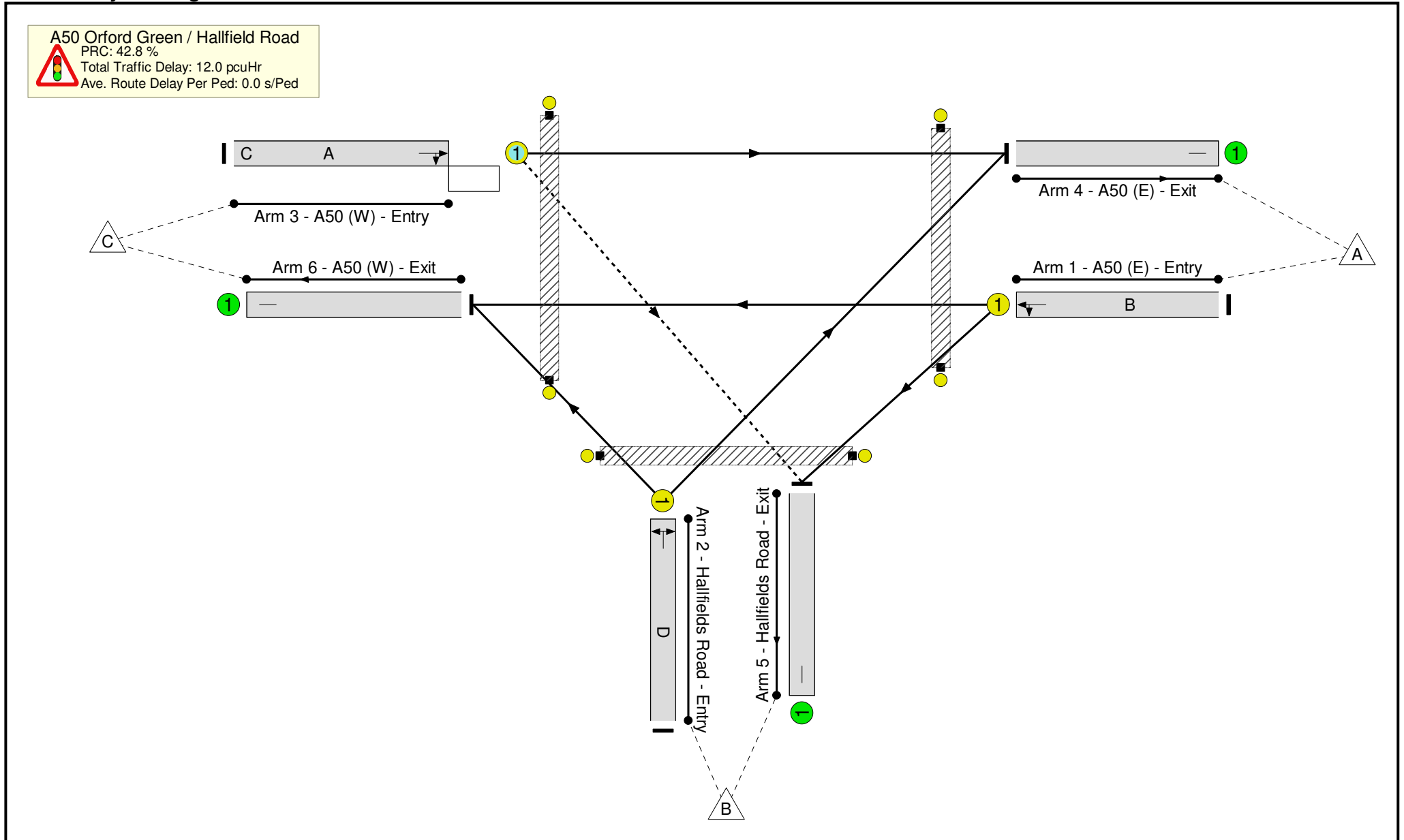
Stage Timings

Stage	1	2	3	4
Duration	50	4	8	31
Change Point	0	57	67	86

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	50	-	454	1917	815	55.7%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	31	-	272	1667	445	61.2%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	60	4	459	1796	728	63.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

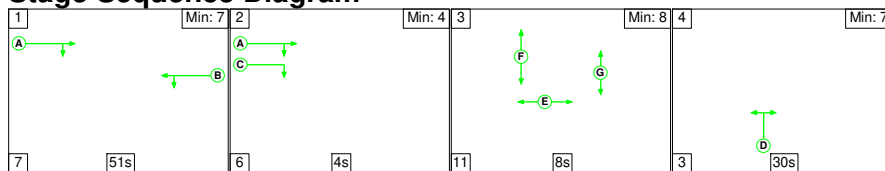
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	183	13	5	9.1	2.3	0.6	12.0	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	183	13	5	9.1	2.3	0.6	12.0	-	-	-	-
1/1	454	454	-	-	-	3.3	0.6	-	3.9	31.0	11.3	0.6	12.0
2/1	272	272	-	-	-	2.9	0.8	-	3.7	48.9	7.9	0.8	8.7
3/1	459	459	183	13	5	2.9	0.8	0.6	4.4	34.3	12.1	0.8	13.0
4/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 42.8 Total Delay for Signalled Lanes (pcuHr): 11.98 Cycle Time (s): 120 PRC Over All Lanes (%): 42.8 Total Delay Over All Lanes(pcuHr): 11.98													

Full Input Data And Results

Scenario 3: '2022 Do Something AM' (FG3: '2022 Do Something AM', Plan 1: 'Peds every cycle')

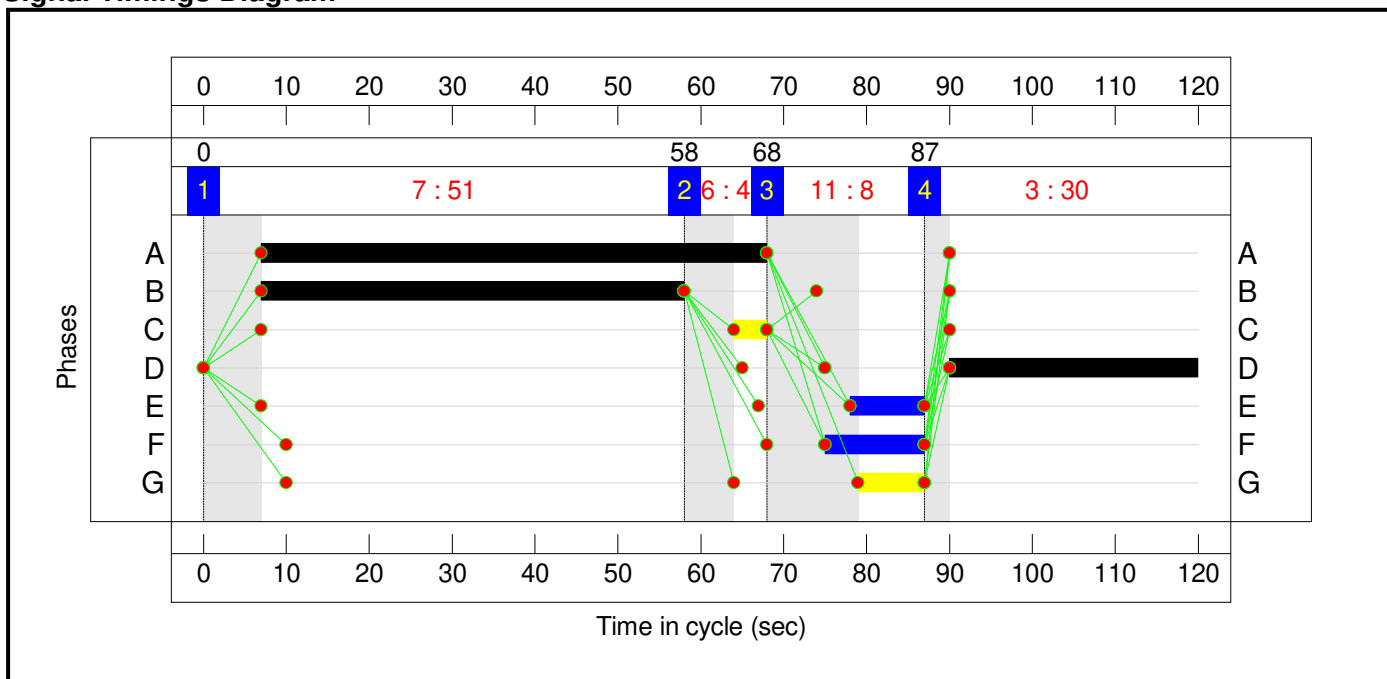
Stage Sequence Diagram



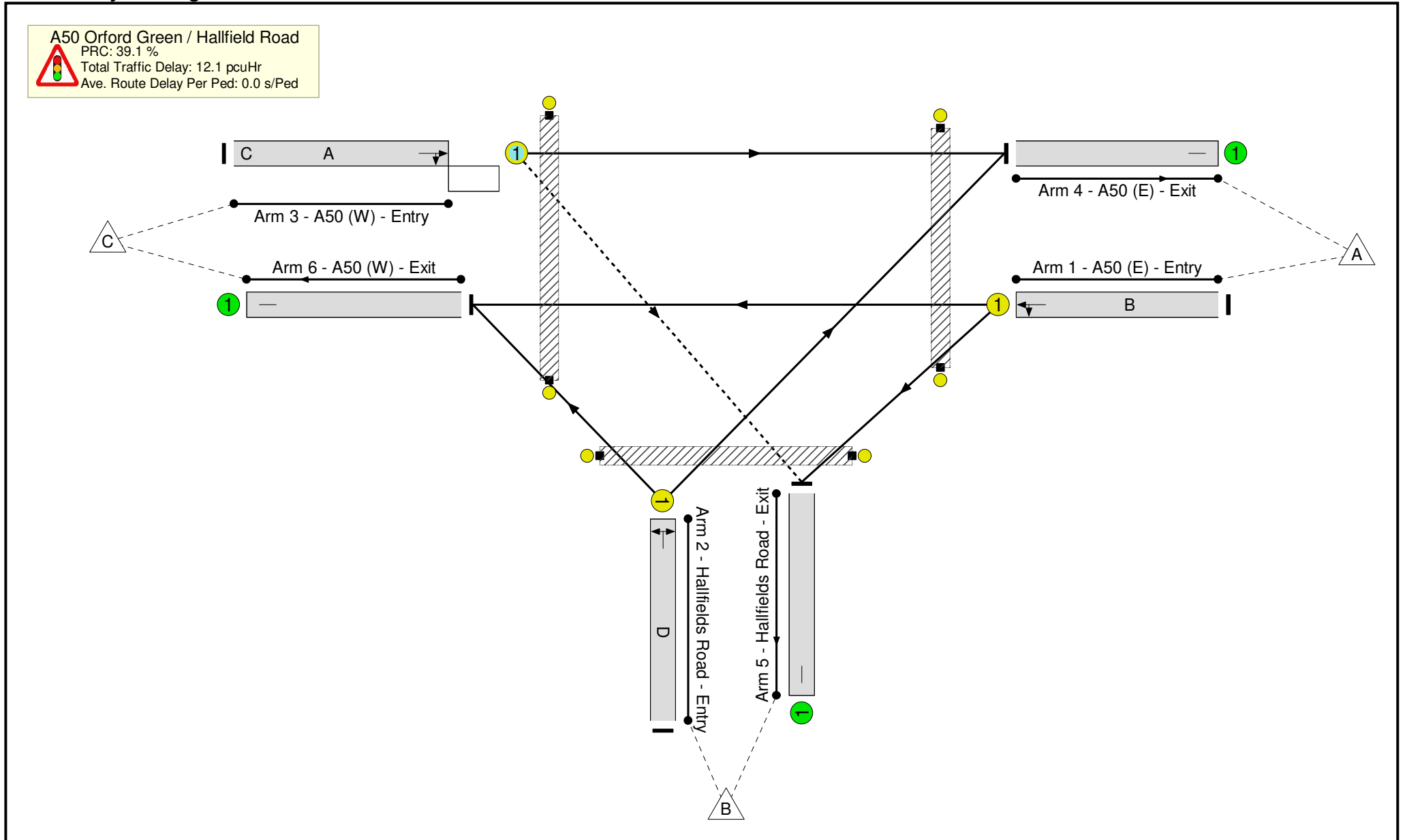
Stage Timings

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	457	1917	831	55.0%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	279	1669	431	64.7%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	463	1795	741	62.5%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

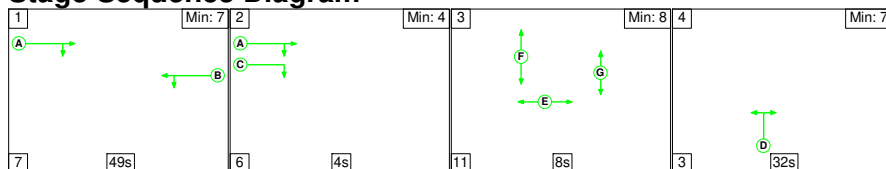
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	187	14	5	9.2	2.3	0.6	12.1	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	187	14	5	9.2	2.3	0.6	12.1	-	-	-	-
1/1	457	457	-	-	-	3.2	0.6	-	3.8	30.1	11.3	0.6	11.9
2/1	279	279	-	-	-	3.1	0.9	-	4.0	51.3	8.2	0.9	9.1
3/1	463	463	187	14	5	2.9	0.8	0.6	4.3	33.5	12.1	0.8	12.9
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 12.11 Cycle Time (s): 120 PRC Over All Lanes (%): 39.1 Total Delay Over All Lanes(pcuHr): 12.11													

Full Input Data And Results

Scenario 4: '2022 Do Something Full AM' (FG4: '2022 Do Something Full AM', Plan 1: 'Peds every cycle')

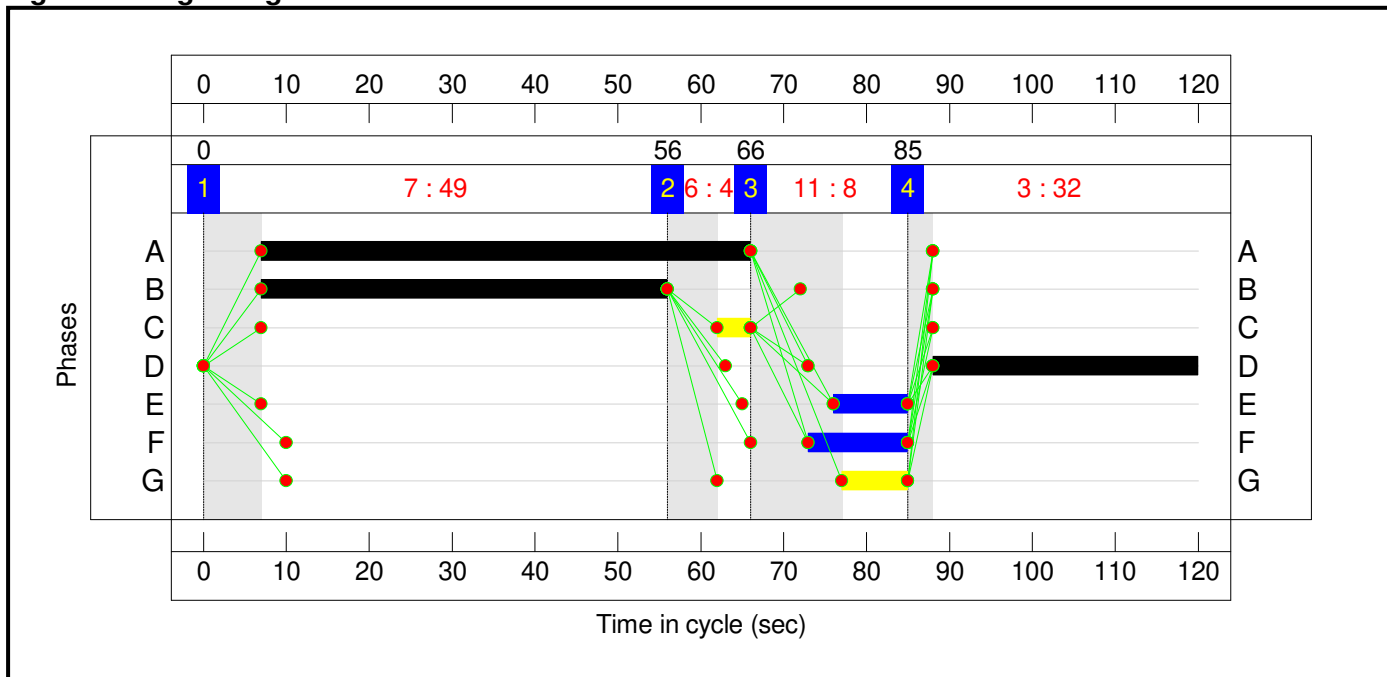
Stage Sequence Diagram



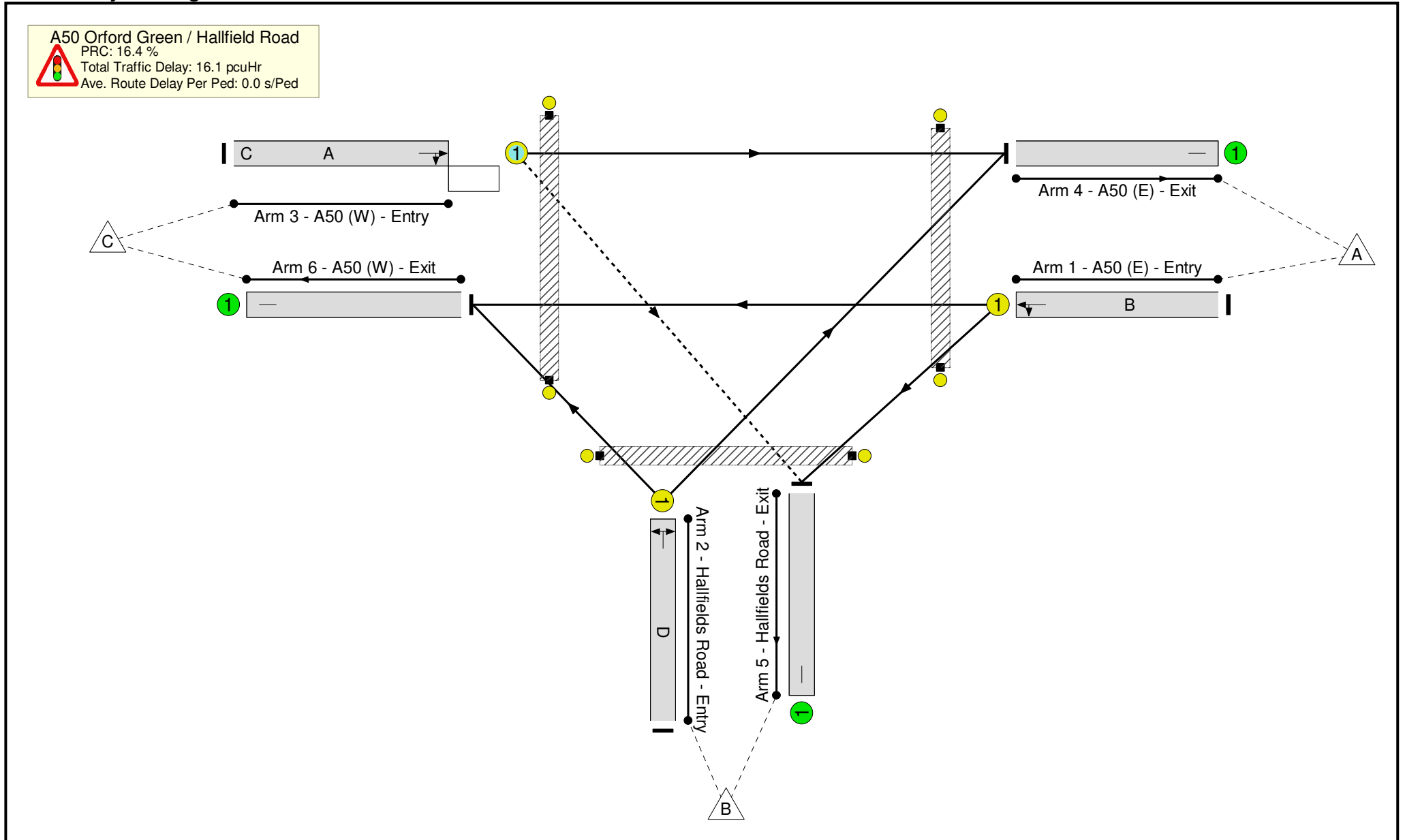
Stage Timings

Stage	1	2	3	4
Duration	49	4	8	32
Change Point	0	56	66	85

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	49	-	501	1890	788	63.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	32	-	358	1684	463	77.3%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	59	4	473	1790	639	74.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

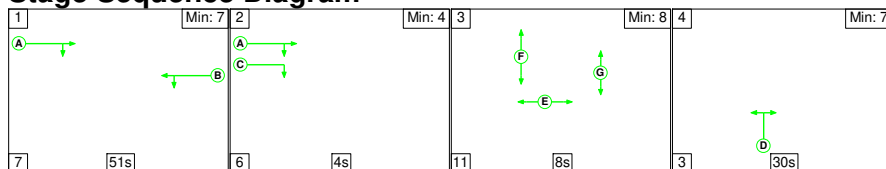
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	183	34	6	11.4	3.9	0.8	16.1	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	183	34	6	11.4	3.9	0.8	16.1	-	-	-	-
1/1	501	501	-	-	-	3.9	0.9	-	4.7	34.0	13.2	0.9	14.1
2/1	358	358	-	-	-	4.0	1.7	-	5.6	56.7	10.9	1.7	12.6
3/1	473	473	183	34	6	3.5	1.4	0.8	5.7	43.4	13.7	1.4	15.1
4/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 16.07 Cycle Time (s): 120 PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 16.07													

Full Input Data And Results

Scenario 5: '2027 Do Minimum AM' (FG5: '2027 Do Minimum AM', Plan 1: 'Peds every cycle')

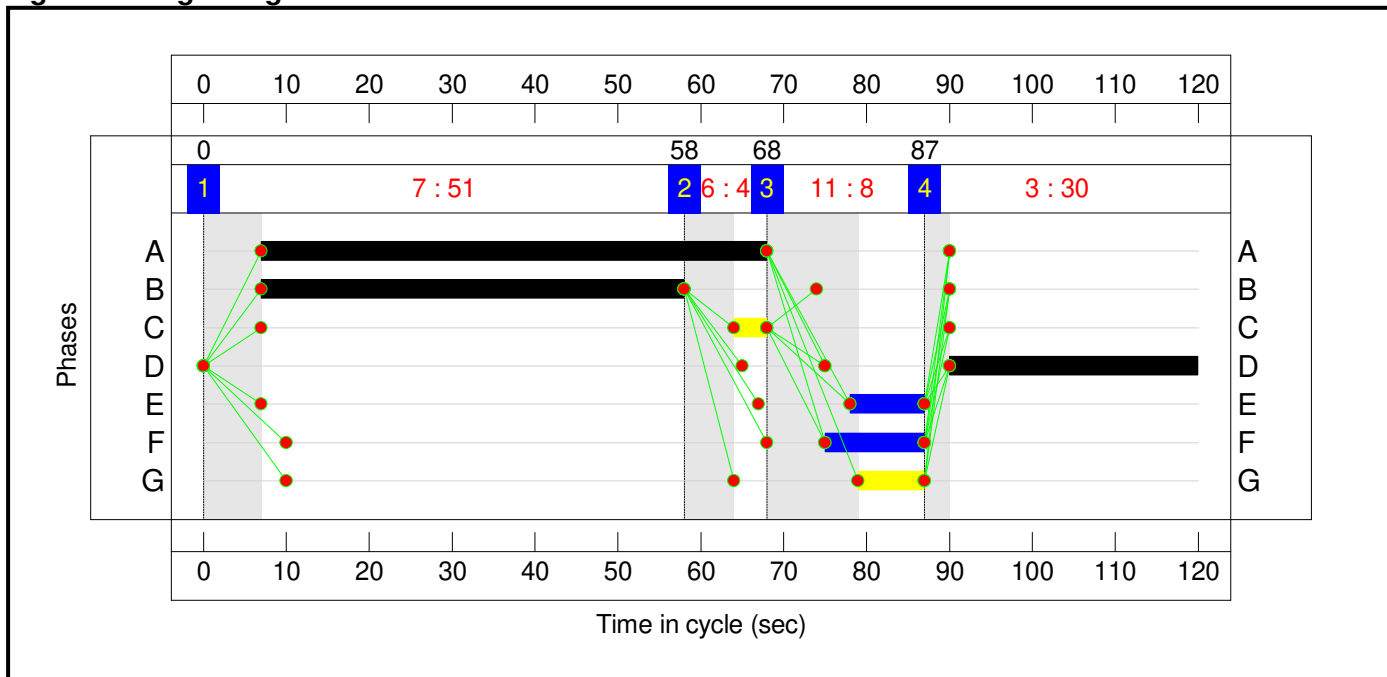
Stage Sequence Diagram



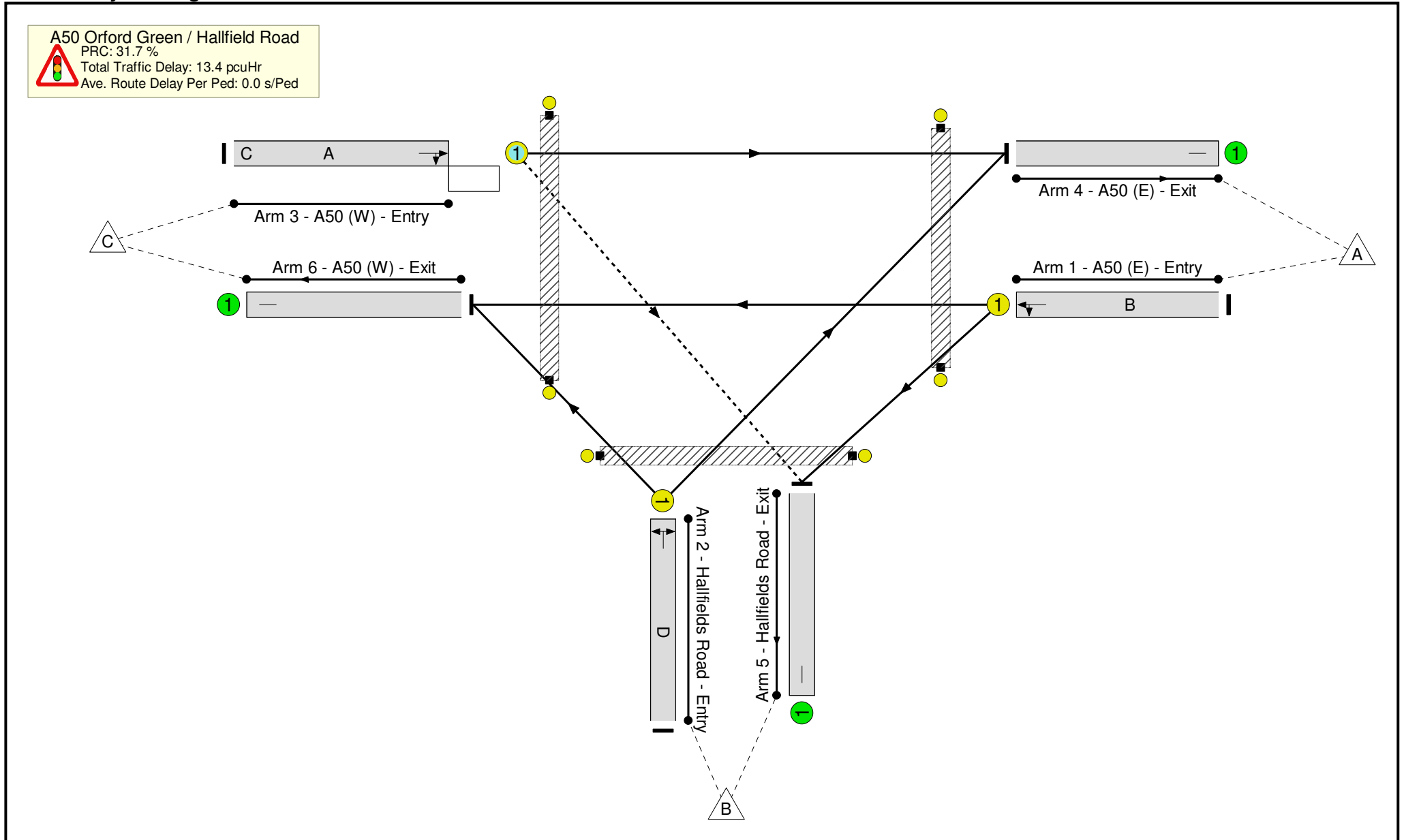
Stage Timings

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	489	1892	820	59.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	294	1665	430	68.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	471	1795	696	67.6%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

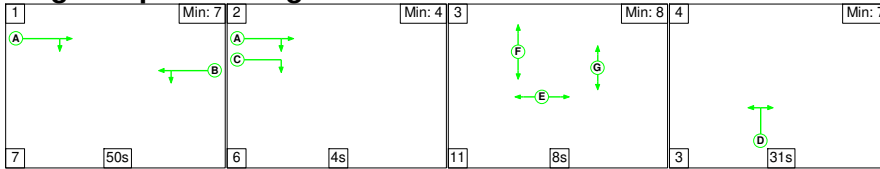
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	190	14	5	9.9	2.8	0.7	13.4	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	190	14	5	9.9	2.8	0.7	13.4	-	-	-	-
1/1	489	489	-	-	-	3.5	0.7	-	4.3	31.4	12.4	0.7	13.1
2/1	294	294	-	-	-	3.3	1.1	-	4.3	53.1	8.8	1.1	9.9
3/1	471	471	190	14	5	3.1	1.0	0.7	4.8	36.9	13.0	1.0	14.0
4/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 31.7 Total Delay for Signalled Lanes (pcuHr): 13.44 Cycle Time (s): 120 PRC Over All Lanes (%): 31.7 Total Delay Over All Lanes(pcuHr): 13.44													

Full Input Data And Results

Scenario 6: '2027 Do Something AM' (FG6: '2027 Do Something AM', Plan 1: 'Peds every cycle')

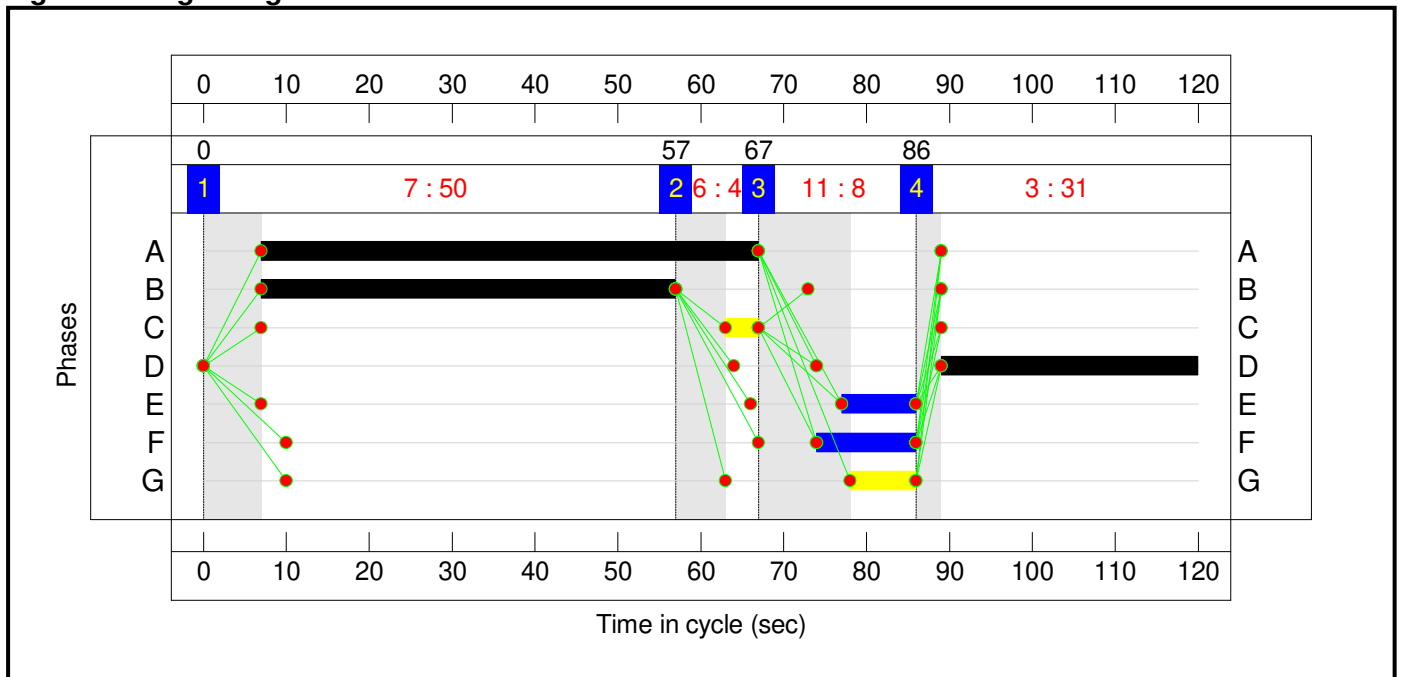
Stage Sequence Diagram



Stage Timings

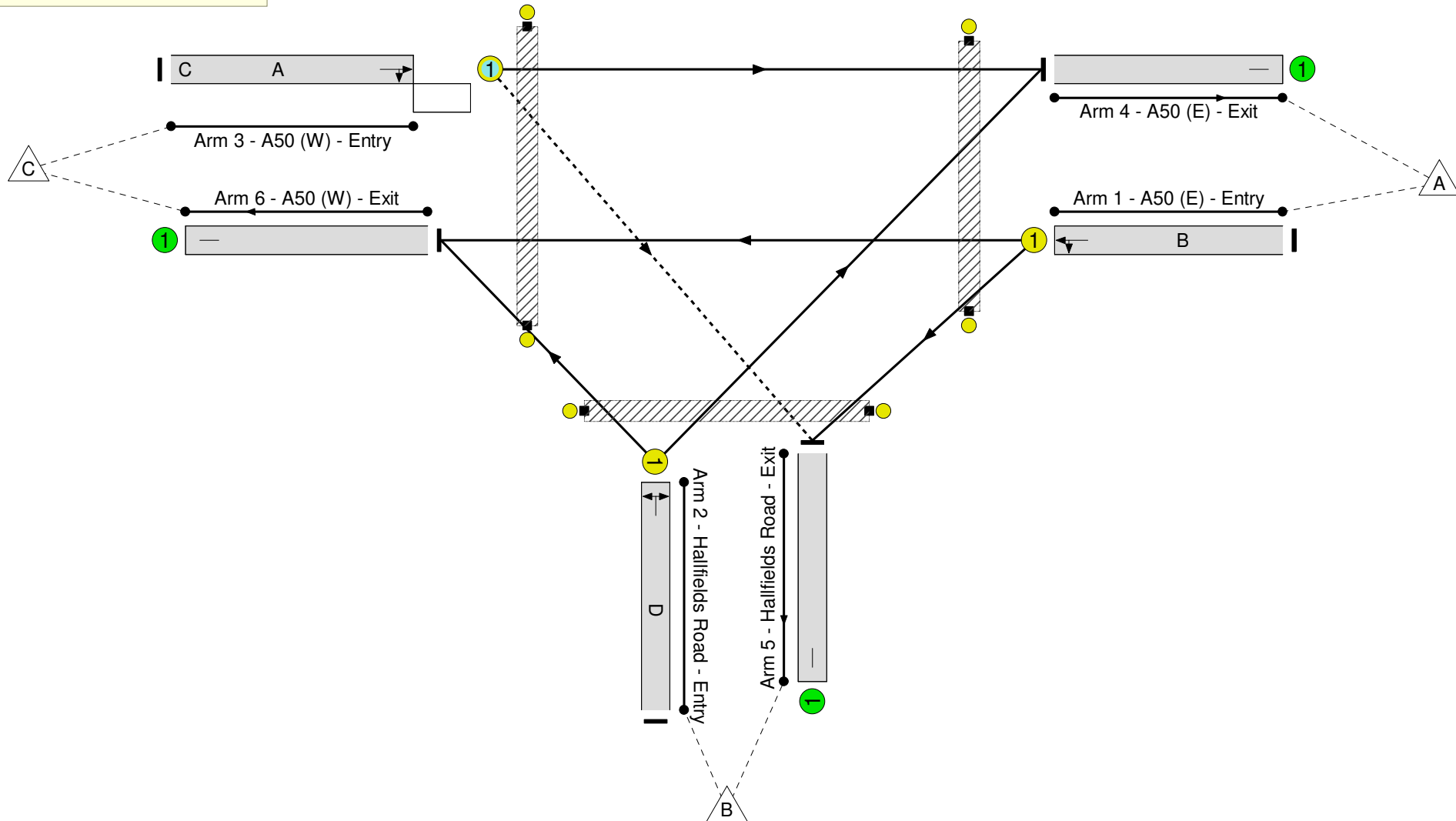
Stage	1	2	3	4
Duration	50	4	8	31
Change Point	0	57	67	86

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

A50 Orford Green / Hallfield Road
 PRC: 13.8 %
 Total Traffic Delay: 17.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	50	-	531	1870	795	66.8%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	31	-	354	1678	447	79.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	60	4	472	1784	613	77.0%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

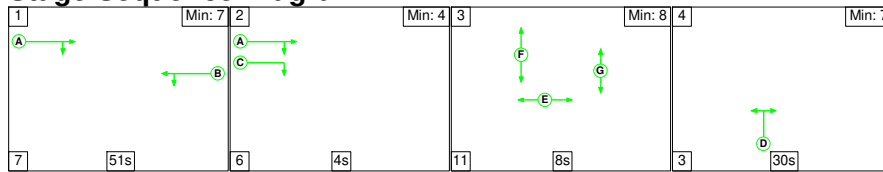
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	168	61	6	11.7	4.5	0.9	17.1	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	168	61	6	11.7	4.5	0.9	17.1	-	-	-	-
1/1	531	531	-	-	-	4.1	1.0	-	5.1	34.5	14.2	1.0	15.2
2/1	354	354	-	-	-	4.0	1.8	-	5.8	59.4	10.9	1.8	12.7
3/1	472	472	168	61	6	3.6	1.6	0.9	6.2	47.0	14.0	1.6	15.7
4/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 17.09 Cycle Time (s): 120 PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 17.09													

Full Input Data And Results

Scenario 7: '2032 Do Minimum AM' (FG7: '2032 Do Minimum AM', Plan 1: 'Peds every cycle')

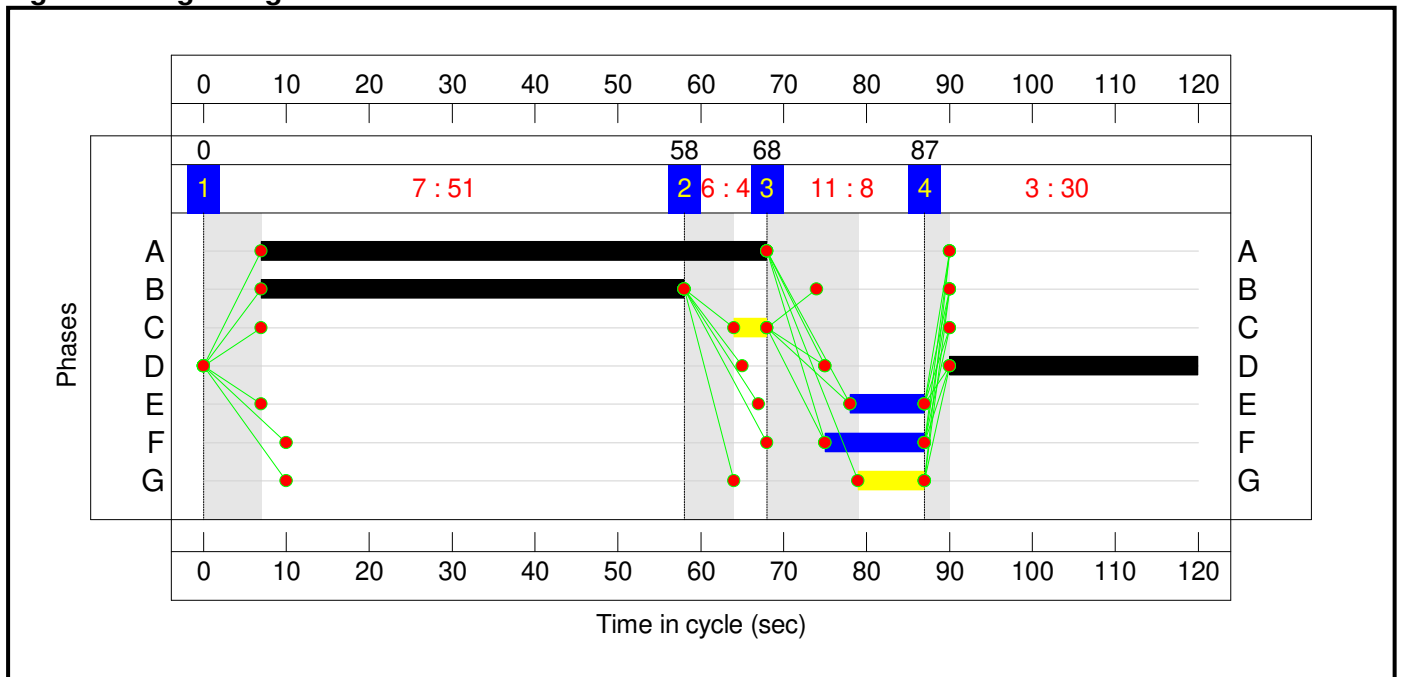
Stage Sequence Diagram



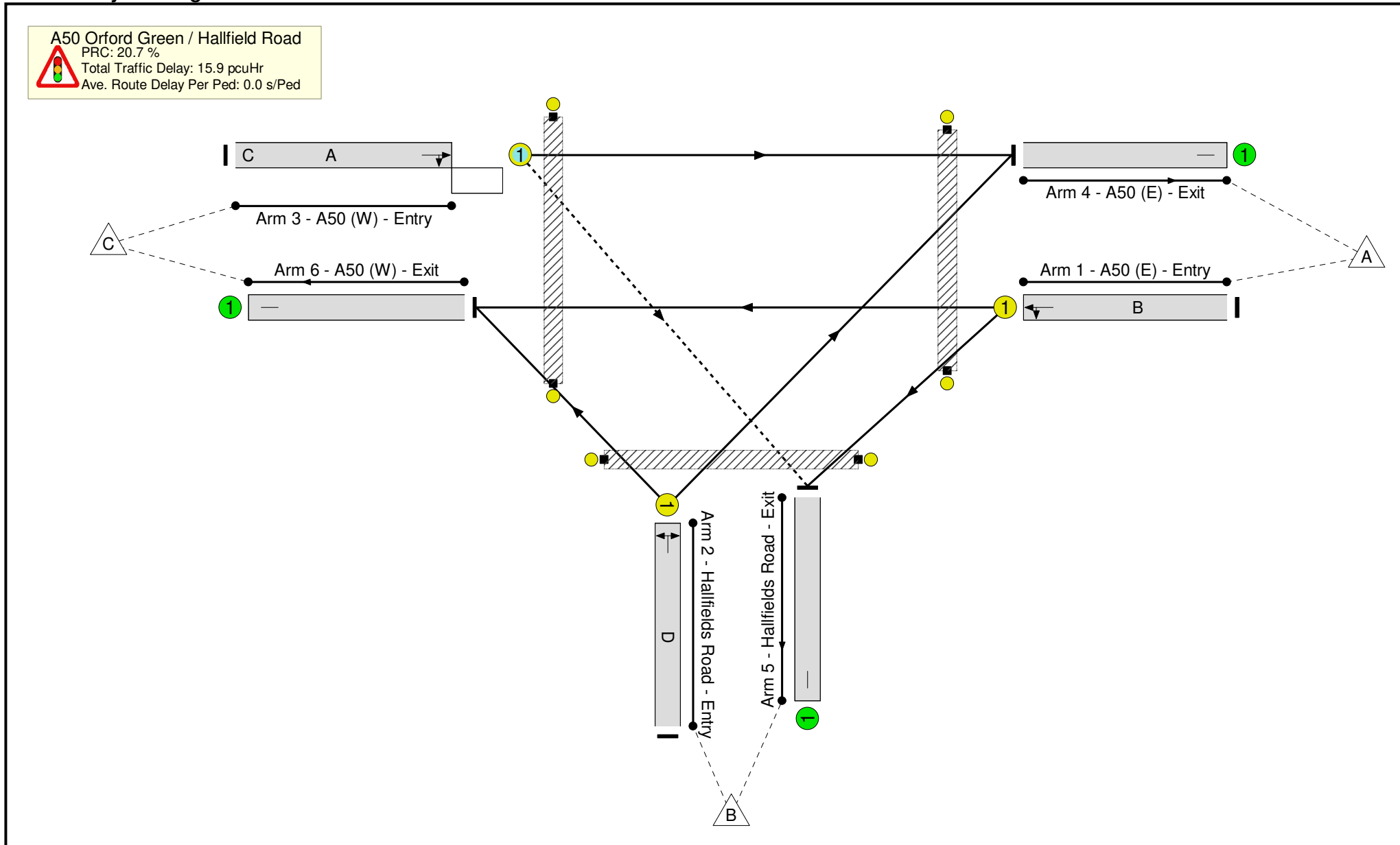
Stage Timings

Stage	1	2	3	4
Duration	51	4	8	30
Change Point	0	58	68	87

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	51	-	546	1861	806	67.7%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	30	-	320	1664	430	74.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	61	4	467	1791	627	74.5%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

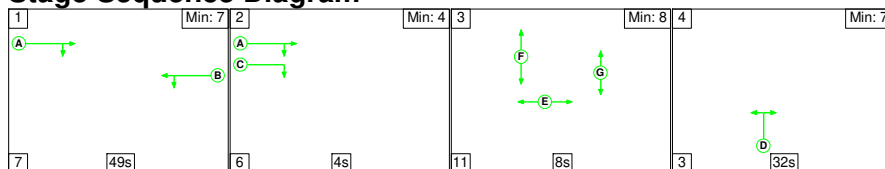
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	166	46	5	11.1	3.9	0.9	15.9	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	166	46	5	11.1	3.9	0.9	15.9	-	-	-	-
1/1	546	546	-	-	-	4.1	1.0	-	5.2	34.1	14.6	1.0	15.6
2/1	320	320	-	-	-	3.6	1.4	-	5.1	56.8	9.8	1.4	11.2
3/1	467	467	166	46	5	3.4	1.4	0.9	5.7	43.9	13.6	1.4	15.1
4/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 20.7 Total Delay for Signalled Lanes (pcuHr): 15.92 Cycle Time (s): 120 PRC Over All Lanes (%): 20.7 Total Delay Over All Lanes(pcuHr): 15.92													

Full Input Data And Results

Scenario 8: '2032 Do Something Full AM' (FG8: '2032 Do Something Full AM', Plan 1: 'Peds every cycle')

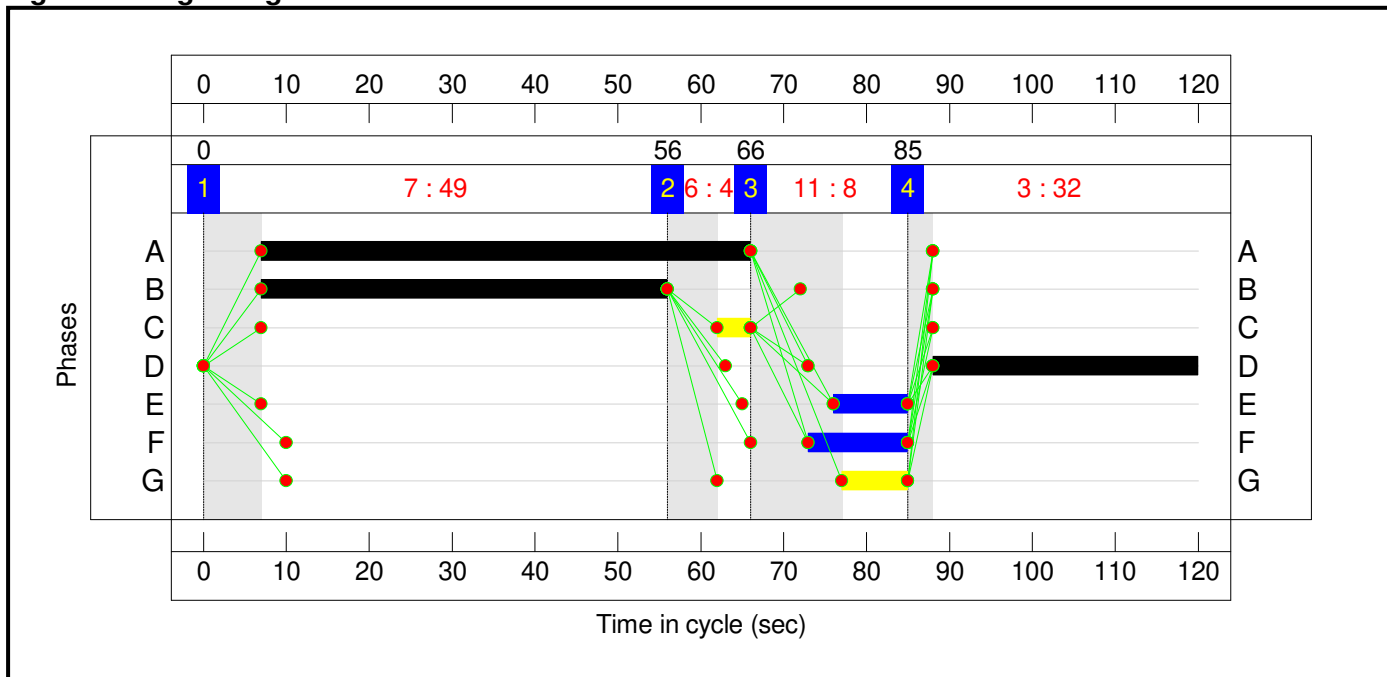
Stage Sequence Diagram



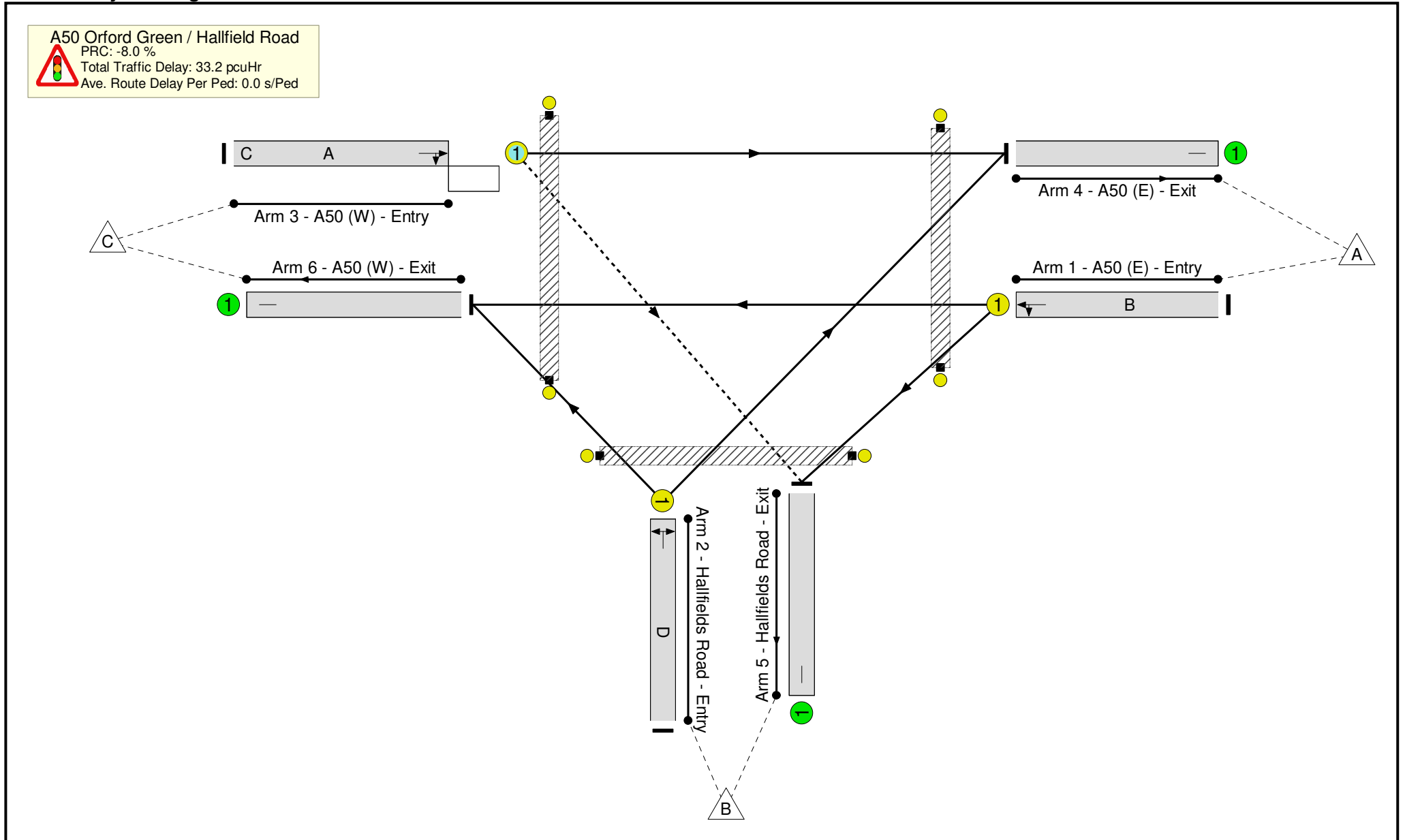
Stage Timings

Stage	1	2	3	4
Duration	49	4	8	32
Change Point	0	56	66	85

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	49	-	595	1848	770	77.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	32	-	450	1685	463	97.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	59	4	470	1776	483	97.2%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

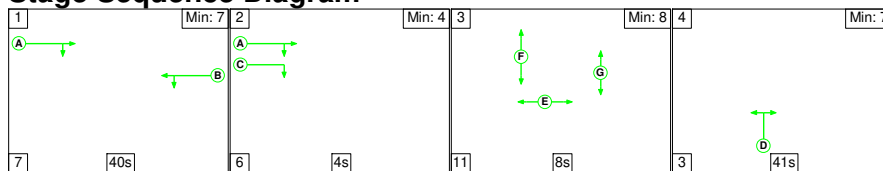
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	109	118	23	14.7	17.5	1.0	33.2	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	109	118	23	14.7	17.5	1.0	33.2	-	-	-	-
1/1	595	595	-	-	-	5.0	1.7	-	6.6	40.2	17.0	1.7	18.7
2/1	450	450	-	-	-	5.4	7.8	-	13.2	105.3	14.8	7.8	22.5
3/1	470	470	109	118	23	4.3	8.0	1.0	13.4	102.5	15.4	8.0	23.4
4/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 33.18 Cycle Time (s): 120 PRC Over All Lanes (%): -8.0 Total Delay Over All Lanes(pcuHr): 33.18													

Full Input Data And Results

Scenario 9: '2018 Validation PM' (FG9: '2018 Validation PM', Plan 1: 'Peds every cycle')

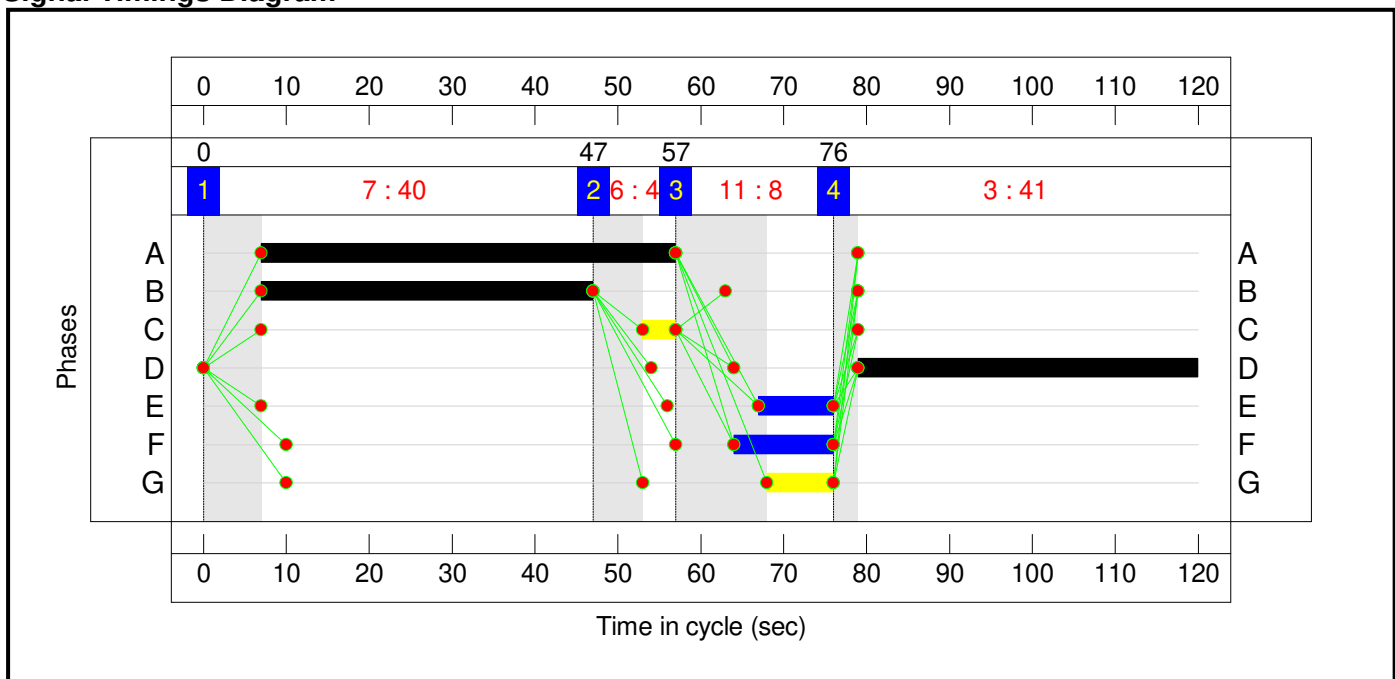
Stage Sequence Diagram



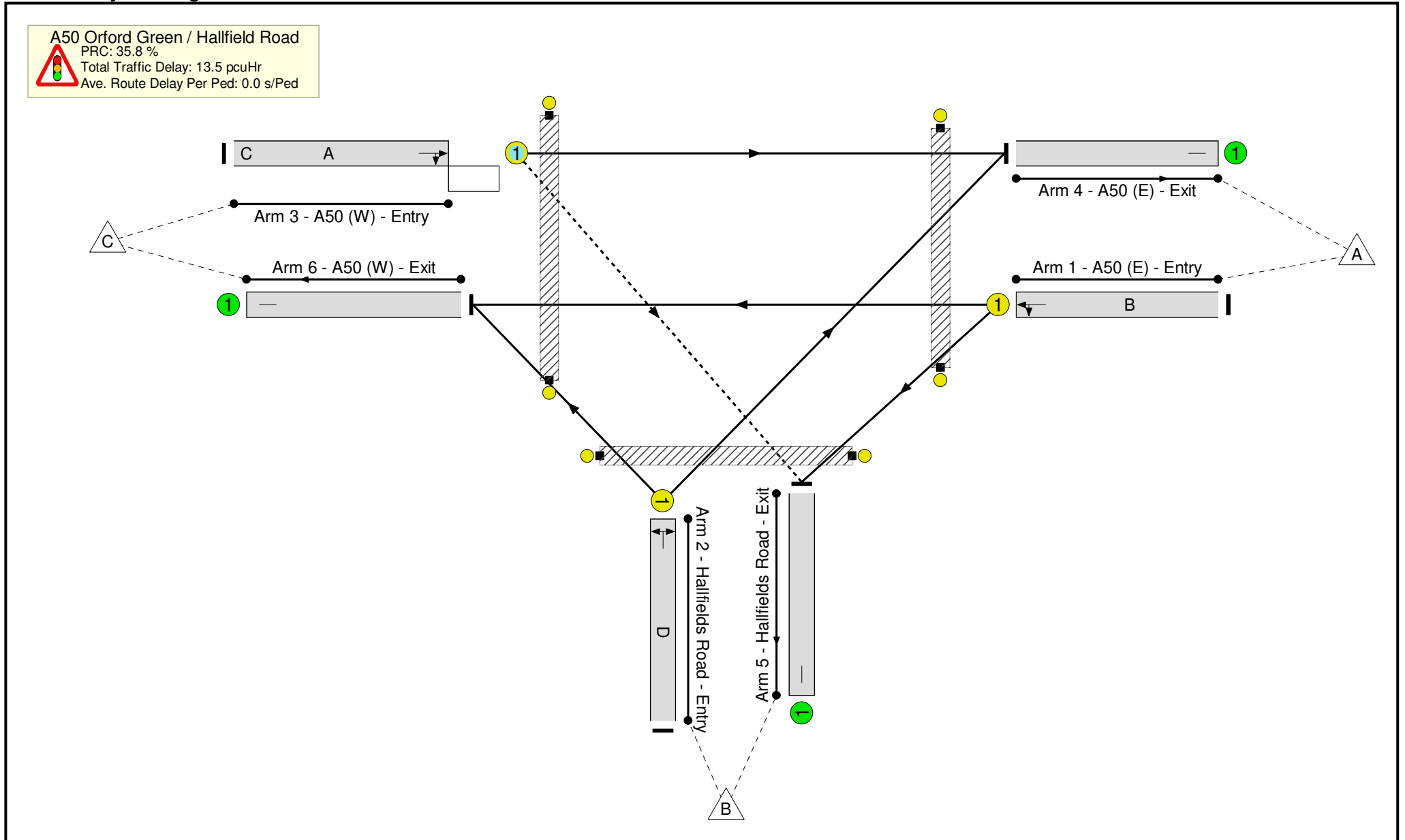
Stage Timings

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.3%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	66.3%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	436	1925	658	66.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	376	1644	575	65.3%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	434	1851	757	57.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

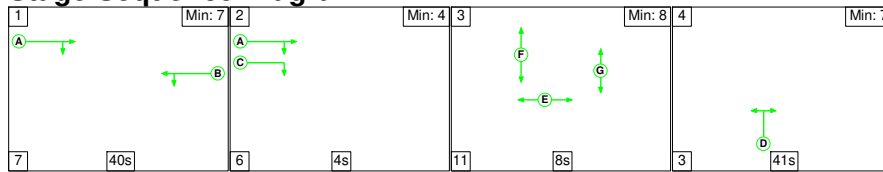
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	75	6	2	10.6	2.6	0.3	13.5	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	75	6	2	10.6	2.6	0.3	13.5	-	-	-	-
1/1	436	436	-	-	-	4.1	1.0	-	5.0	41.7	12.4	1.0	13.3
2/1	376	376	-	-	-	3.4	0.9	-	4.4	41.8	10.5	0.9	11.5
3/1	434	434	75	6	2	3.1	0.7	0.3	4.1	33.8	10.9	0.7	11.5
4/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 35.8 Total Delay for Signalled Lanes (pcuHr): 13.48 Cycle Time (s): 120 PRC Over All Lanes (%): 35.8 Total Delay Over All Lanes(pcuHr): 13.48													

Full Input Data And Results

Scenario 10: '2022 Do Minimum PM' (FG10: '2022 Do Minimum PM', Plan 1: 'Peds every cycle')

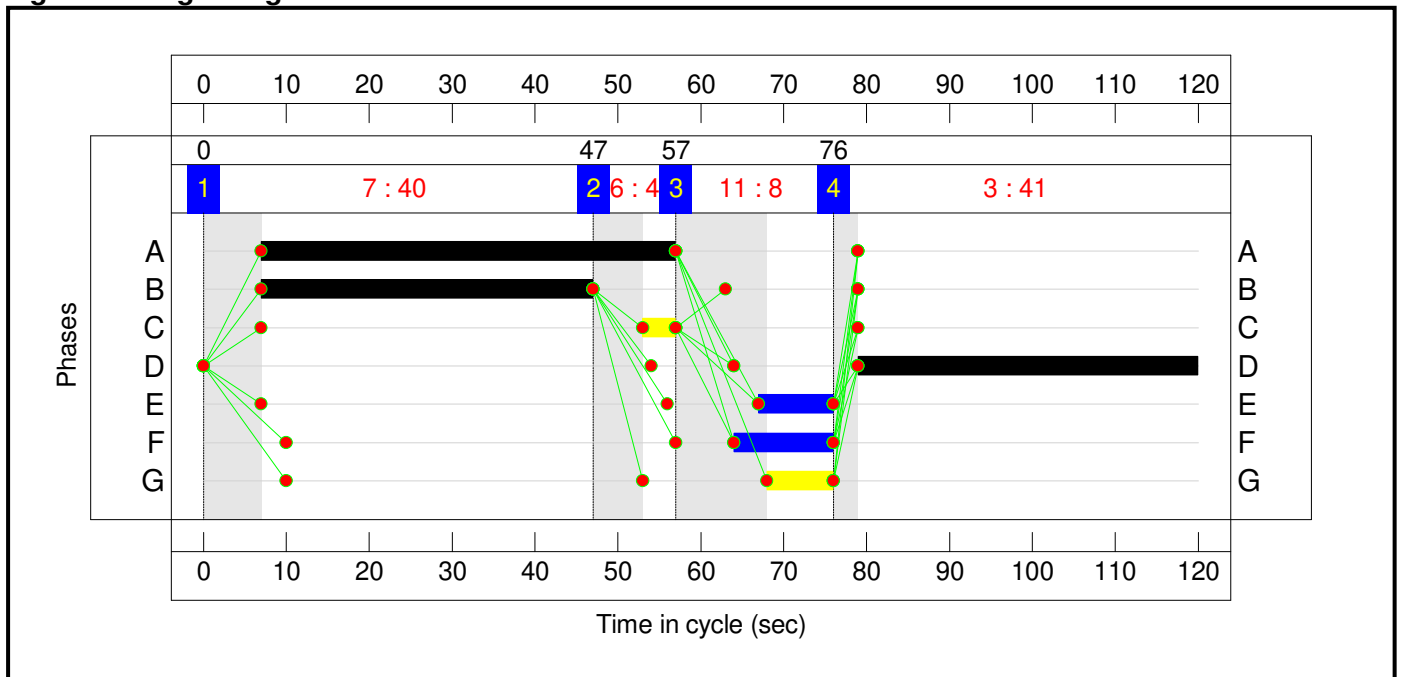
Stage Sequence Diagram



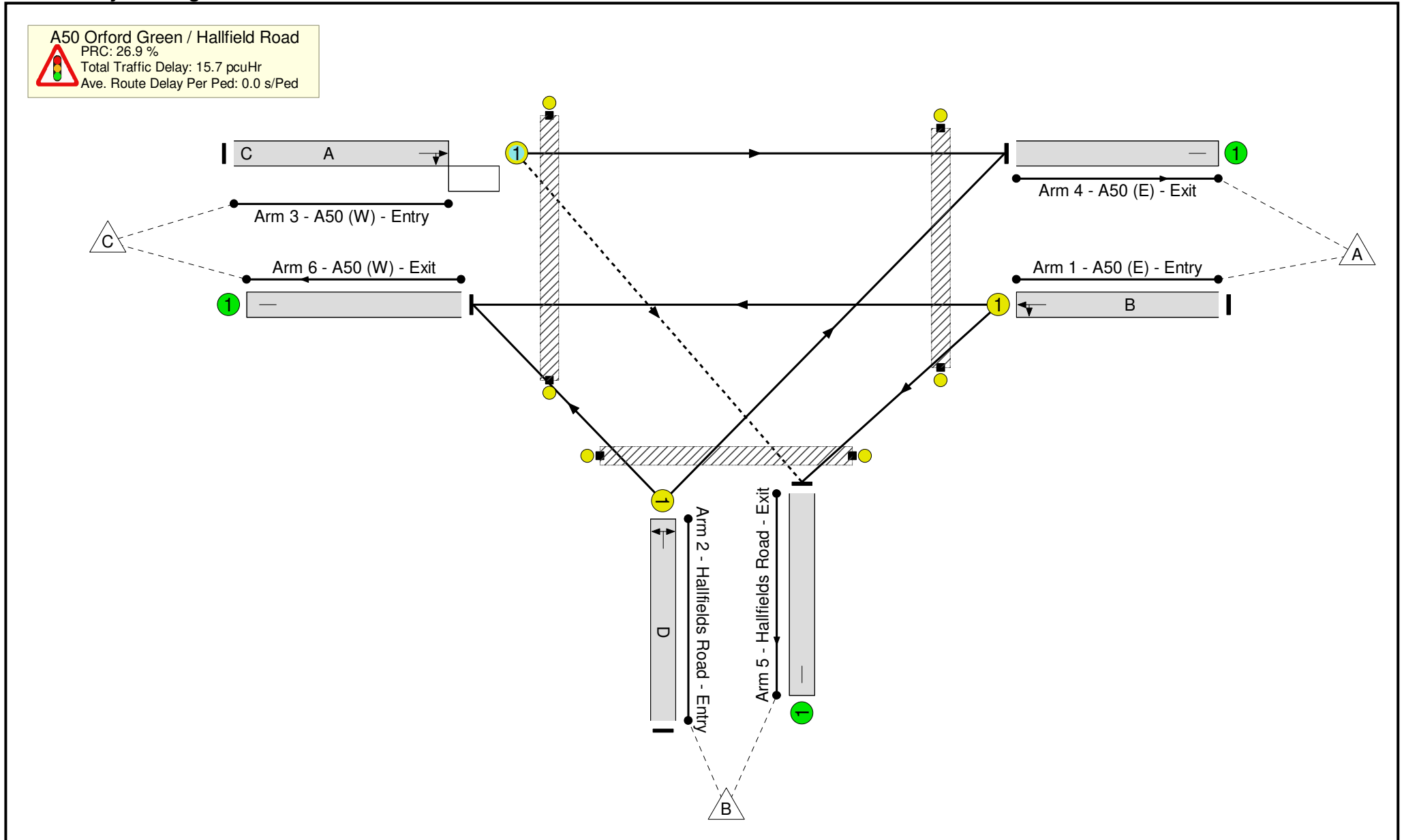
Stage Timings

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	458	1925	658	69.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	402	1645	576	69.8%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	487	1838	687	70.9%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

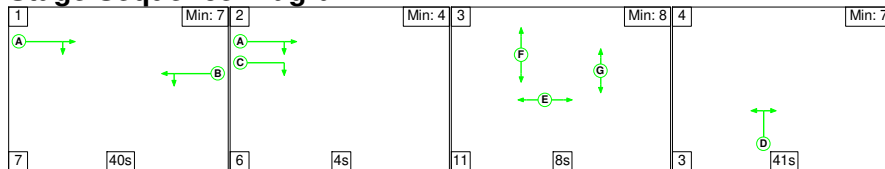
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	109	8	3	11.8	3.5	0.5	15.7	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	109	8	3	11.8	3.5	0.5	15.7	-	-	-	-
1/1	458	458	-	-	-	4.3	1.1	-	5.5	43.0	13.1	1.1	14.2
2/1	402	402	-	-	-	3.7	1.1	-	4.9	43.8	11.5	1.1	12.6
3/1	487	487	109	8	3	3.7	1.2	0.5	5.4	39.8	13.8	1.2	15.0
4/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 26.9 Total Delay for Signalled Lanes (pcuHr): 15.74 Cycle Time (s): 120 PRC Over All Lanes (%): 26.9 Total Delay Over All Lanes(pcuHr): 15.74													

Full Input Data And Results

Scenario 11: '2022 Do Something PM' (FG11: '2022 Do Something PM', Plan 1: 'Peds every cycle')

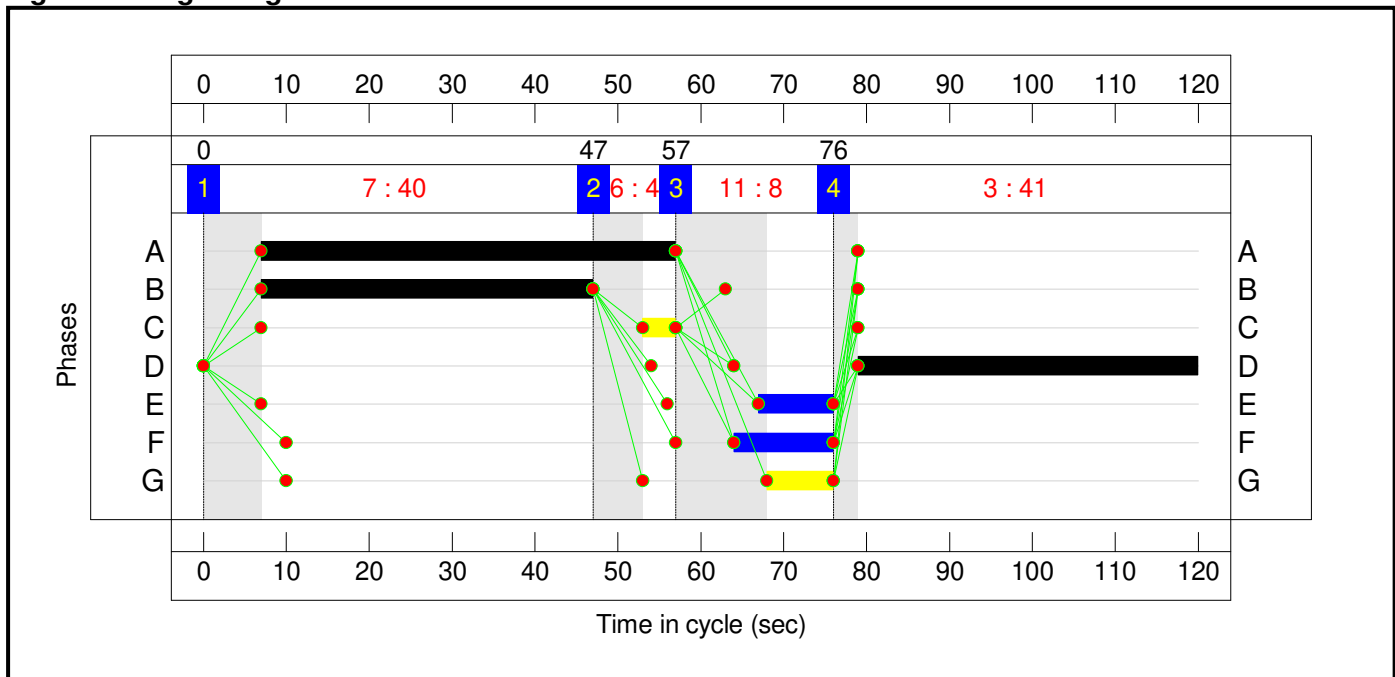
Stage Sequence Diagram



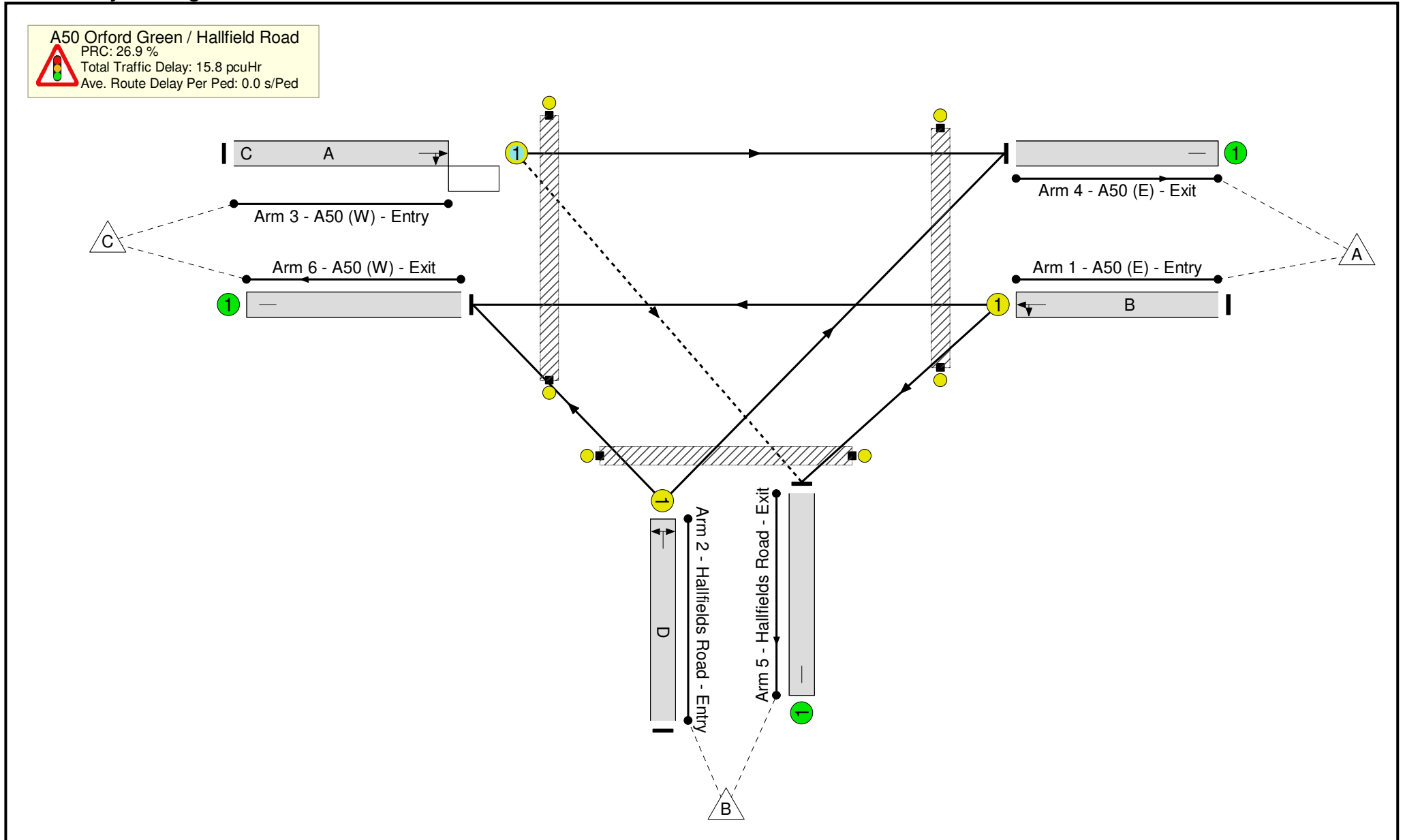
Stage Timings

Stage	1	2	3	4
Duration	40	4	8	41
Change Point	0	47	57	76

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	40	-	458	1925	658	69.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	41	-	406	1646	576	70.5%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	50	4	487	1838	687	70.9%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

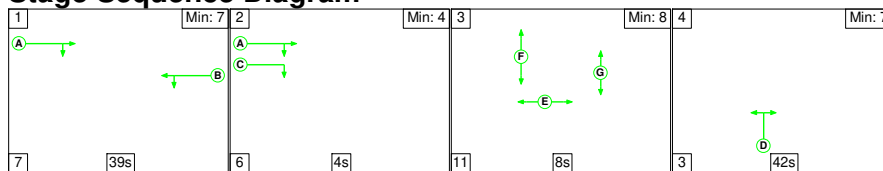
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	109	8	3	11.8	3.5	0.5	15.8	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	109	8	3	11.8	3.5	0.5	15.8	-	-	-	-
1/1	458	458	-	-	-	4.3	1.1	-	5.5	43.0	13.1	1.1	14.2
2/1	406	406	-	-	-	3.8	1.2	-	5.0	44.1	11.6	1.2	12.8
3/1	487	487	109	8	3	3.7	1.2	0.5	5.4	39.8	13.8	1.2	15.0
4/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 26.9 Total Delay for Signalled Lanes (pcuHr): 15.83 Cycle Time (s): 120 PRC Over All Lanes (%): 26.9 Total Delay Over All Lanes(pcuHr): 15.83													

Full Input Data And Results

Scenario 12: '2022 Do Something Full PM' (FG12: '2022 Do Something Full PM', Plan 1: 'Peds every cycle')

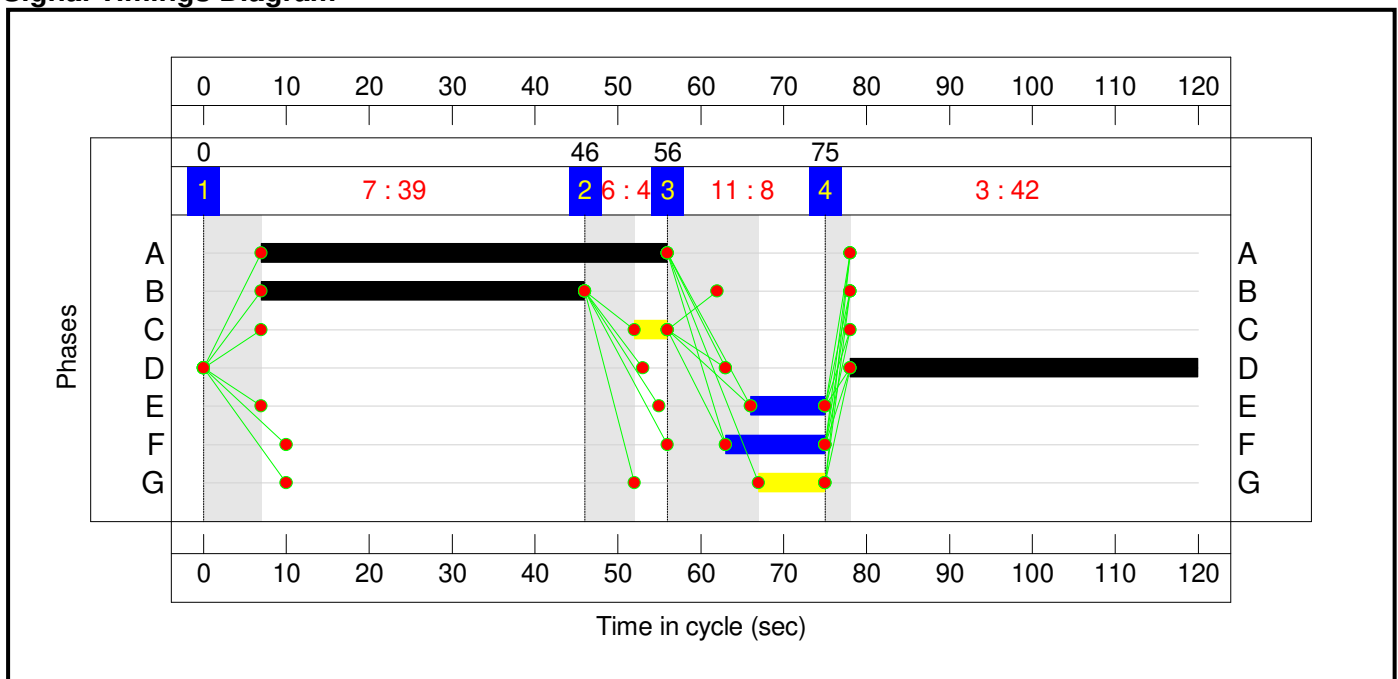
Stage Sequence Diagram



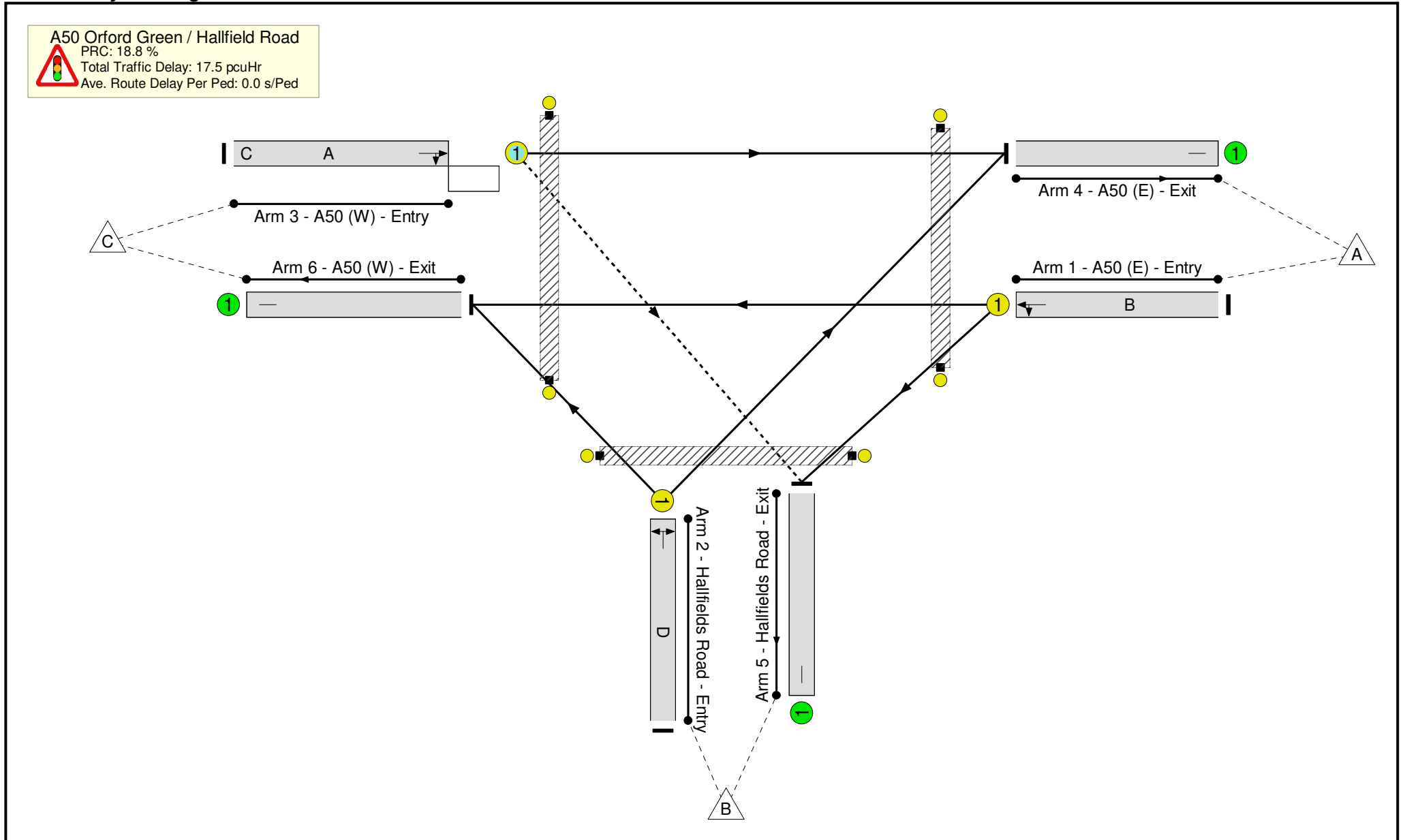
Stage Timings

Stage	1	2	3	4
Duration	39	4	8	42
Change Point	0	46	56	75

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	39	-	459	1925	642	71.5%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	42	-	449	1654	593	75.8%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	49	4	495	1836	654	75.7%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

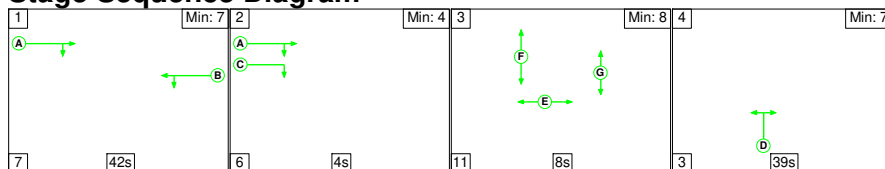
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	116	9	3	12.7	4.3	0.5	17.5	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	116	9	3	12.7	4.3	0.5	17.5	-	-	-	-
1/1	459	459	-	-	-	4.5	1.2	-	5.7	44.7	13.4	1.2	14.6
2/1	449	449	-	-	-	4.2	1.5	-	5.8	46.2	13.1	1.5	14.6
3/1	495	495	116	9	3	4.0	1.5	0.5	6.0	43.6	14.4	1.5	16.0
4/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 18.8 Total Delay for Signalled Lanes (pcuHr): 17.46 Cycle Time (s): 120 PRC Over All Lanes (%): 18.8 Total Delay Over All Lanes(pcuHr): 17.46													

Full Input Data And Results

Scenario 13: '2027 Do Minimum PM' (FG13: '2027 Do Minimum PM', Plan 1: 'Peds every cycle')

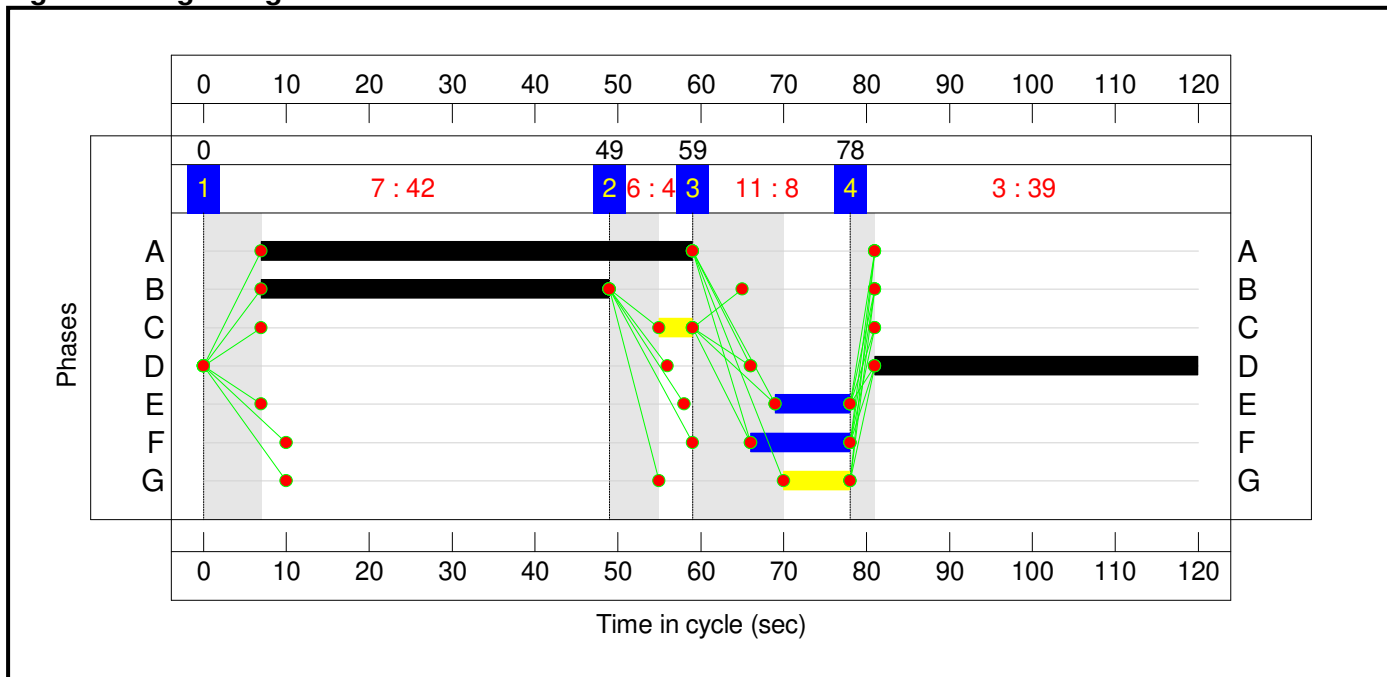
Stage Sequence Diagram



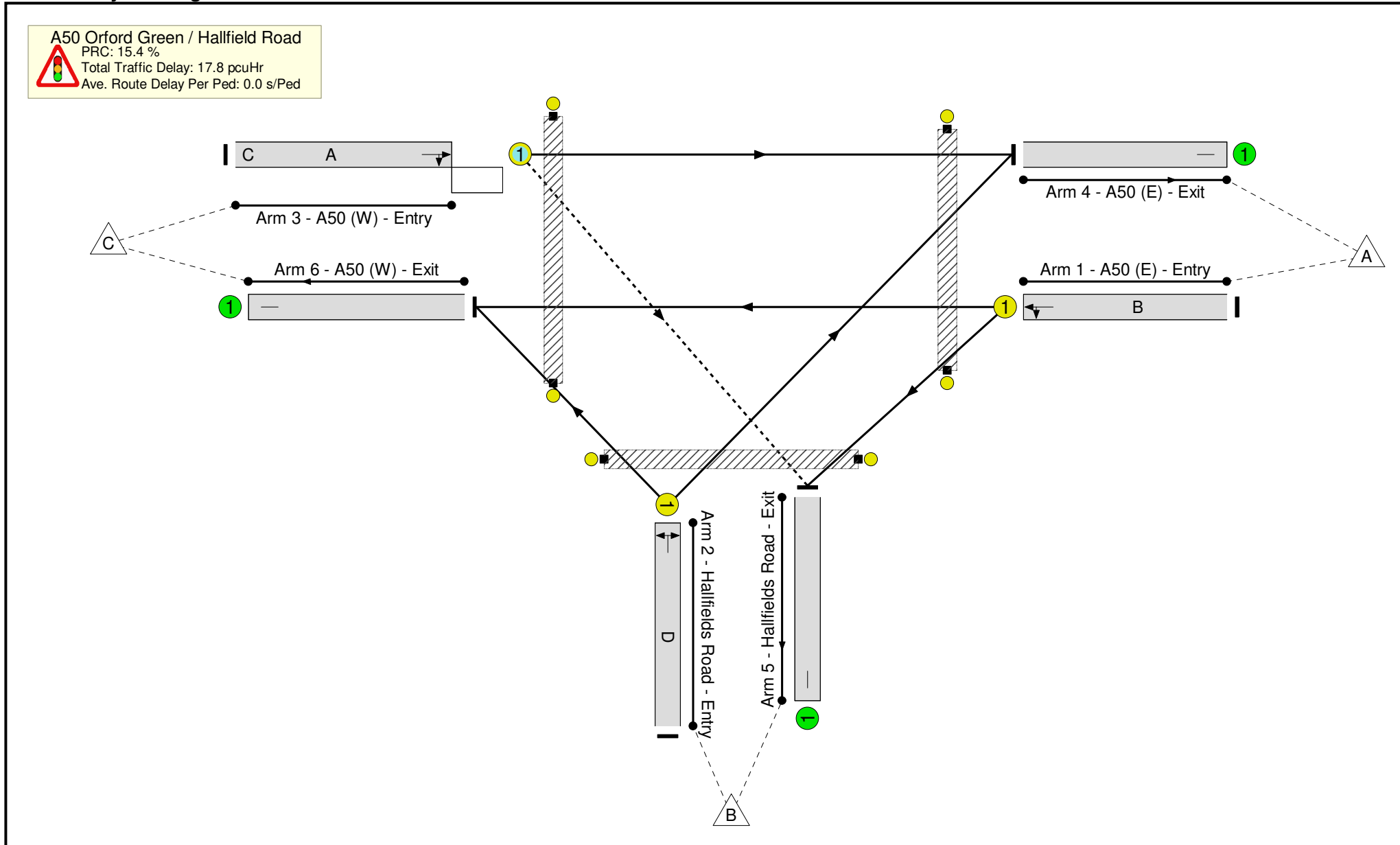
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	478	1925	690	69.3%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	427	1643	548	78.0%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	526	1832	680	77.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

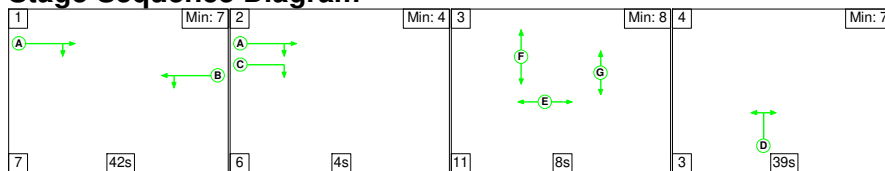
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	131	10	4	12.7	4.5	0.5	17.8	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	131	10	4	12.7	4.5	0.5	17.8	-	-	-	-
1/1	478	478	-	-	-	4.4	1.1	-	5.5	41.3	13.5	1.1	14.7
2/1	427	427	-	-	-	4.3	1.7	-	6.0	50.5	12.8	1.7	14.5
3/1	526	526	131	10	4	4.1	1.7	0.5	6.3	43.2	15.3	1.7	17.0
4/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 15.4 Total Delay for Signalled Lanes (pcuHr): 17.79 Cycle Time (s): 120 PRC Over All Lanes (%): 15.4 Total Delay Over All Lanes(pcuHr): 17.79													

Full Input Data And Results

Scenario 14: '2027 Do Something PM' (FG14: '2027 Do Something PM', Plan 1: 'Peds every cycle')

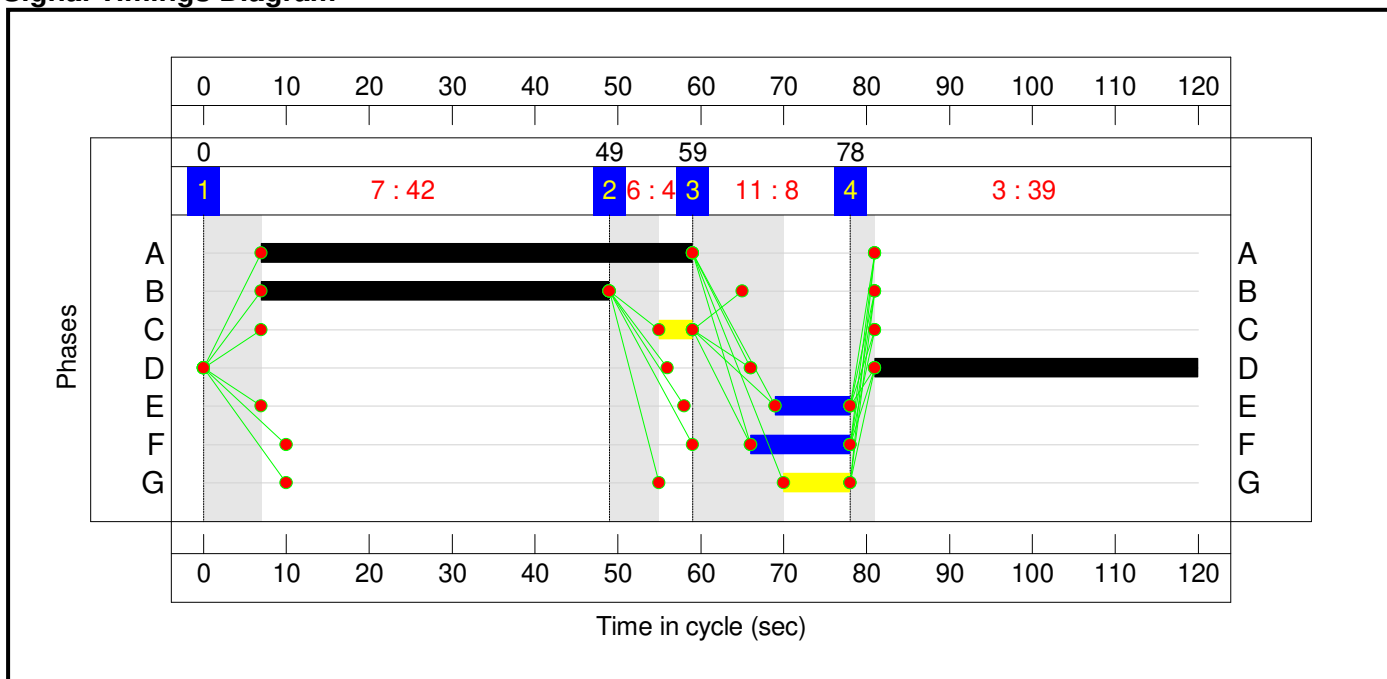
Stage Sequence Diagram



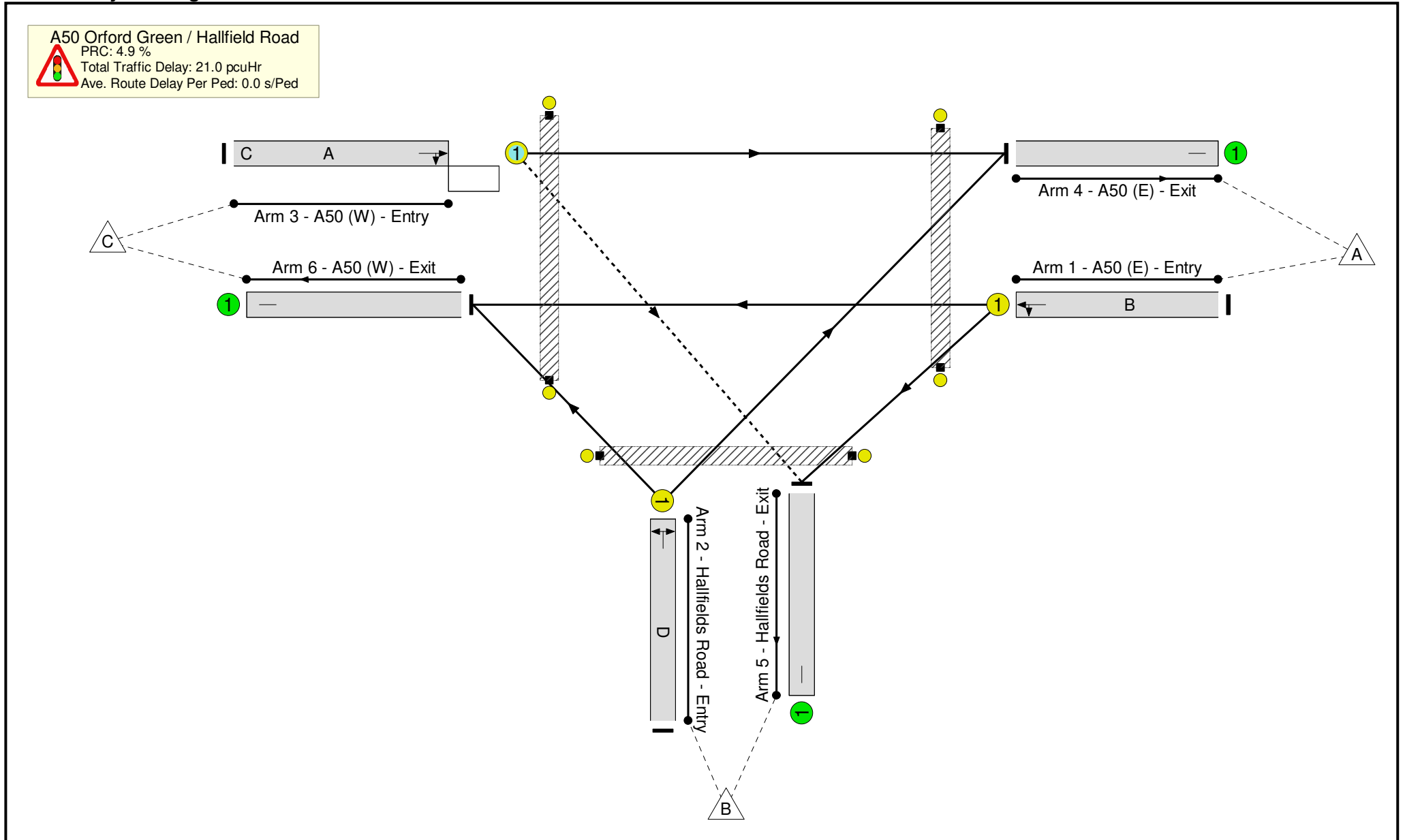
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	482	1925	690	69.9%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	467	1647	549	85.1%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	536	1824	625	85.8%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

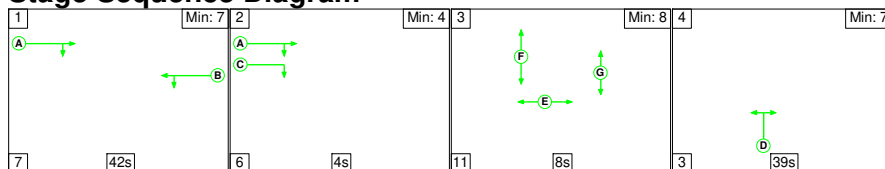
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	129	32	4	13.8	6.7	0.6	21.0	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	129	32	4	13.8	6.7	0.6	21.0	-	-	-	-
1/1	482	482	-	-	-	4.4	1.1	-	5.6	41.5	13.7	1.1	14.8
2/1	467	467	-	-	-	4.8	2.7	-	7.5	57.8	14.4	2.7	17.1
3/1	536	536	129	32	4	4.5	2.8	0.6	7.9	53.2	16.5	2.8	19.4
4/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 20.99 Cycle Time (s): 120 PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 20.99													

Full Input Data And Results

Scenario 15: '2032 Do Minimum PM' (FG15: '2032 Do Minimum PM', Plan 1: 'Peds every cycle')

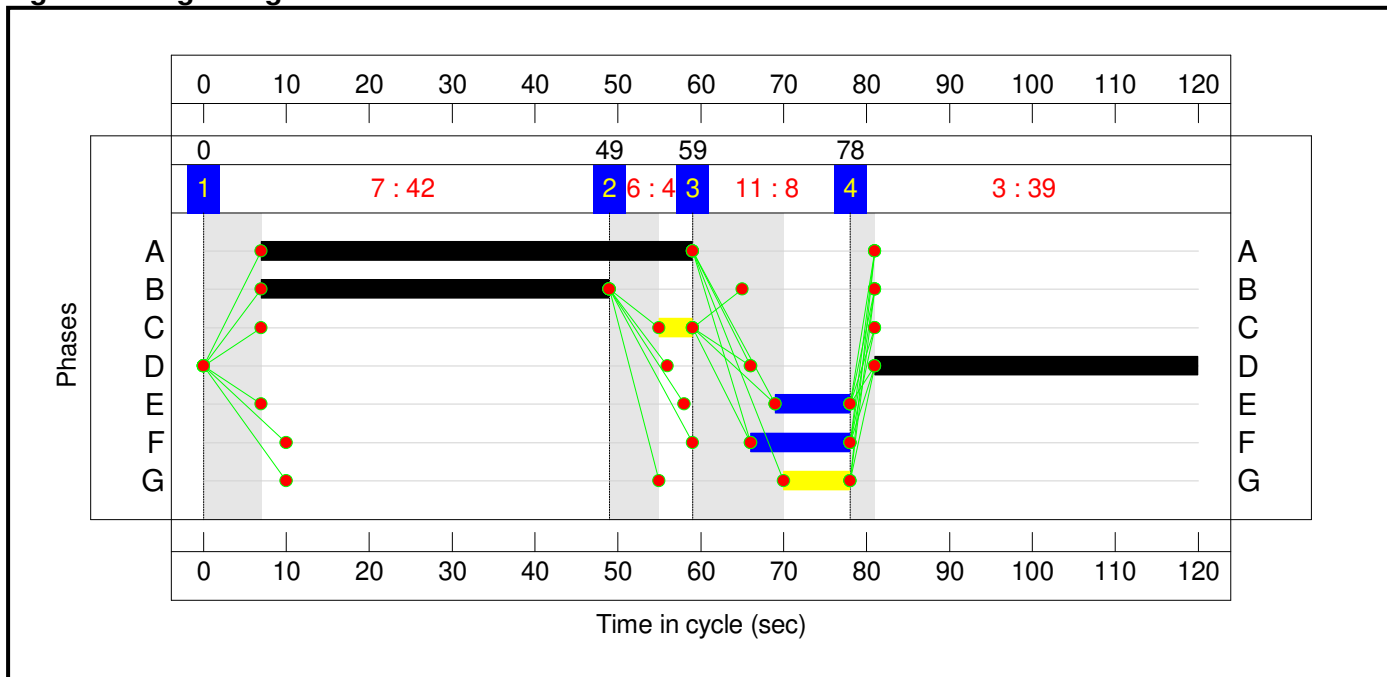
Stage Sequence Diagram



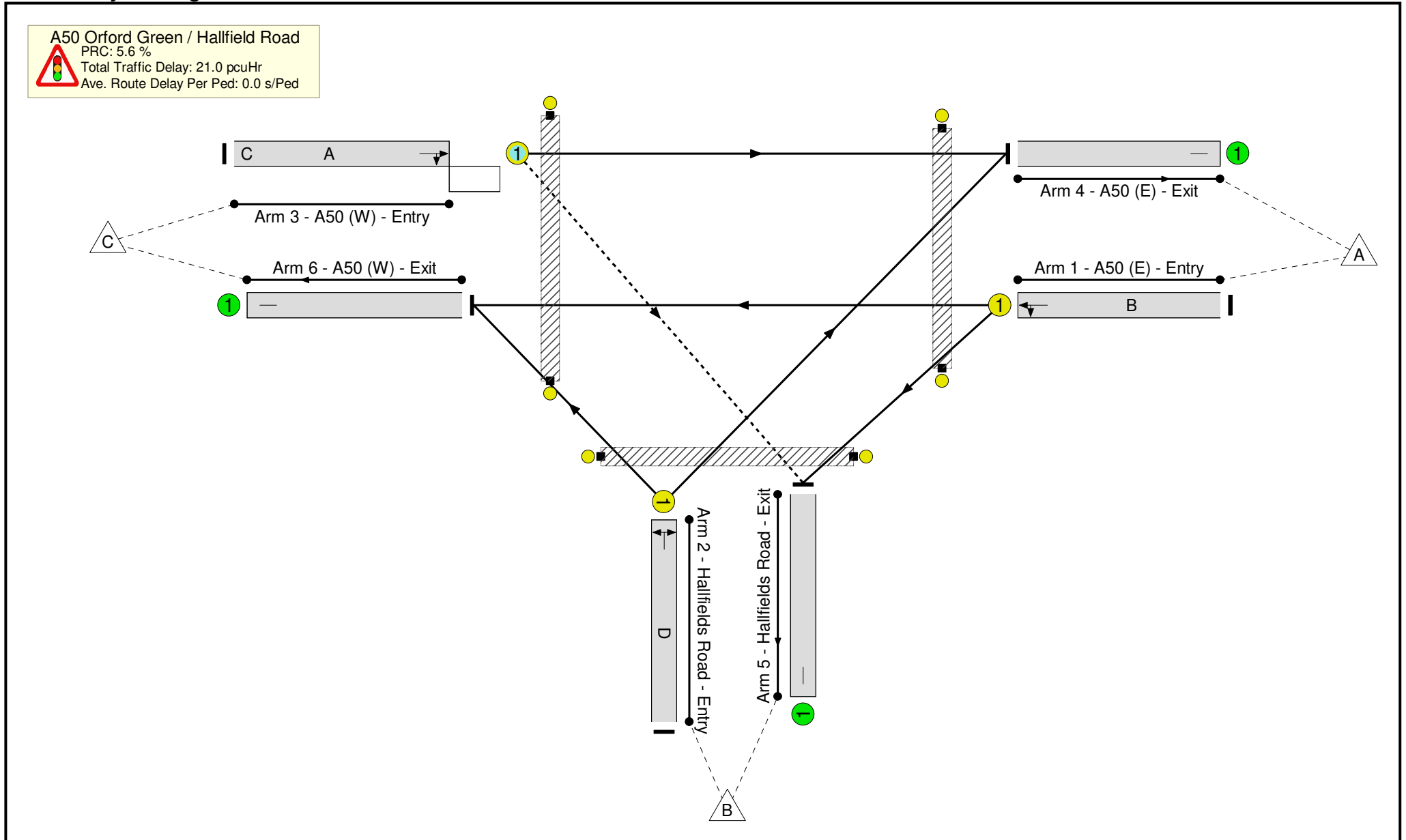
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	503	1924	689	73.0%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	464	1633	544	85.2%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	540	1831	642	84.1%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

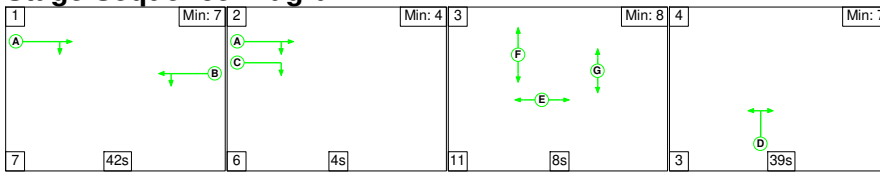
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	115	32	4	13.9	6.6	0.6	21.0	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	115	32	4	13.9	6.6	0.6	21.0	-	-	-	-
1/1	503	503	-	-	-	4.7	1.3	-	6.0	43.0	14.5	1.3	15.9
2/1	464	464	-	-	-	4.8	2.7	-	7.5	58.2	14.3	2.7	17.0
3/1	540	540	115	32	4	4.4	2.5	0.6	7.5	50.2	16.5	2.5	19.0
4/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 21.04 Cycle Time (s): 120 PRC Over All Lanes (%): 5.6 Total Delay Over All Lanes(pcuHr): 21.04													

Full Input Data And Results

Scenario 16: '2032 Do Something Full PM' (FG16: '2032 Do Something Full PM', Plan 1: 'Peds every cycle')

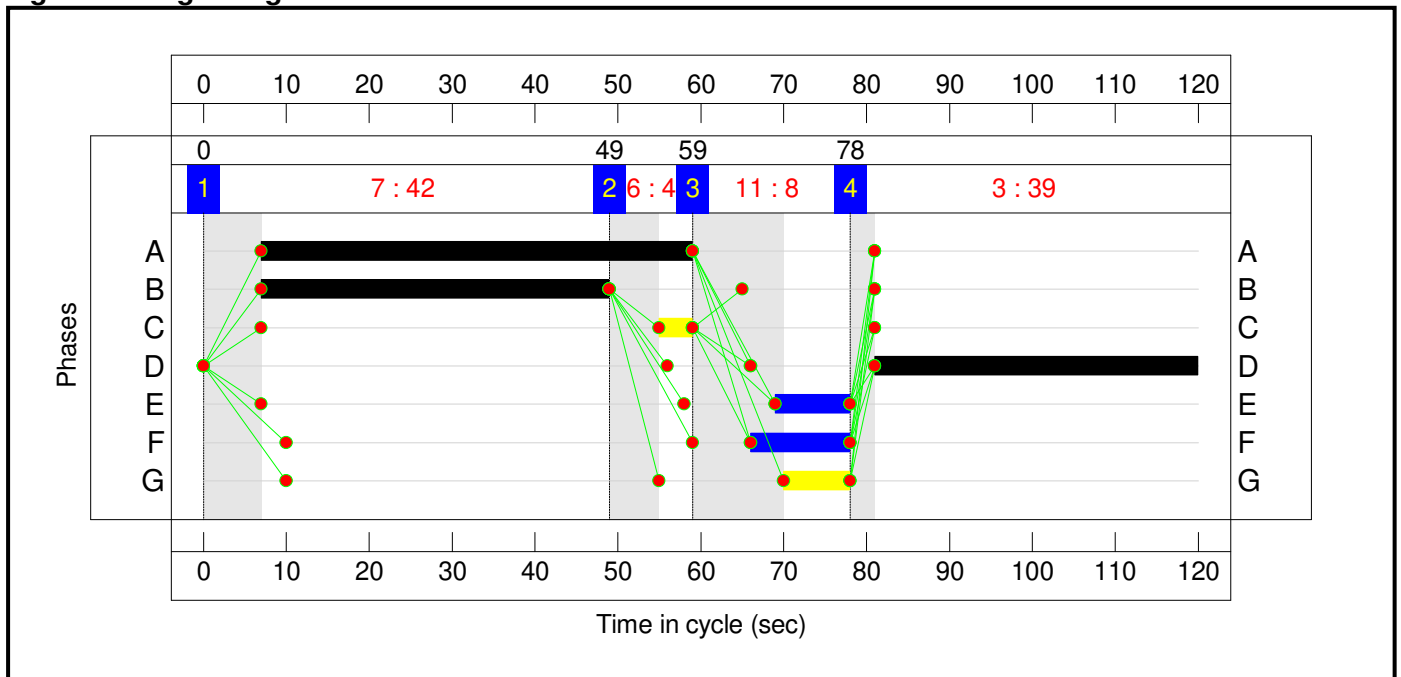
Stage Sequence Diagram



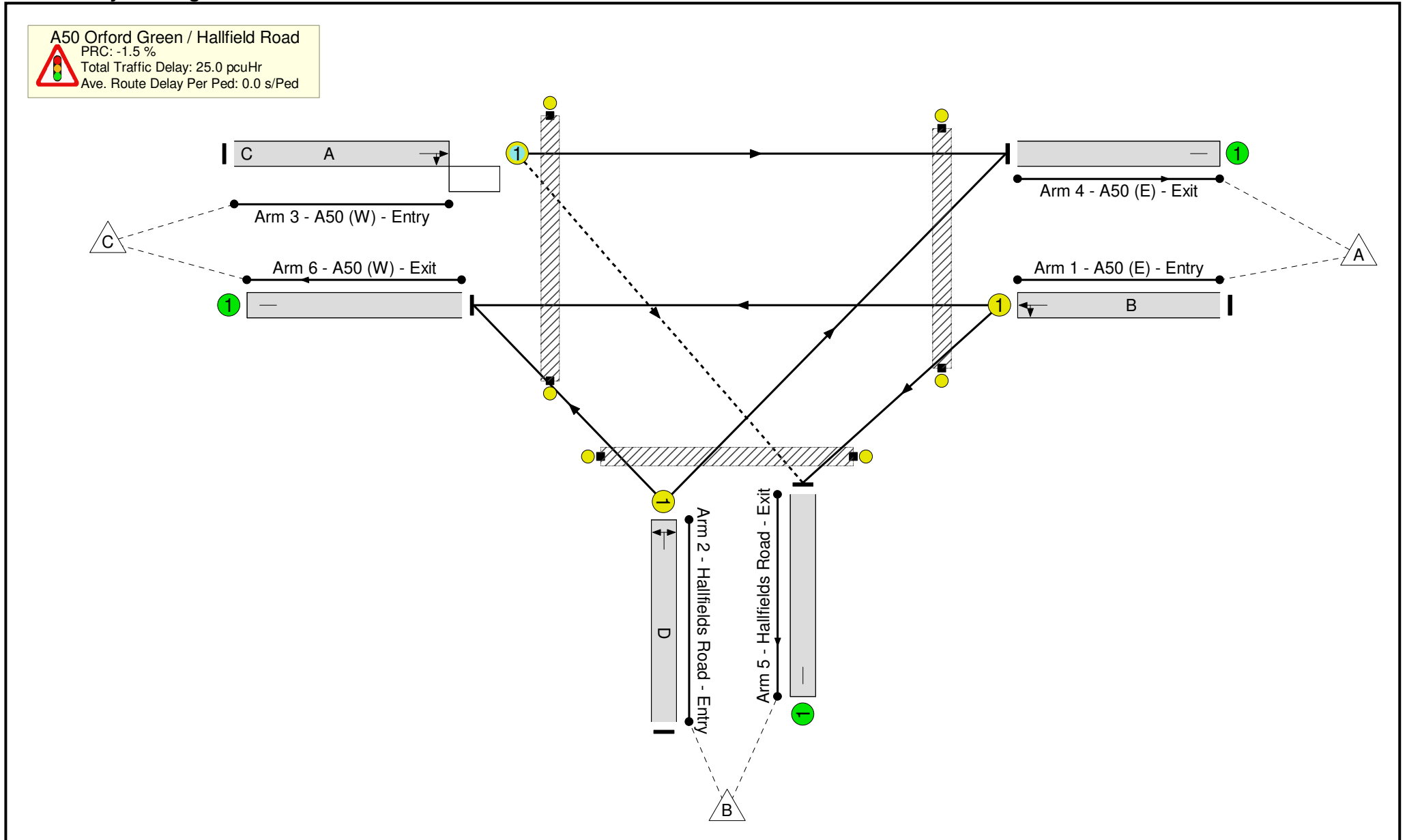
Stage Timings

Stage	1	2	3	4
Duration	42	4	8	39
Change Point	0	49	59	78

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
A50 Orford Green / Hallfield Road	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	A50 (E) - Entry Left Ahead	U	N/A	N/A	B		1	42	-	508	1925	690	73.6%
2/1	Hallfields Road - Entry Right Left	U	N/A	N/A	D		1	39	-	502	1648	549	91.4%
3/1	A50 (W) - Entry Ahead Right	O	N/A	N/A	A	C	1	52	4	545	1828	609	89.4%
4/1	A50 (E) - Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/1	Hallfields Road - Exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
6/1	A50 (W) - Exit	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	111	46	4	14.7	9.6	0.6	25.0	-	-	-	-
A50 Orford Green / Hallfield Road	-	-	111	46	4	14.7	9.6	0.6	25.0	-	-	-	-
1/1	508	508	-	-	-	4.7	1.4	-	6.1	43.3	14.7	1.4	16.1
2/1	502	502	-	-	-	5.3	4.5	-	9.8	70.3	16.0	4.5	20.5
3/1	545	545	111	46	4	4.7	3.8	0.6	9.1	59.9	17.1	3.8	20.9
4/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 24.99 Cycle Time (s): 120 PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 24.99													

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Mill Lane. EPR. Blackbrook. Ballater Rbt Opt A.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Junctions 9\Mill Lane. Enfield Park Road. Blackbrook Avenue. Ballater Drive Roundabout

Report generation date: 30/01/2020 13:13:00

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2018 Validation										
Arm 1	D1	0.4	2.65	0.28	A	D9	0.3	2.57	0.26	A
Arm 2		0.1	2.52	0.05	A		0.1	2.69	0.13	A
Arm 3		0.2	2.32	0.20	A		0.3	2.53	0.22	A
Arm 4		0.1	2.72	0.06	A		0.0	2.74	0.04	A
2022 Do Minimum										
Arm 1	D2	0.5	2.83	0.32	A	D10	0.4	2.61	0.27	A
Arm 2		0.1	2.64	0.06	A		0.1	2.73	0.13	A
Arm 3		0.3	2.37	0.21	A		0.3	2.55	0.22	A
Arm 4		0.1	2.76	0.06	A		0.0	2.75	0.04	A
2022 Do Something										
Arm 1	D3	0.5	2.90	0.34	A	D11	0.4	2.65	0.28	A
Arm 2		0.1	2.67	0.06	A		0.2	2.78	0.14	A
Arm 3		0.3	2.39	0.22	A		0.3	2.59	0.24	A
Arm 4		0.1	2.78	0.06	A		0.0	2.79	0.04	A
2022 Do Something Full										
Arm 1	D4	1.3	4.32	0.56	A	D12	0.7	3.29	0.42	A
Arm 2		0.1	3.28	0.09	A		0.3	3.42	0.22	A
Arm 3		0.5	2.78	0.32	A		0.7	3.49	0.41	A
Arm 4		0.1	3.11	0.07	A		0.1	3.45	0.05	A
2027 Do Minimum										
Arm 1	D5	0.5	2.93	0.35	A	D13	0.4	2.69	0.29	A
Arm 2		0.1	2.69	0.06	A		0.2	2.80	0.14	A
Arm 3		0.3	2.41	0.23	A		0.3	2.63	0.25	A
Arm 4		0.1	2.80	0.06	A		0.0	2.82	0.04	A
2027 Do Something										
Arm 1	D6	0.8	3.54	0.46	A	D14	0.6	2.99	0.36	A
Arm 2		0.1	2.98	0.07	A		0.2	3.15	0.19	A
Arm 3		0.4	2.56	0.27	A		0.5	3.11	0.35	A
Arm 4		0.1	2.93	0.06	A		0.0	3.19	0.05	A

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2032 Do Minimum										
Arm 1	D7	0.6	3.07	0.38	A	D15	0.4	2.75	0.31	A
Arm 2		0.1	2.76	0.06	A		0.2	2.86	0.15	A
Arm 3		0.3	2.44	0.24	A		0.4	2.70	0.27	A
Arm 4		0.1	2.82	0.06	A		0.0	2.88	0.04	A
2032 Do Something Full										
Arm 1	D8	1.6	5.05	0.62	A	D16	0.8	3.48	0.45	A
Arm 2		0.1	3.45	0.08	A		0.3	3.50	0.22	A
Arm 3		0.6	2.89	0.36	A		0.9	3.86	0.47	A
Arm 4		0.1	3.19	0.07	A		0.1	3.67	0.05	A

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

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

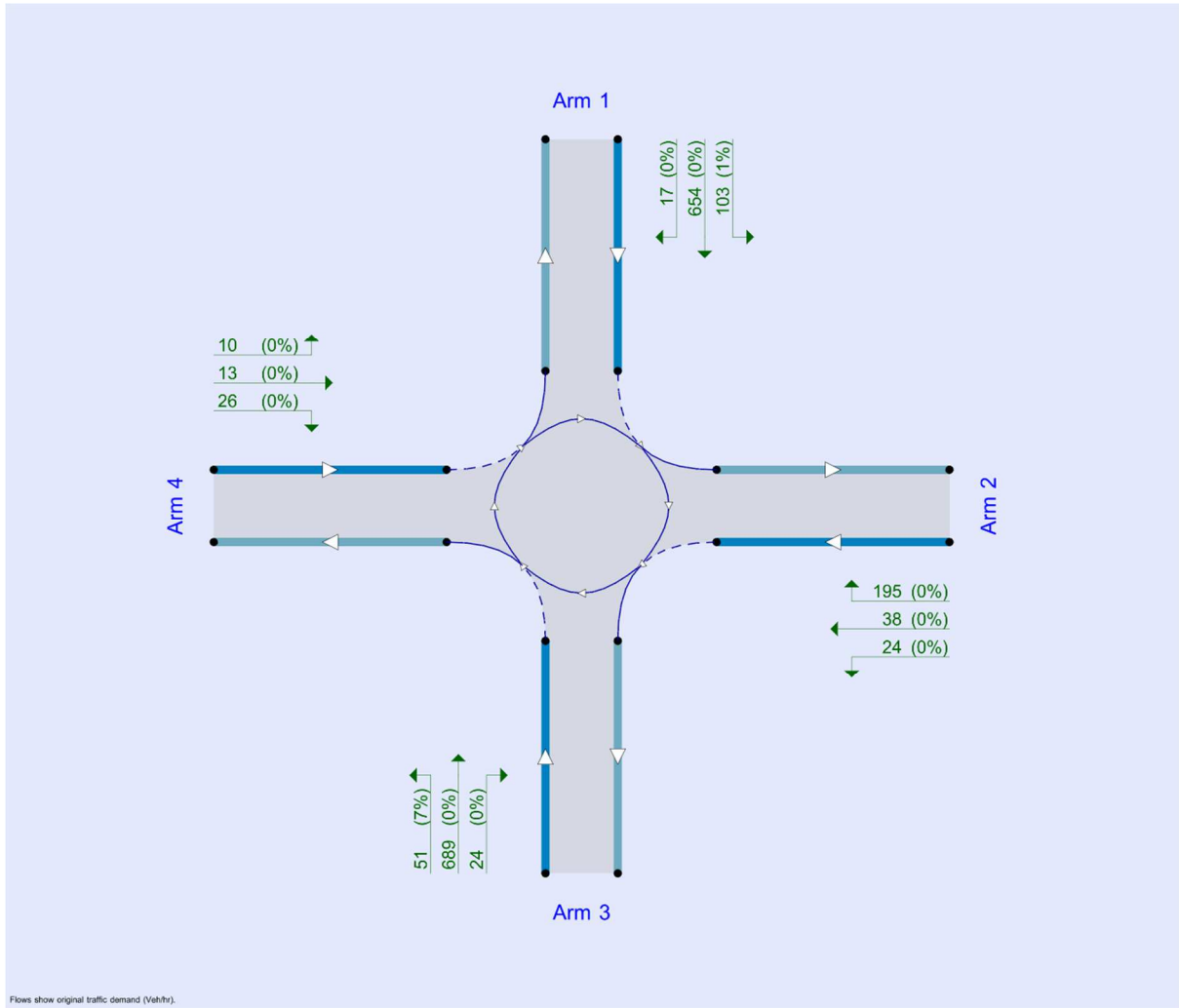
File summary

File Description

Title	
Location	
Site number	
Date	28/01/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Brad
Description	

Units

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



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)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018 Validation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Mill Lane	
2	Enfield Park Road	
3	Blackbrook Avenue	
4	Ballater Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.00	7.75	19.2	21.0	40.0	27.0	
2	2.86	7.20	34.0	22.0	40.0	27.0	
3	4.14	7.85	16.2	40.0	40.0	26.0	
4	3.05	7.24	20.6	22.0	40.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.693	1936
2	0.672	1827
3	0.709	1976
4	0.630	1665

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	477	100.000
2		ONE HOUR	✓	72	100.000
3		ONE HOUR	✓	345	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	82	393	2
	2	39	0	24	9
	3	316	15	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.28	2.65	0.4	A	438	657
2	0.05	2.52	0.1	A	66	99
3	0.20	2.32	0.2	A	317	475
4	0.06	2.72	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	359	90	50	1898	0.189	358	286	0.0	0.2	2.337	A
2	54	14	318	1604	0.034	54	89	0.0	0.0	2.321	A
3	260	65	38	1944	0.134	259	335	0.0	0.2	2.137	A
4	58	14	278	1490	0.039	58	19	0.0	0.0	2.513	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	429	107	59	1891	0.227	429	342	0.2	0.3	2.461	A
2	65	16	381	1563	0.041	65	107	0.0	0.0	2.402	A
3	310	78	45	1938	0.160	310	401	0.2	0.2	2.210	A
4	69	17	332	1456	0.048	69	22	0.0	0.0	2.595	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	525	131	73	1882	0.279	525	419	0.3	0.4	2.652	A
2	79	20	467	1505	0.053	79	131	0.0	0.1	2.523	A
3	380	95	55	1931	0.197	380	491	0.2	0.2	2.319	A
4	85	21	407	1409	0.060	85	28	0.0	0.1	2.718	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	525	131	73	1882	0.279	525	419	0.4	0.4	2.652	A
2	79	20	467	1505	0.053	79	131	0.1	0.1	2.524	A
3	380	95	55	1931	0.197	380	491	0.2	0.2	2.320	A
4	85	21	407	1409	0.060	85	28	0.1	0.1	2.719	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	429	107	59	1891	0.227	429	343	0.4	0.3	2.464	A
2	65	16	381	1562	0.041	65	107	0.1	0.0	2.405	A
3	310	78	45	1938	0.160	310	401	0.2	0.2	2.212	A
4	69	17	333	1456	0.048	69	22	0.1	0.1	2.598	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	359	90	50	1898	0.189	359	287	0.3	0.2	2.339	A
2	54	14	319	1604	0.034	54	90	0.0	0.0	2.324	A
3	260	65	38	1944	0.134	260	336	0.2	0.2	2.137	A
4	58	14	279	1490	0.039	58	19	0.1	0.0	2.516	A

2022 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.65	A

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
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	555	100.000
2		ONE HOUR	✓	78	100.000
3		ONE HOUR	✓	371	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	87	466	2
	2	43	0	26	9
	3	341	16	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.32	2.83	0.5	A	509	764
2	0.06	2.64	0.1	A	72	107
3	0.21	2.37	0.3	A	340	511
4	0.06	2.76	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	418	104	50	1898	0.220	417	308	0.0	0.3	2.430	A
2	59	15	373	1568	0.037	59	94	0.0	0.0	2.385	A
3	279	70	41	1942	0.144	279	391	0.0	0.2	2.163	A
4	58	14	300	1476	0.039	58	19	0.0	0.0	2.538	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	499	125	60	1891	0.264	499	368	0.3	0.4	2.585	A
2	70	18	447	1519	0.046	70	112	0.0	0.0	2.484	A
3	334	83	49	1936	0.172	333	468	0.2	0.2	2.245	A
4	69	17	359	1439	0.048	69	22	0.0	0.1	2.628	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	611	153	74	1882	0.325	611	451	0.4	0.5	2.832	A
2	86	21	547	1452	0.059	86	138	0.0	0.1	2.635	A
3	408	102	59	1929	0.212	408	573	0.2	0.3	2.367	A
4	85	21	440	1388	0.061	85	28	0.1	0.1	2.762	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	611	153	74	1882	0.325	611	451	0.5	0.5	2.833	A
2	86	21	547	1451	0.059	86	138	0.1	0.1	2.635	A
3	408	102	59	1929	0.212	408	574	0.3	0.3	2.367	A
4	85	21	440	1388	0.061	85	28	0.1	0.1	2.762	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	499	125	60	1891	0.264	499	369	0.5	0.4	2.589	A
2	70	18	447	1518	0.046	70	112	0.1	0.0	2.485	A
3	334	83	49	1936	0.172	334	469	0.3	0.2	2.246	A
4	69	17	360	1438	0.048	69	22	0.1	0.1	2.628	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	418	104	50	1898	0.220	418	309	0.4	0.3	2.435	A
2	59	15	374	1567	0.037	59	94	0.0	0.0	2.386	A
3	279	70	41	1942	0.144	279	393	0.2	0.2	2.167	A
4	58	14	301	1475	0.039	58	19	0.1	0.0	2.541	A

2022 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.70	A

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
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	582	100.000
2		ONE HOUR	✓	79	100.000
3		ONE HOUR	✓	383	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	92	488	2
	2	44	0	26	9
	3	353	16	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.34	2.90	0.5	A	534	801
2	0.06	2.67	0.1	A	72	109
3	0.22	2.39	0.3	A	351	527
4	0.06	2.78	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	438	110	50	1898	0.231	437	318	0.0	0.3	2.462	A
2	59	15	390	1557	0.038	59	98	0.0	0.0	2.404	A
3	288	72	41	1942	0.149	288	408	0.0	0.2	2.175	A
4	58	14	310	1470	0.039	58	19	0.0	0.0	2.549	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	523	131	60	1891	0.277	523	380	0.3	0.4	2.631	A
2	71	18	466	1505	0.047	71	117	0.0	0.0	2.509	A
3	344	86	49	1936	0.178	344	488	0.2	0.2	2.261	A
4	69	17	371	1431	0.048	69	22	0.0	0.1	2.642	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	641	160	74	1882	0.341	640	465	0.4	0.5	2.898	A
2	87	22	571	1435	0.061	87	143	0.0	0.1	2.669	A
3	422	105	61	1928	0.219	421	597	0.2	0.3	2.389	A
4	85	21	454	1379	0.061	85	28	0.1	0.1	2.781	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	641	160	74	1881	0.341	641	466	0.5	0.5	2.900	A
2	87	22	571	1435	0.061	87	143	0.1	0.1	2.669	A
3	422	105	61	1928	0.219	422	598	0.3	0.3	2.389	A
4	85	21	455	1379	0.061	85	28	0.1	0.1	2.781	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	523	131	60	1891	0.277	524	381	0.5	0.4	2.633	A
2	71	18	467	1505	0.047	71	117	0.1	0.0	2.512	A
3	344	86	49	1936	0.178	345	489	0.3	0.2	2.262	A
4	69	17	372	1431	0.048	69	22	0.1	0.1	2.643	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	438	110	50	1898	0.231	438	319	0.4	0.3	2.469	A
2	59	15	391	1556	0.038	60	98	0.0	0.0	2.407	A
3	288	72	41	1942	0.149	289	409	0.2	0.2	2.179	A
4	58	14	311	1469	0.039	58	19	0.1	0.0	2.550	A

2022 Do Something Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.69	A

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
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	955	100.000
2		ONE HOUR	✓	99	100.000
3		ONE HOUR	✓	562	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	153	800	2
	2	64	0	26	9
	3	532	16	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.56	4.32	1.3	A	876	1314
2	0.09	3.28	0.1	A	91	136
3	0.32	2.78	0.5	A	516	774
4	0.07	3.11	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	719	180	50	1901	0.378	717	467	0.0	0.6	3.033	A
2	75	19	624	1399	0.053	74	143	0.0	0.1	2.717	A
3	423	106	56	1932	0.219	422	642	0.0	0.3	2.382	A
4	58	14	460	1376	0.042	58	19	0.0	0.0	2.731	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	859	215	60	1894	0.453	858	559	0.6	0.8	3.470	A
2	89	22	746	1317	0.068	89	172	0.1	0.1	2.930	A
3	505	126	67	1925	0.263	505	768	0.3	0.4	2.535	A
4	69	17	550	1319	0.052	69	22	0.0	0.1	2.880	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1051	263	74	1885	0.558	1050	684	0.8	1.2	4.304	A
2	109	27	913	1206	0.090	109	210	0.1	0.1	3.282	A
3	619	155	82	1914	0.323	618	940	0.4	0.5	2.779	A
4	85	21	673	1241	0.068	85	28	0.1	0.1	3.113	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1051	263	74	1884	0.558	1051	685	1.2	1.3	4.321	A
2	109	27	915	1205	0.090	109	210	0.1	0.1	3.285	A
3	619	155	83	1914	0.323	619	941	0.5	0.5	2.779	A
4	85	21	674	1240	0.068	85	28	0.1	0.1	3.114	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	859	215	60	1894	0.453	860	560	1.3	0.8	3.490	A
2	89	22	748	1316	0.068	89	172	0.1	0.1	2.936	A
3	505	126	68	1924	0.263	506	770	0.5	0.4	2.539	A
4	69	17	551	1318	0.053	69	22	0.1	0.1	2.884	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	719	180	50	1901	0.378	720	469	0.8	0.6	3.052	A
2	75	19	626	1397	0.053	75	144	0.1	0.1	2.721	A
3	423	106	57	1932	0.219	423	644	0.4	0.3	2.387	A
4	58	14	461	1375	0.042	58	19	0.1	0.0	2.735	A

2027 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.72	A

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
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	593	100.000
2		ONE HOUR	✓	78	100.000
3		ONE HOUR	✓	397	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	87	504	2
	2	42	0	27	9
	3	366	17	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.35	2.93	0.5	A	544	816
2	0.06	2.69	0.1	A	72	107
3	0.23	2.41	0.3	A	364	546
4	0.06	2.80	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	446	112	51	1897	0.235	445	326	0.0	0.3	2.476	A
2	59	15	402	1549	0.038	59	95	0.0	0.0	2.415	A
3	299	75	40	1943	0.154	298	420	0.0	0.2	2.187	A
4	58	14	319	1464	0.040	58	19	0.0	0.0	2.559	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	533	133	61	1890	0.282	533	390	0.3	0.4	2.651	A
2	70	18	481	1496	0.047	70	113	0.0	0.0	2.524	A
3	357	89	48	1937	0.184	357	503	0.2	0.2	2.277	A
4	69	17	382	1425	0.049	69	22	0.0	0.1	2.655	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	653	163	75	1881	0.347	652	478	0.4	0.5	2.928	A
2	86	21	589	1424	0.060	86	139	0.0	0.1	2.689	A
3	437	109	58	1930	0.227	437	616	0.2	0.3	2.411	A
4	85	21	468	1371	0.062	85	28	0.1	0.1	2.799	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	653	163	75	1881	0.347	653	478	0.5	0.5	2.930	A
2	86	21	589	1424	0.060	86	139	0.1	0.1	2.690	A
3	437	109	58	1930	0.227	437	617	0.3	0.3	2.411	A
4	85	21	468	1370	0.062	85	28	0.1	0.1	2.799	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	533	133	61	1890	0.282	534	390	0.5	0.4	2.653	A
2	70	18	481	1496	0.047	70	113	0.1	0.0	2.525	A
3	357	89	48	1937	0.184	357	504	0.3	0.2	2.278	A
4	69	17	382	1424	0.049	69	22	0.1	0.1	2.656	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	446	112	51	1897	0.235	447	327	0.4	0.3	2.483	A
2	59	15	403	1548	0.038	59	95	0.0	0.0	2.419	A
3	299	75	40	1943	0.154	299	422	0.2	0.2	2.191	A
4	58	14	320	1464	0.040	58	19	0.1	0.0	2.562	A

2027 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.14	A

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	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	784	100.000
2		ONE HOUR	✓	84	100.000
3		ONE HOUR	✓	473	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	111	671	2
	2	48	0	27	9
	3	442	17	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.46	3.54	0.8	A	719	1079
2	0.07	2.98	0.1	A	77	116
3	0.27	2.56	0.4	A	434	651
4	0.06	2.93	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	590	148	51	1898	0.311	588	387	0.0	0.4	2.746	A
2	63	16	527	1465	0.043	63	113	0.0	0.0	2.568	A
3	356	89	44	1940	0.184	355	546	0.0	0.2	2.270	A
4	58	14	381	1425	0.041	58	19	0.0	0.0	2.632	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	705	176	61	1891	0.373	704	464	0.4	0.6	3.032	A
2	76	19	631	1395	0.054	75	135	0.0	0.1	2.726	A
3	425	106	53	1934	0.220	425	653	0.2	0.3	2.385	A
4	69	17	456	1378	0.050	69	22	0.0	0.1	2.749	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	863	216	75	1881	0.459	862	568	0.6	0.8	3.530	A
2	92	23	772	1301	0.071	92	165	0.1	0.1	2.978	A
3	521	130	65	1926	0.270	520	800	0.3	0.4	2.561	A
4	85	21	558	1314	0.065	85	28	0.1	0.1	2.928	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	863	216	75	1881	0.459	863	568	0.8	0.8	3.536	A
2	92	23	773	1300	0.071	92	165	0.1	0.1	2.979	A
3	521	130	65	1926	0.270	521	800	0.4	0.4	2.561	A
4	85	21	558	1313	0.065	85	28	0.1	0.1	2.929	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	705	176	61	1891	0.373	706	464	0.8	0.6	3.042	A
2	76	19	632	1394	0.054	76	135	0.1	0.1	2.729	A
3	425	106	53	1934	0.220	426	654	0.4	0.3	2.386	A
4	69	17	456	1378	0.050	69	22	0.1	0.1	2.752	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	590	148	51	1897	0.311	591	389	0.6	0.5	2.758	A
2	63	16	529	1463	0.043	63	113	0.1	0.0	2.573	A
3	356	89	44	1940	0.184	356	548	0.3	0.2	2.274	A
4	58	14	382	1425	0.041	58	19	0.1	0.0	2.635	A

2032 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.82	A

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
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	643	100.000
2		ONE HOUR	✓	79	100.000
3		ONE HOUR	✓	416	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	92	549	2
	2	39	0	31	9
	3	384	18	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.38	3.07	0.6	A	590	885
2	0.06	2.76	0.1	A	72	109
3	0.24	2.44	0.3	A	382	573
4	0.06	2.82	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	484	121	52	1897	0.255	483	337	0.0	0.3	2.543	A
2	59	15	435	1527	0.039	59	99	0.0	0.0	2.452	A
3	313	78	38	1945	0.161	312	457	0.0	0.2	2.204	A
4	58	14	331	1457	0.040	58	19	0.0	0.0	2.573	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	578	145	62	1890	0.306	578	403	0.3	0.4	2.743	A
2	71	18	521	1470	0.048	71	119	0.0	0.1	2.573	A
3	374	93	45	1939	0.193	374	547	0.2	0.2	2.299	A
4	69	17	396	1416	0.049	69	22	0.0	0.1	2.673	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	708	177	76	1880	0.377	707	494	0.4	0.6	3.067	A
2	87	22	638	1392	0.063	87	145	0.1	0.1	2.759	A
3	458	115	55	1932	0.237	458	670	0.2	0.3	2.441	A
4	85	21	485	1359	0.062	85	28	0.1	0.1	2.823	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	708	177	76	1880	0.377	708	494	0.6	0.6	3.070	A
2	87	22	639	1391	0.063	87	145	0.1	0.1	2.759	A
3	458	115	55	1932	0.237	458	671	0.3	0.3	2.441	A
4	85	21	486	1359	0.062	85	28	0.1	0.1	2.824	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	578	145	62	1890	0.306	579	404	0.6	0.4	2.746	A
2	71	18	522	1469	0.048	71	119	0.1	0.1	2.576	A
3	374	93	45	1939	0.193	374	548	0.3	0.2	2.300	A
4	69	17	397	1415	0.049	69	22	0.1	0.1	2.676	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	484	121	52	1897	0.255	484	338	0.4	0.3	2.551	A
2	59	15	437	1526	0.039	60	99	0.1	0.0	2.454	A
3	313	78	38	1945	0.161	313	459	0.2	0.2	2.206	A
4	58	14	332	1456	0.040	58	19	0.1	0.0	2.576	A

2032 Do Something Full, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.17	A

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
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1062	100.000
2		ONE HOUR	✓	83	100.000
3		ONE HOUR	✓	624	100.000
4		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	161	899	2
	2	43	0	31	9
	3	591	19	0	14
	4	26	22	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.62	5.05	1.6	A	975	1462
2	0.08	3.45	0.1	A	76	114
3	0.36	2.89	0.6	A	573	859
4	0.07	3.19	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	800	200	53	1899	0.421	797	496	0.0	0.7	3.257	A
2	62	16	698	1351	0.046	62	152	0.0	0.0	2.792	A
3	470	117	41	1944	0.242	469	719	0.0	0.3	2.437	A
4	58	14	490	1356	0.043	58	19	0.0	0.0	2.772	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	955	239	63	1892	0.505	954	593	0.7	1.0	3.831	A
2	75	19	835	1260	0.059	75	181	0.0	0.1	3.037	A
3	561	140	49	1938	0.289	561	861	0.3	0.4	2.613	A
4	69	17	587	1296	0.053	69	22	0.0	0.1	2.934	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1169	292	77	1882	0.621	1167	726	1.0	1.6	5.015	A
2	91	23	1022	1135	0.081	91	222	0.1	0.1	3.449	A
3	687	172	59	1931	0.356	686	1054	0.4	0.5	2.891	A
4	85	21	718	1213	0.070	85	27	0.1	0.1	3.191	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1169	292	77	1882	0.621	1169	727	1.6	1.6	5.049	A
2	91	23	1024	1133	0.081	91	222	0.1	0.1	3.454	A
3	687	172	59	1931	0.356	687	1056	0.5	0.6	2.894	A
4	85	21	719	1212	0.070	85	28	0.1	0.1	3.192	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	955	239	63	1892	0.505	957	594	1.6	1.0	3.860	A
2	75	19	838	1257	0.059	75	182	0.1	0.1	3.043	A
3	561	140	49	1938	0.289	562	864	0.6	0.4	2.615	A
4	69	17	588	1295	0.053	69	23	0.1	0.1	2.936	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	800	200	53	1899	0.421	801	497	1.0	0.7	3.280	A
2	62	16	701	1349	0.046	63	152	0.1	0.0	2.800	A
3	470	117	41	1944	0.242	470	723	0.4	0.3	2.442	A
4	58	14	492	1355	0.043	58	19	0.1	0.0	2.774	A

2018 Validation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.58	A

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
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	439	100.000
2		ONE HOUR	✓	174	100.000
3		ONE HOUR	✓	364	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	60	362	17
	2	117	0	19	38
	3	294	19	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.26	2.57	0.3	A	403	604
2	0.13	2.69	0.1	A	160	239
3	0.22	2.53	0.3	A	334	501
4	0.04	2.74	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	331	83	44	1900	0.174	330	316	0.0	0.2	2.291	A
2	131	33	304	1623	0.081	131	69	0.0	0.1	2.412	A
3	274	69	129	1866	0.147	273	306	0.0	0.2	2.258	A
4	37	9	323	1462	0.025	37	80	0.0	0.0	2.525	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	395	99	52	1894	0.208	394	378	0.2	0.3	2.400	A
2	156	39	364	1583	0.099	156	83	0.1	0.1	2.523	A
3	327	82	155	1848	0.177	327	366	0.2	0.2	2.366	A
4	44	11	386	1422	0.031	44	95	0.0	0.0	2.612	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	483	121	64	1886	0.256	483	463	0.3	0.3	2.565	A
2	192	48	446	1528	0.125	191	101	0.1	0.1	2.693	A
3	401	100	189	1824	0.220	401	448	0.2	0.3	2.528	A
4	54	13	473	1367	0.039	54	117	0.0	0.0	2.740	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	483	121	64	1886	0.256	483	464	0.3	0.3	2.565	A
2	192	48	446	1527	0.125	192	101	0.1	0.1	2.694	A
3	401	100	189	1824	0.220	401	448	0.3	0.3	2.528	A
4	54	13	473	1367	0.039	54	117	0.0	0.0	2.740	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	395	99	52	1894	0.208	395	379	0.3	0.3	2.403	A
2	156	39	364	1582	0.099	157	83	0.1	0.1	2.524	A
3	327	82	155	1848	0.177	327	366	0.3	0.2	2.367	A
4	44	11	387	1422	0.031	44	95	0.0	0.0	2.612	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	331	83	44	1900	0.174	331	317	0.3	0.2	2.295	A
2	131	33	305	1622	0.081	131	69	0.1	0.1	2.414	A
3	274	69	130	1866	0.147	274	307	0.2	0.2	2.261	A
4	37	9	324	1461	0.025	37	80	0.0	0.0	2.528	A

2022 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.61	A

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
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	460	100.000
2		ONE HOUR	✓	179	100.000
3		ONE HOUR	✓	371	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	63	380	17
	2	120	0	21	38
	3	300	20	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.27	2.61	0.4	A	422	633
2	0.13	2.73	0.1	A	164	246
3	0.22	2.55	0.3	A	340	511
4	0.04	2.75	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	346	87	44	1900	0.182	345	323	0.0	0.2	2.315	A
2	135	34	318	1614	0.084	134	72	0.0	0.1	2.433	A
3	279	70	131	1865	0.150	279	321	0.0	0.2	2.268	A
4	37	9	330	1457	0.025	37	80	0.0	0.0	2.534	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	103	53	1894	0.218	413	386	0.2	0.3	2.431	A
2	161	40	380	1572	0.102	161	86	0.1	0.1	2.551	A
3	334	83	157	1847	0.181	333	384	0.2	0.2	2.378	A
4	44	11	395	1416	0.031	44	95	0.0	0.0	2.622	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	506	127	65	1885	0.269	506	473	0.3	0.4	2.610	A
2	197	49	465	1514	0.130	197	106	0.1	0.1	2.732	A
3	408	102	193	1822	0.224	408	470	0.2	0.3	2.546	A
4	54	13	484	1360	0.040	54	117	0.0	0.0	2.754	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	506	127	65	1885	0.269	506	473	0.4	0.4	2.610	A
2	197	49	466	1514	0.130	197	106	0.1	0.1	2.732	A
3	408	102	193	1822	0.224	408	470	0.3	0.3	2.546	A
4	54	13	484	1360	0.040	54	117	0.0	0.0	2.755	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	103	53	1894	0.218	414	387	0.4	0.3	2.434	A
2	161	40	381	1571	0.102	161	86	0.1	0.1	2.554	A
3	334	83	157	1847	0.181	334	384	0.3	0.2	2.381	A
4	44	11	396	1416	0.031	44	95	0.0	0.0	2.625	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	346	87	44	1900	0.182	347	324	0.3	0.2	2.317	A
2	135	34	319	1613	0.084	135	72	0.1	0.1	2.437	A
3	279	70	132	1865	0.150	279	322	0.2	0.2	2.272	A
4	37	9	331	1457	0.025	37	80	0.0	0.0	2.537	A

2022 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.66	A

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
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	479	100.000
2		ONE HOUR	✓	188	100.000
3		ONE HOUR	✓	389	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	65	397	17
	2	129	0	21	38
	3	318	20	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.28	2.65	0.4	A	440	659
2	0.14	2.78	0.2	A	173	259
3	0.24	2.59	0.3	A	357	535
4	0.04	2.79	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	361	90	44	1900	0.190	360	343	0.0	0.2	2.336	A
2	142	35	330	1605	0.088	141	74	0.0	0.1	2.459	A
3	293	73	138	1861	0.157	292	333	0.0	0.2	2.293	A
4	37	9	351	1445	0.026	37	80	0.0	0.0	2.557	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	431	108	53	1894	0.227	430	411	0.2	0.3	2.460	A
2	169	42	395	1561	0.108	169	88	0.1	0.1	2.584	A
3	350	87	165	1842	0.190	350	399	0.2	0.2	2.411	A
4	44	11	420	1401	0.031	44	95	0.0	0.0	2.652	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	527	132	65	1885	0.280	527	503	0.3	0.4	2.650	A
2	207	52	484	1502	0.138	207	108	0.1	0.2	2.779	A
3	428	107	202	1816	0.236	428	489	0.2	0.3	2.593	A
4	54	13	514	1342	0.040	54	117	0.0	0.0	2.794	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	527	132	65	1885	0.280	527	503	0.4	0.4	2.650	A
2	207	52	484	1502	0.138	207	108	0.2	0.2	2.780	A
3	428	107	203	1816	0.236	428	489	0.3	0.3	2.593	A
4	54	13	514	1341	0.040	54	117	0.0	0.0	2.795	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	431	108	53	1894	0.227	431	411	0.4	0.3	2.461	A
2	169	42	396	1561	0.108	169	88	0.2	0.1	2.586	A
3	350	87	166	1842	0.190	350	399	0.3	0.2	2.414	A
4	44	11	420	1401	0.031	44	95	0.0	0.0	2.653	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	361	90	44	1900	0.190	361	344	0.3	0.2	2.339	A
2	142	35	331	1604	0.088	142	74	0.1	0.1	2.462	A
3	293	73	139	1861	0.157	293	334	0.2	0.2	2.296	A
4	37	9	352	1444	0.026	37	80	0.0	0.0	2.558	A

2022 Do Something Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.39	A

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
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	720	100.000
2		ONE HOUR	✓	269	100.000
3		ONE HOUR	✓	663	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	100	603	17
	2	209	0	22	38
	3	592	20	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.42	3.29	0.7	A	661	991
2	0.22	3.42	0.3	A	247	370
3	0.41	3.49	0.7	A	608	913
4	0.05	3.45	0.1	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	542	136	44	1902	0.285	540	609	0.0	0.4	2.641	A
2	203	51	485	1501	0.135	202	100	0.0	0.2	2.769	A
3	499	125	198	1826	0.273	498	489	0.0	0.4	2.708	A
4	37	9	616	1277	0.029	37	80	0.0	0.0	2.901	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	647	162	53	1896	0.341	647	728	0.4	0.5	2.881	A
2	242	60	580	1437	0.168	242	119	0.2	0.2	3.011	A
3	596	149	237	1798	0.331	596	585	0.4	0.5	2.991	A
4	44	11	737	1201	0.037	44	95	0.0	0.0	3.111	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	793	198	65	1888	0.420	792	892	0.5	0.7	3.283	A
2	296	74	711	1350	0.219	296	146	0.2	0.3	3.416	A
3	730	182	290	1761	0.415	729	716	0.5	0.7	3.485	A
4	54	13	903	1097	0.049	54	117	0.0	0.1	3.451	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	793	198	65	1888	0.420	793	893	0.7	0.7	3.286	A
2	296	74	711	1349	0.220	296	146	0.3	0.3	3.417	A
3	730	182	291	1761	0.415	730	717	0.7	0.7	3.492	A
4	54	13	904	1096	0.049	54	117	0.1	0.1	3.454	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	647	162	53	1896	0.341	648	730	0.7	0.5	2.885	A
2	242	60	581	1436	0.168	242	120	0.3	0.2	3.016	A
3	596	149	238	1798	0.331	597	586	0.7	0.5	3.000	A
4	44	11	739	1200	0.037	44	95	0.1	0.0	3.116	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	542	136	44	1902	0.285	543	611	0.5	0.4	2.650	A
2	203	51	487	1500	0.135	203	100	0.2	0.2	2.777	A
3	499	125	199	1825	0.273	500	491	0.5	0.4	2.718	A
4	37	9	619	1276	0.029	37	80	0.0	0.0	2.905	A

2027 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.69	A

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
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	495	100.000
2		ONE HOUR	✓	185	100.000
3		ONE HOUR	✓	411	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	63	415	17
	2	125	0	22	38
	3	338	22	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.29	2.69	0.4	A	454	681
2	0.14	2.80	0.2	A	170	255
3	0.25	2.63	0.3	A	377	566
4	0.04	2.82	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	373	93	46	1899	0.196	372	355	0.0	0.2	2.356	A
2	139	35	344	1596	0.087	139	74	0.0	0.1	2.470	A
3	309	77	135	1864	0.166	309	348	0.0	0.2	2.313	A
4	37	9	364	1436	0.026	37	80	0.0	0.0	2.572	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	445	111	55	1893	0.235	445	425	0.2	0.3	2.486	A
2	166	42	411	1551	0.107	166	88	0.1	0.1	2.600	A
3	369	92	162	1845	0.200	369	416	0.2	0.2	2.438	A
4	44	11	436	1391	0.032	44	95	0.0	0.0	2.672	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	545	136	67	1884	0.289	545	520	0.3	0.4	2.687	A
2	204	51	504	1488	0.137	204	108	0.1	0.2	2.801	A
3	453	113	198	1820	0.249	452	509	0.2	0.3	2.632	A
4	54	13	534	1329	0.041	54	117	0.0	0.0	2.822	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	545	136	67	1884	0.289	545	521	0.4	0.4	2.687	A
2	204	51	504	1488	0.137	204	108	0.2	0.2	2.801	A
3	453	113	198	1820	0.249	453	510	0.3	0.3	2.632	A
4	54	13	534	1329	0.041	54	117	0.0	0.0	2.822	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	445	111	55	1893	0.235	445	426	0.4	0.3	2.487	A
2	166	42	412	1550	0.107	166	88	0.2	0.1	2.601	A
3	369	92	162	1845	0.200	370	417	0.3	0.3	2.439	A
4	44	11	436	1391	0.032	44	95	0.0	0.0	2.675	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	373	93	46	1899	0.196	373	356	0.3	0.2	2.360	A
2	139	35	345	1595	0.087	139	74	0.1	0.1	2.474	A
3	309	77	136	1864	0.166	310	349	0.3	0.2	2.318	A
4	37	9	365	1435	0.026	37	80	0.0	0.0	2.574	A

2027 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.07	A

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
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	620	100.000
2		ONE HOUR	✓	243	100.000
3		ONE HOUR	✓	566	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	81	522	17
	2	182	0	23	38
	3	493	22	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.36	2.99	0.6	A	569	853
2	0.19	3.15	0.2	A	223	334
3	0.35	3.11	0.5	A	519	779
4	0.05	3.19	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	467	117	46	1901	0.245	465	514	0.0	0.3	2.505	A
2	183	46	424	1542	0.119	182	87	0.0	0.1	2.646	A
3	426	107	178	1838	0.232	425	429	0.0	0.3	2.544	A
4	37	9	523	1336	0.028	37	80	0.0	0.0	2.771	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	557	139	55	1895	0.294	557	615	0.3	0.4	2.690	A
2	218	55	508	1486	0.147	218	104	0.1	0.2	2.839	A
3	509	127	213	1814	0.281	508	513	0.3	0.4	2.758	A
4	44	11	626	1271	0.035	44	95	0.0	0.0	2.933	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	683	171	67	1887	0.362	682	753	0.4	0.6	2.987	A
2	268	67	622	1409	0.190	267	128	0.2	0.2	3.151	A
3	623	156	261	1780	0.350	623	628	0.4	0.5	3.108	A
4	54	13	767	1182	0.046	54	117	0.0	0.0	3.189	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	683	171	67	1887	0.362	683	754	0.6	0.6	2.989	A
2	268	67	622	1409	0.190	268	128	0.2	0.2	3.152	A
3	623	156	261	1780	0.350	623	629	0.5	0.5	3.111	A
4	54	13	767	1182	0.046	54	117	0.0	0.0	3.190	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	557	139	55	1895	0.294	558	617	0.6	0.4	2.693	A
2	218	55	508	1485	0.147	219	104	0.2	0.2	2.841	A
3	509	127	213	1814	0.281	509	514	0.5	0.4	2.761	A
4	44	11	627	1270	0.035	44	95	0.0	0.0	2.937	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	467	117	46	1901	0.246	467	516	0.4	0.3	2.512	A
2	183	46	426	1541	0.119	183	87	0.2	0.1	2.650	A
3	426	107	179	1838	0.232	426	430	0.4	0.3	2.550	A
4	37	9	525	1335	0.028	37	80	0.0	0.0	2.773	A

2032 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.76	A

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
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	523	100.000
2		ONE HOUR	✓	194	100.000
3		ONE HOUR	✓	440	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	66	440	17
	2	132	0	24	38
	3	366	23	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.31	2.75	0.4	A	480	720
2	0.15	2.86	0.2	A	178	267
3	0.27	2.70	0.4	A	404	606
4	0.04	2.88	0.0	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	98	47	1901	0.207	393	381	0.0	0.3	2.386	A
2	146	37	363	1583	0.092	146	77	0.0	0.1	2.504	A
3	331	83	140	1862	0.178	330	368	0.0	0.2	2.350	A
4	37	9	391	1419	0.026	37	80	0.0	0.0	2.604	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	470	118	56	1895	0.248	470	456	0.3	0.3	2.526	A
2	174	44	434	1535	0.114	174	92	0.1	0.1	2.644	A
3	396	99	168	1842	0.215	395	440	0.2	0.3	2.488	A
4	44	11	468	1371	0.032	44	95	0.0	0.0	2.713	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	576	144	68	1886	0.305	575	559	0.3	0.4	2.747	A
2	214	53	531	1470	0.145	213	112	0.1	0.2	2.864	A
3	484	121	206	1816	0.267	484	539	0.3	0.4	2.703	A
4	54	13	573	1304	0.041	54	117	0.0	0.0	2.878	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	576	144	68	1886	0.305	576	559	0.4	0.4	2.747	A
2	214	53	532	1470	0.145	214	112	0.2	0.2	2.865	A
3	484	121	206	1815	0.267	484	539	0.4	0.4	2.704	A
4	54	13	574	1304	0.041	54	117	0.0	0.0	2.879	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	470	118	56	1895	0.248	471	457	0.4	0.3	2.530	A
2	174	44	435	1535	0.114	175	92	0.2	0.1	2.648	A
3	396	99	168	1842	0.215	396	441	0.4	0.3	2.489	A
4	44	11	469	1370	0.032	44	95	0.0	0.0	2.714	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	98	47	1901	0.207	394	383	0.3	0.3	2.389	A
2	146	37	364	1583	0.092	146	77	0.1	0.1	2.506	A
3	331	83	141	1861	0.178	331	369	0.3	0.2	2.353	A
4	37	9	393	1418	0.026	37	80	0.0	0.0	2.607	A

2032 Do Something Full, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.65	A

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
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	774	100.000
2		ONE HOUR	✓	257	100.000
3		ONE HOUR	✓	764	100.000
4		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	103	654	17
	2	195	0	24	38
	3	689	24	0	51
	4	10	13	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	7
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	3.48	0.8	A	710	1065
2	0.22	3.50	0.3	A	236	354
3	0.47	3.86	0.9	A	701	1052
4	0.05	3.67	0.1	A	45	67

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	146	47	1900	0.307	581	671	0.0	0.4	2.725	A
2	193	48	523	1476	0.131	193	105	0.0	0.2	2.805	A
3	575	144	188	1835	0.314	573	528	0.0	0.5	2.851	A
4	37	9	681	1236	0.030	37	80	0.0	0.0	3.001	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	696	174	57	1894	0.367	695	803	0.4	0.6	3.001	A
2	231	58	626	1406	0.164	231	126	0.2	0.2	3.062	A
3	687	172	225	1809	0.380	686	632	0.5	0.6	3.206	A
4	44	11	816	1152	0.038	44	95	0.0	0.0	3.249	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	852	213	69	1885	0.452	851	983	0.6	0.8	3.479	A
2	283	71	767	1312	0.216	283	154	0.2	0.3	3.497	A
3	841	210	275	1773	0.474	840	774	0.6	0.9	3.854	A
4	54	13	998	1036	0.052	54	117	0.0	0.1	3.663	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	852	213	69	1885	0.452	852	984	0.8	0.8	3.484	A
2	283	71	767	1311	0.216	283	154	0.3	0.3	3.499	A
3	841	210	275	1773	0.475	841	775	0.9	0.9	3.864	A
4	54	13	1000	1036	0.052	54	117	0.1	0.1	3.666	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	696	174	57	1894	0.367	697	805	0.8	0.6	3.009	A
2	231	58	627	1405	0.164	231	126	0.3	0.2	3.068	A
3	687	172	225	1808	0.380	688	634	0.9	0.6	3.218	A
4	44	11	818	1150	0.038	44	95	0.1	0.0	3.256	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	146	47	1900	0.307	583	674	0.6	0.4	2.734	A
2	193	48	525	1474	0.131	194	106	0.2	0.2	2.813	A
3	575	144	188	1834	0.314	576	531	0.6	0.5	2.862	A
4	37	9	684	1234	0.030	37	80	0.0	0.0	3.005	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Mill.EPR. Blackbrook. Capesthorpe Rd Rbt Opt A.j9

Path: C:\Users\Brad\Highgate Transportation\HTp - Documents\1900 - Projects\1901 - Peel Hall\Modelling\Junctions 9\Mill Lane. Enfield Park Road. Blackbrook Avenue. Capesthorpe Road Roundabout

Report generation date: 30/01/2020 16:01:52

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2018 Validation										
Arm 1	D1	0.4	3.23	0.29	A	D9	0.3	2.98	0.26	A
Arm 2		0.3	4.71	0.21	A		0.4	4.99	0.27	A
Arm 3		0.4	3.50	0.29	A		0.3	3.32	0.25	A
Arm 4		0.3	3.12	0.25	A		0.3	3.03	0.21	A
2022 Do Minimum										
Arm 1	D2	0.5	3.55	0.35	A	D10	0.4	3.09	0.27	A
Arm 2		0.3	4.88	0.22	A		0.4	5.24	0.30	A
Arm 3		0.5	3.75	0.32	A		0.4	3.49	0.28	A
Arm 4		0.4	3.24	0.27	A		0.3	3.11	0.23	A
2022 Do Something										
Arm 1	D3	0.6	3.65	0.36	A	D11	0.4	3.15	0.29	A
Arm 2		0.3	4.92	0.22	A		0.4	5.32	0.30	A
Arm 3		0.5	3.79	0.33	A		0.4	3.61	0.30	A
Arm 4		0.4	3.29	0.28	A		0.3	3.14	0.24	A

2022 Do Something Full										
Arm 1	D4	1.4	5.76	0.59	A	D12	0.8	4.01	0.43	A
Arm 2		0.4	5.96	0.27	A		0.6	6.18	0.36	A
Arm 3		0.7	4.79	0.42	A		1.1	5.74	0.52	A
Arm 4		0.6	4.06	0.39	A		0.6	4.02	0.36	A
2027 Do Minimum										
Arm 1	D5	0.6	3.78	0.38	A	D13	0.4	3.24	0.30	A
Arm 2		0.3	5.16	0.25	A		0.5	5.47	0.32	A
Arm 3		0.5	3.95	0.34	A		0.5	3.73	0.32	A
Arm 4		0.4	3.40	0.30	A		0.4	3.25	0.27	A
2027 Do Something										
Arm 1	D6	1.0	4.83	0.51	A	D14	0.6	3.86	0.39	A
Arm 2		0.4	5.83	0.29	A		0.6	6.37	0.39	A
Arm 3		0.7	4.56	0.40	A		1.0	5.32	0.49	A
Arm 4		0.6	3.83	0.37	A		0.6	4.03	0.39	A
2032 Do Minimum										
Arm 1	D7	0.7	4.10	0.42	A	D15	0.5	3.38	0.32	A
Arm 2		0.4	5.46	0.28	A		0.5	5.70	0.34	A
Arm 3		0.6	4.27	0.38	A		0.5	3.98	0.35	A
Arm 4		0.5	3.59	0.33	A		0.4	3.41	0.30	A
2032 Do Something Full										
Arm 1	D8	4.3	15.52	0.82	C	D16	0.9	4.46	0.48	A
Arm 2		0.8	8.21	0.46	A		0.6	6.57	0.39	A
Arm 3		2.7	11.13	0.73	B		1.6	7.27	0.62	A
Arm 4		1.5	7.08	0.60	A		0.8	4.69	0.45	A

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

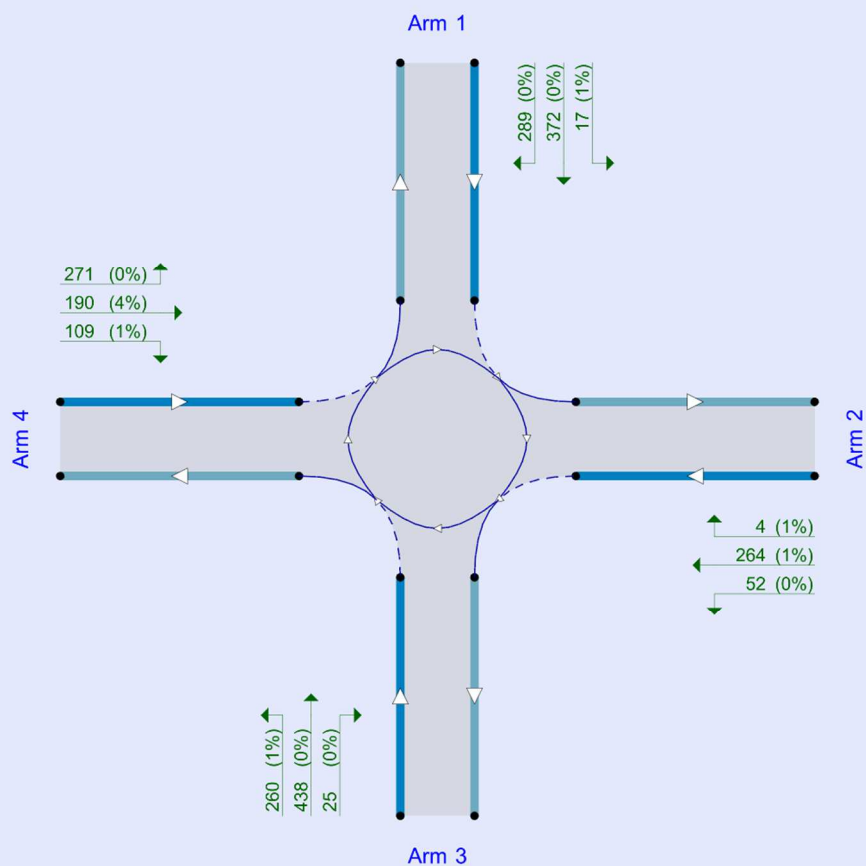
File summary

File Description

Title	
Location	
Site number	
Date	28/01/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Brad
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018 Validation, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Blackbrook Avenue (N)	
2	Enfield Park Road	
3	Blackbrook Avenue (S)	
4	Capesthorne Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.90	8.70	15.3	27.4	39.5	51.8	
2	3.50	7.40	19.7	3.0	89.6	49.7	
3	3.80	7.90	15.6	16.7	39.5	51.4	
4	3.70	7.10	21.3	51.3	39.5	47.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.642	1788
2	0.307	1168
3	0.612	1673
4	0.643	1747

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Validation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	417	100.000
2		ONE HOUR	✓	179	100.000
3		ONE HOUR	✓	382	100.000
4		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	13	242	162
	2	4	0	35	140
	3	231	43	0	108
	4	96	174	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	0
	2	1	0	0	6
	3	0	0	0	3
	4	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.29	3.23	0.4	A	383	574
2	0.21	4.71	0.3	A	164	246
3	0.29	3.50	0.4	A	351	526
4	0.25	3.12	0.3	A	313	469

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	314	78	216	1637	0.192	313	248	0.0	0.2	2.718	A
2	135	34	357	1010	0.133	134	173	0.0	0.2	4.107	A
3	288	72	230	1516	0.190	287	261	0.0	0.2	2.928	A
4	257	64	209	1589	0.162	256	308	0.0	0.2	2.699	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	375	94	259	1609	0.233	375	297	0.2	0.3	2.915	A
2	161	40	427	989	0.163	161	207	0.2	0.2	4.342	A
3	343	86	275	1487	0.231	343	313	0.2	0.3	3.146	A
4	307	77	250	1563	0.196	306	368	0.2	0.2	2.865	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	459	115	317	1572	0.292	459	364	0.3	0.4	3.232	A
2	197	49	523	961	0.205	197	253	0.2	0.3	4.708	A
3	421	105	337	1449	0.290	420	383	0.3	0.4	3.497	A
4	375	94	306	1527	0.246	375	451	0.2	0.3	3.124	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	459	115	317	1572	0.292	459	364	0.4	0.4	3.235	A
2	197	49	523	961	0.205	197	253	0.3	0.3	4.711	A
3	421	105	337	1449	0.290	421	383	0.4	0.4	3.500	A
4	375	94	306	1527	0.246	375	451	0.3	0.3	3.125	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	375	94	259	1609	0.233	375	298	0.4	0.3	2.920	A
2	161	40	427	989	0.163	161	207	0.3	0.2	4.348	A
3	343	86	275	1487	0.231	344	313	0.4	0.3	3.149	A
4	307	77	250	1562	0.196	307	369	0.3	0.2	2.869	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	314	78	217	1637	0.192	314	249	0.3	0.2	2.724	A
2	135	34	358	1010	0.133	135	173	0.2	0.2	4.117	A
3	288	72	231	1515	0.190	288	262	0.3	0.2	2.935	A
4	257	64	209	1588	0.162	257	309	0.2	0.2	2.706	A

2022 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.70	A

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
D2	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	492	100.000
2		ONE HOUR	✓	186	100.000
3		ONE HOUR	✓	413	100.000
4		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	260	218
	2	4	0	41	141
	3	246	49	0	118
	4	107	206	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	0	1	1	0
2	2	0	0	6
3	0	0	0	2
4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.35	3.55	0.5	A	451	677
2	0.22	4.88	0.3	A	171	256
3	0.32	3.75	0.5	A	379	568
4	0.27	3.24	0.4	A	340	511

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	370	93	235	1627	0.228	369	268	0.0	0.3	2.860	A
2	140	35	402	998	0.140	139	202	0.0	0.2	4.191	A
3	311	78	272	1494	0.208	310	269	0.0	0.3	3.038	A
4	279	70	224	1585	0.176	278	358	0.0	0.2	2.753	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	111	281	1597	0.277	442	321	0.3	0.4	3.117	A
2	167	42	481	975	0.172	167	242	0.2	0.2	4.457	A
3	371	93	326	1460	0.254	371	322	0.3	0.3	3.304	A
4	334	83	269	1557	0.214	333	428	0.2	0.3	2.941	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	542	135	344	1556	0.348	541	393	0.4	0.5	3.546	A
2	205	51	590	943	0.217	205	296	0.2	0.3	4.877	A
3	455	114	399	1415	0.321	454	395	0.3	0.5	3.746	A
4	408	102	329	1519	0.269	408	525	0.3	0.4	3.241	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	542	135	345	1556	0.348	542	393	0.5	0.5	3.549	A
2	205	51	590	943	0.217	205	296	0.3	0.3	4.879	A
3	455	114	400	1414	0.321	455	395	0.5	0.5	3.750	A
4	408	102	329	1519	0.269	408	525	0.4	0.4	3.241	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	111	282	1596	0.277	443	321	0.5	0.4	3.124	A
2	167	42	482	974	0.172	167	242	0.3	0.2	4.463	A
3	371	93	327	1460	0.254	372	323	0.5	0.3	3.312	A
4	334	83	269	1557	0.214	334	429	0.4	0.3	2.946	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	370	93	236	1626	0.228	371	269	0.4	0.3	2.870	A
2	140	35	404	997	0.140	140	203	0.2	0.2	4.202	A
3	311	78	274	1493	0.208	311	271	0.3	0.3	3.048	A
4	279	70	225	1585	0.176	280	359	0.3	0.2	2.758	A

2022 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.76	A

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
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	513	100.000
2		ONE HOUR	✓	185	100.000
3		ONE HOUR	✓	417	100.000
4		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	270	229
	2	4	0	41	140
	3	251	49	0	117
	4	114	210	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	1	0
	2	1	0	0	6
	3	0	0	0	2
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.36	3.65	0.6	A	471	706
2	0.22	4.92	0.3	A	170	255
3	0.33	3.79	0.5	A	383	574
4	0.28	3.29	0.4	A	352	529

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	239	1624	0.238	385	277	0.0	0.3	2.903	A
2	139	35	419	993	0.140	139	205	0.0	0.2	4.211	A
3	314	78	280	1489	0.211	313	278	0.0	0.3	3.057	A
4	289	72	228	1583	0.183	288	365	0.0	0.2	2.778	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	287	1593	0.289	461	331	0.3	0.4	3.179	A
2	166	42	502	969	0.172	166	245	0.2	0.2	4.484	A
3	375	94	335	1455	0.258	375	333	0.3	0.3	3.332	A
4	345	86	273	1555	0.222	345	437	0.2	0.3	2.975	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	351	1552	0.364	564	406	0.4	0.6	3.644	A
2	204	51	615	936	0.218	203	300	0.2	0.3	4.917	A
3	459	115	410	1408	0.326	459	408	0.3	0.5	3.789	A
4	423	106	334	1516	0.279	422	534	0.3	0.4	3.293	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	565	141	351	1551	0.364	565	406	0.6	0.6	3.648	A
2	204	51	615	935	0.218	204	301	0.3	0.3	4.920	A
3	459	115	411	1408	0.326	459	408	0.5	0.5	3.793	A
4	423	106	335	1515	0.279	423	535	0.4	0.4	3.293	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	461	115	287	1593	0.290	462	332	0.6	0.4	3.186	A
2	166	42	503	968	0.172	167	246	0.3	0.2	4.492	A
3	375	94	336	1455	0.258	375	334	0.5	0.3	3.336	A
4	345	86	274	1554	0.222	346	438	0.4	0.3	2.981	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	386	97	240	1623	0.238	387	278	0.4	0.3	2.911	A
2	139	35	421	993	0.140	139	206	0.2	0.2	4.220	A
3	314	78	281	1489	0.211	314	280	0.3	0.3	3.068	A
4	289	72	229	1583	0.183	289	366	0.3	0.2	2.785	A

2022 Do Something Full, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.11	A

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
D4	2022 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	825	100.000
2		ONE HOUR	✓	205	100.000
3		ONE HOUR	✓	493	100.000
4		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	16	418	391
	2	6	0	51	148
	3	322	50	0	121
	4	220	203	102	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.59	5.76	1.4	A	757	1136
2	0.27	5.96	0.4	A	188	282
3	0.42	4.79	0.7	A	452	679
4	0.39	4.06	0.6	A	482	723

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	621	155	266	1615	0.385	619	411	0.0	0.6	3.605	A
2	154	39	683	924	0.167	154	202	0.0	0.2	4.667	A
3	371	93	409	1412	0.263	370	428	0.0	0.4	3.448	A
4	395	99	283	1550	0.255	394	495	0.0	0.3	3.109	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	742	185	319	1581	0.469	741	492	0.6	0.9	4.281	A
2	184	46	818	884	0.208	184	242	0.2	0.3	5.141	A
3	443	111	489	1363	0.325	443	513	0.4	0.5	3.912	A
4	472	118	339	1514	0.312	472	593	0.3	0.5	3.450	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	908	227	390	1534	0.592	906	602	0.9	1.4	5.712	A
2	226	56	1001	830	0.272	225	296	0.3	0.4	5.950	A
3	543	136	599	1295	0.419	542	627	0.5	0.7	4.774	A
4	578	145	415	1466	0.394	577	725	0.5	0.6	4.048	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	908	227	391	1534	0.592	908	603	1.4	1.4	5.756	A
2	226	56	1003	829	0.272	226	296	0.4	0.4	5.963	A
3	543	136	600	1294	0.419	543	629	0.7	0.7	4.790	A
4	578	145	416	1465	0.394	578	727	0.6	0.6	4.056	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	742	185	320	1580	0.469	744	494	1.4	0.9	4.318	A
2	184	46	821	883	0.209	185	242	0.4	0.3	5.159	A
3	443	111	491	1361	0.326	444	515	0.7	0.5	3.930	A
4	472	118	341	1514	0.312	473	595	0.6	0.5	3.463	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	621	155	268	1614	0.385	622	413	0.9	0.6	3.633	A
2	154	39	687	923	0.167	155	203	0.3	0.2	4.688	A
3	371	93	411	1411	0.263	372	431	0.5	0.4	3.467	A
4	395	99	285	1549	0.255	396	498	0.5	0.3	3.124	A

2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.91	A

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
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	531	100.000
2		ONE HOUR	✓	209	100.000
3		ONE HOUR	✓	432	100.000
4		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	267	250
	2	5	0	55	149
	3	260	52	0	120
	4	118	197	90	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.38	3.78	0.6	A	487	731
2	0.25	5.16	0.3	A	192	288
3	0.34	3.95	0.5	A	396	595
4	0.30	3.40	0.4	A	372	557

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	400	100	254	1614	0.248	398	287	0.0	0.3	2.959	A
2	157	39	455	991	0.159	157	197	0.0	0.2	4.310	A
3	325	81	303	1476	0.220	324	309	0.0	0.3	3.123	A
4	305	76	238	1575	0.194	304	389	0.0	0.2	2.830	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	477	119	305	1582	0.302	477	344	0.3	0.4	3.258	A
2	188	47	545	964	0.195	188	236	0.2	0.2	4.633	A
3	388	97	363	1439	0.270	388	370	0.3	0.4	3.426	A
4	364	91	285	1546	0.236	364	466	0.2	0.3	3.046	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	585	146	373	1538	0.380	584	421	0.4	0.6	3.774	A
2	230	58	668	928	0.248	230	289	0.2	0.3	5.154	A
3	476	119	444	1388	0.343	475	453	0.4	0.5	3.940	A
4	446	111	349	1505	0.296	445	571	0.3	0.4	3.395	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	585	146	373	1537	0.380	585	422	0.6	0.6	3.778	A
2	230	58	668	928	0.248	230	290	0.3	0.3	5.159	A
3	476	119	445	1388	0.343	476	454	0.5	0.5	3.946	A
4	446	111	349	1505	0.296	446	571	0.4	0.4	3.399	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	477	119	305	1581	0.302	478	345	0.6	0.4	3.264	A
2	188	47	546	964	0.195	188	237	0.3	0.2	4.642	A
3	388	97	364	1438	0.270	389	371	0.5	0.4	3.432	A
4	364	91	285	1545	0.236	365	467	0.4	0.3	3.049	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	400	100	255	1614	0.248	400	289	0.4	0.3	2.967	A
2	157	39	457	991	0.159	158	198	0.2	0.2	4.324	A
3	325	81	305	1475	0.221	326	311	0.4	0.3	3.135	A
4	305	76	239	1575	0.194	305	391	0.3	0.2	2.835	A

2027 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.62	A

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	2027 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	699	100.000
2		ONE HOUR	✓	225	100.000
3		ONE HOUR	✓	487	100.000
4		ONE HOUR	✓	494	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	15	359	325
	2	7	0	55	163
	3	289	52	0	146
	4	164	213	117	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.51	4.83	1.0	A	641	962
2	0.29	5.83	0.4	A	206	310
3	0.40	4.56	0.7	A	447	670
4	0.37	3.83	0.6	A	453	680

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	526	132	287	1601	0.329	524	345	0.0	0.5	3.336	A
2	169	42	601	948	0.179	169	210	0.0	0.2	4.613	A
3	367	92	371	1433	0.256	365	398	0.0	0.3	3.366	A
4	372	93	261	1562	0.238	371	475	0.0	0.3	3.019	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	628	157	343	1565	0.402	628	413	0.5	0.7	3.842	A
2	202	51	719	913	0.222	202	251	0.2	0.3	5.062	A
3	438	109	444	1388	0.315	437	477	0.3	0.5	3.784	A
4	444	111	313	1529	0.290	444	569	0.3	0.4	3.316	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	192	420	1515	0.508	768	506	0.7	1.0	4.814	A
2	248	62	880	865	0.286	247	308	0.3	0.4	5.821	A
3	536	134	544	1326	0.404	535	584	0.5	0.7	4.546	A
4	544	136	383	1485	0.366	543	697	0.4	0.6	3.821	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	192	421	1514	0.508	770	506	1.0	1.0	4.833	A
2	248	62	882	865	0.286	248	308	0.4	0.4	5.832	A
3	536	134	545	1326	0.404	536	585	0.7	0.7	4.559	A
4	544	136	383	1484	0.366	544	698	0.6	0.6	3.826	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	628	157	344	1564	0.402	630	414	1.0	0.7	3.858	A
2	202	51	722	912	0.222	203	252	0.4	0.3	5.077	A
3	438	109	446	1387	0.316	439	478	0.7	0.5	3.801	A
4	444	111	313	1529	0.290	445	571	0.6	0.4	3.322	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	526	132	288	1601	0.329	527	347	0.7	0.5	3.357	A
2	169	42	604	947	0.179	170	211	0.3	0.2	4.632	A
3	367	92	373	1432	0.256	367	400	0.5	0.3	3.381	A
4	372	93	262	1561	0.238	372	478	0.4	0.3	3.027	A

2032 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.20	A

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
D7	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	580	100.000
2		ONE HOUR	✓	227	100.000
3		ONE HOUR	✓	464	100.000
4		ONE HOUR	✓	443	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	15	282	283
	2	5	0	56	166
	3	275	58	0	131
	4	122	220	101	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.42	4.10	0.7	A	532	798
2	0.28	5.46	0.4	A	208	312
3	0.38	4.27	0.6	A	426	639
4	0.33	3.59	0.5	A	407	610

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	437	109	284	1603	0.272	435	302	0.0	0.4	3.079	A
2	171	43	500	978	0.175	170	220	0.0	0.2	4.451	A
3	349	87	340	1452	0.241	348	329	0.0	0.3	3.257	A
4	334	83	254	1565	0.213	332	435	0.0	0.3	2.917	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	521	130	340	1566	0.333	521	361	0.4	0.5	3.441	A
2	204	51	598	949	0.215	204	263	0.2	0.3	4.831	A
3	417	104	408	1411	0.296	417	394	0.3	0.4	3.619	A
4	398	100	304	1533	0.260	398	521	0.3	0.3	3.170	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	639	160	417	1517	0.421	638	442	0.5	0.7	4.091	A
2	250	62	732	909	0.275	250	322	0.3	0.4	5.454	A
3	511	128	499	1354	0.377	510	483	0.4	0.6	4.262	A
4	488	122	372	1490	0.327	487	638	0.3	0.5	3.588	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	639	160	417	1516	0.421	639	443	0.7	0.7	4.101	A
2	250	62	733	909	0.275	250	323	0.4	0.4	5.463	A
3	511	128	500	1354	0.377	511	483	0.6	0.6	4.271	A
4	488	122	372	1490	0.327	488	639	0.5	0.5	3.592	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	521	130	341	1566	0.333	522	362	0.7	0.5	3.451	A
2	204	51	600	948	0.215	204	264	0.4	0.3	4.841	A
3	417	104	409	1410	0.296	418	395	0.6	0.4	3.630	A
4	398	100	304	1533	0.260	399	522	0.5	0.4	3.177	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	437	109	286	1602	0.273	437	303	0.5	0.4	3.093	A
2	171	43	502	977	0.175	171	221	0.3	0.2	4.468	A
3	349	87	342	1451	0.241	350	331	0.4	0.3	3.270	A
4	334	83	255	1564	0.213	334	437	0.4	0.3	2.925	A

2032 Do Something Full, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.24	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)	Run automatically
D8	2032 Do Something Full	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	930	100.000
2		ONE HOUR	✓	338	100.000
3		ONE HOUR	✓	808	100.000
4		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	30	431	469
	2	5	0	139	194
	3	403	268	0	137
	4	201	356	128	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	15.52	4.3	C	853	1280
2	0.46	8.21	0.8	A	310	465
3	0.73	11.13	2.7	B	741	1112
4	0.60	7.08	1.5	A	629	943

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	700	175	563	1424	0.492	696	456	0.0	1.0	4.920	A
2	254	64	770	920	0.277	253	490	0.0	0.4	5.383	A
3	608	152	500	1356	0.449	605	523	0.0	0.8	4.775	A
4	516	129	506	1415	0.364	513	599	0.0	0.6	3.983	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	836	209	675	1352	0.618	834	546	1.0	1.6	6.904	A
2	304	76	922	874	0.348	303	587	0.4	0.5	6.299	A
3	726	182	599	1295	0.561	725	626	0.8	1.3	6.285	A
4	616	154	606	1351	0.456	615	717	0.6	0.8	4.884	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1024	256	824	1256	0.816	1014	667	1.6	4.1	14.346	B
2	372	93	1122	813	0.458	371	717	0.5	0.8	8.115	A
3	890	222	730	1215	0.732	884	763	1.3	2.6	10.696	B
4	754	189	740	1265	0.596	752	874	0.8	1.4	6.982	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1024	256	828	1253	0.817	1023	670	4.1	4.3	15.517	C
2	372	93	1131	810	0.459	372	720	0.8	0.8	8.211	A
3	890	222	735	1212	0.734	889	768	2.6	2.7	11.127	B
4	754	189	744	1262	0.598	754	880	1.4	1.5	7.084	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	836	209	680	1349	0.620	846	551	4.3	1.7	7.302	A
2	304	76	935	870	0.349	305	591	0.8	0.5	6.385	A
3	726	182	606	1291	0.563	732	633	2.7	1.3	6.505	A
4	616	154	612	1347	0.457	618	726	1.5	0.9	4.957	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	700	175	568	1422	0.493	703	460	1.7	1.0	5.029	A
2	254	64	777	918	0.277	255	494	0.5	0.4	5.435	A
3	608	152	505	1353	0.450	610	527	1.3	0.8	4.860	A
4	516	129	511	1412	0.365	517	604	0.9	0.6	4.026	A

2018 Validation, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.48	A

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
D9	2018 Validation	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	381	100.000
2		ONE HOUR	✓	243	100.000
3		ONE HOUR	✓	334	100.000
4		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	13	263	105
	2	3	0	44	196
	3	200	23	0	111
	4	110	118	66	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.26	2.98	0.3	A	350	524
2	0.27	4.99	0.4	A	223	334
3	0.25	3.32	0.3	A	306	460
4	0.21	3.03	0.3	A	270	405

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	72	155	1677	0.171	286	235	0.0	0.2	2.587	A
2	183	46	326	1034	0.177	182	116	0.0	0.2	4.222	A
3	251	63	228	1519	0.166	251	280	0.0	0.2	2.836	A
4	221	55	170	1560	0.142	221	309	0.0	0.2	2.686	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	86	186	1656	0.207	342	281	0.2	0.3	2.740	A
2	218	55	390	1015	0.215	218	138	0.2	0.3	4.518	A
3	300	75	273	1491	0.201	300	335	0.2	0.3	3.022	A
4	264	66	203	1540	0.172	264	370	0.2	0.2	2.822	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	228	1628	0.258	419	344	0.3	0.3	2.979	A
2	268	67	477	989	0.271	267	169	0.3	0.4	4.988	A
3	368	92	334	1453	0.253	367	410	0.3	0.3	3.317	A
4	324	81	249	1512	0.214	323	453	0.2	0.3	3.029	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	105	228	1627	0.258	419	345	0.3	0.3	2.979	A
2	268	67	478	989	0.271	268	170	0.4	0.4	4.992	A
3	368	92	335	1452	0.253	368	411	0.3	0.3	3.318	A
4	324	81	249	1511	0.214	324	454	0.3	0.3	3.030	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	86	186	1656	0.207	343	282	0.3	0.3	2.744	A
2	218	55	391	1015	0.215	219	139	0.4	0.3	4.525	A
3	300	75	274	1491	0.201	301	336	0.3	0.3	3.025	A
4	264	66	203	1539	0.172	265	371	0.3	0.2	2.824	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	72	156	1676	0.171	287	236	0.3	0.2	2.590	A
2	183	46	327	1033	0.177	183	116	0.3	0.2	4.234	A
3	251	63	229	1518	0.166	252	281	0.3	0.2	2.843	A
4	221	55	170	1560	0.142	222	311	0.2	0.2	2.690	A

2022 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.63	A

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
D10	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	401	100.000
2		ONE HOUR	✓	262	100.000
3		ONE HOUR	✓	369	100.000
4		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	12	270	119
	2	3	0	47	212
	3	211	25	0	133
	4	106	128	84	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.27	3.09	0.4	A	368	552
2	0.30	5.24	0.4	A	240	361
3	0.28	3.49	0.4	A	339	508
4	0.23	3.11	0.3	A	292	438

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	302	75	178	1662	0.182	301	240	0.0	0.2	2.643	A
2	197	49	355	1025	0.192	196	124	0.0	0.2	4.340	A
3	278	69	250	1510	0.184	277	301	0.0	0.2	2.919	A
4	239	60	179	1560	0.153	239	348	0.0	0.2	2.723	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	90	213	1639	0.220	360	287	0.2	0.3	2.816	A
2	236	59	425	1004	0.235	235	148	0.2	0.3	4.681	A
3	332	83	300	1479	0.224	331	360	0.2	0.3	3.138	A
4	286	71	215	1538	0.186	286	417	0.2	0.2	2.874	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	110	261	1606	0.275	441	352	0.3	0.4	3.090	A
2	288	72	520	976	0.296	288	182	0.3	0.4	5.231	A
3	406	102	367	1436	0.283	406	441	0.3	0.4	3.491	A
4	350	88	263	1508	0.232	350	510	0.2	0.3	3.107	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	110	261	1606	0.275	442	352	0.4	0.4	3.090	A
2	288	72	521	976	0.296	288	182	0.4	0.4	5.238	A
3	406	102	368	1436	0.283	406	442	0.4	0.4	3.494	A
4	350	88	263	1508	0.232	350	511	0.3	0.3	3.107	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	90	213	1638	0.220	361	288	0.4	0.3	2.820	A
2	236	59	426	1004	0.235	236	148	0.4	0.3	4.691	A
3	332	83	301	1478	0.224	332	361	0.4	0.3	3.141	A
4	286	71	215	1538	0.186	286	418	0.3	0.2	2.876	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	302	75	179	1662	0.182	302	241	0.3	0.2	2.649	A
2	197	49	356	1025	0.193	198	124	0.3	0.2	4.355	A
3	278	69	252	1509	0.184	278	302	0.3	0.2	2.924	A
4	239	60	180	1559	0.154	240	350	0.2	0.2	2.729	A

2022 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.69	A

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
D11	2022 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	418	100.000
2		ONE HOUR	✓	266	100.000
3		ONE HOUR	✓	390	100.000
4		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	12	275	131
	2	3	0	47	216
	3	223	25	0	142
	4	112	131	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	1
	2	1	0	0	4
	3	0	0	0	1
	4	1	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.29	3.15	0.4	A	384	575
2	0.30	5.32	0.4	A	244	366
3	0.30	3.61	0.4	A	358	537
4	0.24	3.14	0.3	A	302	453

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	315	79	182	1660	0.190	314	254	0.0	0.2	2.673	A
2	200	50	369	1021	0.196	199	126	0.0	0.2	4.376	A
3	294	73	262	1502	0.195	293	306	0.0	0.2	2.973	A
4	248	62	188	1561	0.159	247	367	0.0	0.2	2.738	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	376	94	217	1636	0.230	376	304	0.2	0.3	2.856	A
2	239	60	442	999	0.239	239	151	0.2	0.3	4.735	A
3	351	88	314	1470	0.239	350	367	0.2	0.3	3.216	A
4	296	74	225	1538	0.192	296	439	0.2	0.2	2.897	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	460	115	266	1603	0.287	460	372	0.3	0.4	3.149	A
2	293	73	541	969	0.302	292	185	0.3	0.4	5.314	A
3	429	107	385	1425	0.301	429	449	0.3	0.4	3.610	A
4	362	91	276	1507	0.240	362	538	0.2	0.3	3.144	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	460	115	266	1603	0.287	460	372	0.4	0.4	3.149	A
2	293	73	542	969	0.302	293	185	0.4	0.4	5.322	A
3	429	107	385	1425	0.301	429	449	0.4	0.4	3.614	A
4	362	91	276	1506	0.240	362	538	0.3	0.3	3.145	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	376	94	218	1636	0.230	376	304	0.4	0.3	2.858	A
2	239	60	443	999	0.239	240	151	0.4	0.3	4.744	A
3	351	88	315	1469	0.239	351	367	0.4	0.3	3.220	A
4	296	74	226	1538	0.192	296	440	0.3	0.2	2.901	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	315	79	182	1660	0.190	315	255	0.3	0.2	2.679	A
2	200	50	371	1020	0.196	201	127	0.3	0.2	4.394	A
3	294	73	264	1501	0.196	294	307	0.3	0.2	2.981	A
4	248	62	189	1560	0.159	248	369	0.2	0.2	2.744	A

2022 Do Something Full, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.87	A

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
D12	2022 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	624	100.000
2		ONE HOUR	✓	293	100.000
3		ONE HOUR	✓	629	100.000
4		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	15	344	265
	2	4	0	47	242
	3	401	22	0	206
	4	208	154	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	1	0	0
	2	1	0	0	3
	3	0	0	0	1
	4	0	8	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	4.01	0.8	A	573	859
2	0.36	6.18	0.6	A	269	403
3	0.52	5.74	1.1	A	577	866
4	0.36	4.02	0.6	A	424	636

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	470	117	207	1649	0.285	468	460	0.0	0.4	3.045	A
2	221	55	532	980	0.225	219	143	0.0	0.3	4.727	A
3	474	118	383	1430	0.331	472	368	0.0	0.5	3.746	A
4	348	87	320	1498	0.232	347	535	0.0	0.3	3.123	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	561	140	248	1621	0.346	560	550	0.4	0.5	3.391	A
2	263	66	637	948	0.278	263	172	0.3	0.4	5.250	A
3	565	141	459	1383	0.409	565	441	0.5	0.7	4.393	A
4	415	104	383	1459	0.285	415	640	0.3	0.4	3.449	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	687	172	303	1584	0.434	686	674	0.5	0.8	4.006	A
2	323	81	780	906	0.356	322	210	0.4	0.5	6.161	A
3	693	173	562	1320	0.525	691	540	0.7	1.1	5.709	A
4	509	127	469	1405	0.362	508	784	0.4	0.6	4.010	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	687	172	304	1584	0.434	687	675	0.8	0.8	4.015	A
2	323	81	781	905	0.356	323	210	0.5	0.6	6.176	A
3	693	173	563	1319	0.525	693	541	1.1	1.1	5.743	A
4	509	127	470	1404	0.362	509	785	0.6	0.6	4.018	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	561	140	249	1621	0.346	562	552	0.8	0.5	3.401	A
2	263	66	638	948	0.278	264	172	0.6	0.4	5.268	A
3	565	141	460	1383	0.409	567	442	1.1	0.7	4.424	A
4	415	104	385	1458	0.285	416	642	0.6	0.4	3.460	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	470	117	208	1648	0.285	470	462	0.5	0.4	3.059	A
2	221	55	534	979	0.225	221	144	0.4	0.3	4.752	A
3	474	118	385	1429	0.331	474	370	0.7	0.5	3.776	A
4	348	87	322	1497	0.232	348	538	0.4	0.3	3.136	A

2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.80	A

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
D13	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	437	100.000
2		ONE HOUR	✓	277	100.000
3		ONE HOUR	✓	404	100.000
4		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	13	279	145
	2	4	0	50	223
	3	222	26	0	156
	4	135	141	88	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	1
	2	1	0	0	4
	3	0	0	0	1
	4	1	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.30	3.24	0.4	A	401	601
2	0.32	5.47	0.5	A	254	381
3	0.32	3.73	0.5	A	371	556
4	0.27	3.25	0.4	A	334	501

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	329	82	191	1653	0.199	328	271	0.0	0.2	2.716	A
2	209	52	384	1016	0.205	208	135	0.0	0.3	4.445	A
3	304	76	279	1492	0.204	303	313	0.0	0.3	3.026	A
4	274	69	189	1562	0.175	273	393	0.0	0.2	2.793	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	393	98	229	1628	0.241	393	324	0.2	0.3	2.914	A
2	249	62	460	994	0.251	249	162	0.3	0.3	4.829	A
3	363	91	334	1457	0.249	363	375	0.3	0.3	3.290	A
4	327	82	226	1539	0.213	327	471	0.2	0.3	2.971	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	481	120	280	1593	0.302	481	397	0.3	0.4	3.234	A
2	305	76	563	963	0.317	304	198	0.3	0.5	5.458	A
3	445	111	409	1410	0.315	444	459	0.3	0.5	3.725	A
4	401	100	277	1507	0.266	400	576	0.3	0.4	3.252	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	481	120	281	1593	0.302	481	397	0.4	0.4	3.237	A
2	305	76	564	963	0.317	305	198	0.5	0.5	5.471	A
3	445	111	410	1410	0.316	445	459	0.5	0.5	3.729	A
4	401	100	277	1507	0.266	401	577	0.4	0.4	3.253	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	393	98	229	1627	0.241	393	325	0.4	0.3	2.919	A
2	249	62	461	994	0.251	250	162	0.5	0.3	4.841	A
3	363	91	335	1456	0.249	364	375	0.5	0.3	3.295	A
4	327	82	227	1538	0.213	328	472	0.4	0.3	2.973	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	329	82	192	1653	0.199	329	272	0.3	0.2	2.722	A
2	209	52	386	1016	0.205	209	136	0.3	0.3	4.461	A
3	304	76	280	1491	0.204	304	314	0.3	0.3	3.037	A
4	274	69	190	1561	0.176	274	395	0.3	0.2	2.799	A

2027 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.76	A

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
D14	2027 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	544	100.000
2		ONE HOUR	✓	325	100.000
3		ONE HOUR	✓	595	100.000
4		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	316	214
	2	4	0	50	271
	3	316	26	0	253
	4	195	200	125	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	0	1	0	0
2	1	0	0	3
3	0	0	0	1
4	0	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.39	3.86	0.6	A	499	749
2	0.39	6.37	0.6	A	298	447
3	0.49	5.32	1.0	A	546	819
4	0.39	4.03	0.6	A	477	716

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	410	102	263	1613	0.254	408	386	0.0	0.3	2.987	A
2	245	61	491	992	0.247	243	180	0.0	0.3	4.803	A
3	448	112	367	1439	0.311	446	368	0.0	0.4	3.621	A
4	391	98	259	1541	0.254	390	553	0.0	0.3	3.125	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	489	122	315	1578	0.310	489	462	0.3	0.4	3.302	A
2	292	73	588	963	0.304	292	216	0.3	0.4	5.362	A
3	535	134	439	1394	0.384	534	441	0.4	0.6	4.184	A
4	467	117	311	1509	0.310	467	663	0.3	0.4	3.452	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	599	150	386	1531	0.391	598	566	0.4	0.6	3.856	A
2	358	89	720	923	0.388	357	264	0.4	0.6	6.350	A
3	655	164	537	1333	0.492	654	540	0.6	1.0	5.291	A
4	573	143	380	1465	0.391	572	811	0.4	0.6	4.025	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	599	150	386	1531	0.391	599	567	0.6	0.6	3.863	A
2	358	89	721	923	0.388	358	264	0.6	0.6	6.370	A
3	655	164	538	1332	0.492	655	541	1.0	1.0	5.316	A
4	573	143	381	1465	0.391	573	813	0.6	0.6	4.033	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	489	122	316	1577	0.310	490	464	0.6	0.5	3.313	A
2	292	73	590	962	0.304	293	216	0.6	0.4	5.386	A
3	535	134	441	1393	0.384	536	442	1.0	0.6	4.209	A
4	467	117	312	1508	0.310	468	665	0.6	0.5	3.465	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	410	102	265	1612	0.254	410	388	0.5	0.3	2.996	A
2	245	61	494	991	0.247	245	181	0.4	0.3	4.828	A
3	448	112	369	1437	0.312	449	370	0.6	0.5	3.645	A
4	391	98	261	1540	0.254	392	556	0.5	0.3	3.137	A

2032 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.98	A

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
D15	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	292	100.000
3		ONE HOUR	✓	445	100.000
4		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	295	155
	2	4	0	52	236
	3	233	27	0	185
	4	152	161	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	1
	2	1	0	0	4
	3	0	0	0	1
	4	1	8	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.32	3.38	0.5	A	426	639
2	0.34	5.70	0.5	A	268	402
3	0.35	3.98	0.5	A	408	613
4	0.30	3.41	0.4	A	373	559

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	349	87	211	1640	0.213	348	292	0.0	0.3	2.783	A
2	220	55	408	1009	0.218	219	152	0.0	0.3	4.547	A
3	335	84	296	1480	0.226	334	330	0.0	0.3	3.137	A
4	306	76	198	1561	0.196	305	432	0.0	0.2	2.864	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	252	1613	0.259	417	349	0.3	0.3	3.010	A
2	263	66	488	985	0.266	262	181	0.3	0.4	4.975	A
3	400	100	355	1444	0.277	400	395	0.3	0.4	3.448	A
4	365	91	237	1537	0.238	365	517	0.2	0.3	3.071	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	511	128	309	1575	0.324	510	428	0.3	0.5	3.381	A
2	321	80	597	953	0.337	321	222	0.4	0.5	5.693	A
3	490	122	434	1394	0.352	489	484	0.4	0.5	3.977	A
4	447	112	290	1504	0.297	447	633	0.3	0.4	3.403	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	511	128	309	1574	0.325	511	428	0.5	0.5	3.384	A
2	321	80	598	953	0.338	321	222	0.5	0.5	5.704	A
3	490	122	435	1393	0.352	490	484	0.5	0.5	3.984	A
4	447	112	291	1504	0.297	447	634	0.4	0.4	3.406	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	253	1612	0.259	418	350	0.5	0.4	3.014	A
2	263	66	489	985	0.266	263	182	0.5	0.4	4.989	A
3	400	100	356	1443	0.277	401	396	0.5	0.4	3.454	A
4	365	91	238	1536	0.238	365	519	0.4	0.3	3.077	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	349	87	212	1640	0.213	350	293	0.4	0.3	2.792	A
2	220	55	409	1009	0.218	220	152	0.4	0.3	4.566	A
3	335	84	298	1479	0.226	335	332	0.4	0.3	3.149	A
4	306	76	199	1560	0.196	306	434	0.3	0.2	2.869	A

2032 Do Something Full, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.70	A

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
D16	2032 Do Something Full	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	678	100.000
2		ONE HOUR	✓	320	100.000
3		ONE HOUR	✓	723	100.000
4		ONE HOUR	✓	570	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	17	372	289
	2	4	0	52	264
	3	438	25	0	260
	4	271	190	109	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.48	4.46	0.9	A	622	933
2	0.39	6.57	0.6	A	294	440
3	0.62	7.27	1.6	A	663	995
4	0.45	4.69	0.8	A	523	785

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	510	128	243	1628	0.314	509	534	0.0	0.5	3.210	A
2	241	60	578	982	0.245	240	174	0.0	0.3	4.841	A
3	544	136	417	1411	0.386	542	400	0.0	0.6	4.130	A
4	429	107	350	1499	0.286	428	609	0.0	0.4	3.355	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	291	1596	0.382	609	640	0.5	0.6	3.644	A
2	288	72	691	947	0.304	287	208	0.3	0.4	5.450	A
3	650	162	500	1360	0.478	649	479	0.6	0.9	5.050	A
4	512	128	419	1456	0.352	512	730	0.4	0.5	3.813	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	187	356	1553	0.481	745	783	0.6	0.9	4.449	A
2	352	88	846	900	0.391	352	255	0.4	0.6	6.552	A
3	796	199	612	1292	0.616	793	586	0.9	1.6	7.184	A
4	628	157	512	1396	0.449	627	893	0.5	0.8	4.669	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	187	357	1553	0.481	746	785	0.9	0.9	4.463	A
2	352	88	848	900	0.392	352	255	0.6	0.6	6.575	A
3	796	199	613	1291	0.617	796	587	1.6	1.6	7.268	A
4	628	157	514	1395	0.450	628	895	0.8	0.8	4.688	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	292	1596	0.382	611	643	0.9	0.6	3.658	A
2	288	72	694	947	0.304	288	209	0.6	0.4	5.477	A
3	650	162	502	1359	0.478	653	480	1.6	0.9	5.112	A
4	512	128	422	1454	0.352	513	733	0.8	0.5	3.834	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	510	128	244	1627	0.314	511	538	0.6	0.5	3.227	A
2	241	60	580	981	0.246	241	175	0.4	0.3	4.870	A
3	544	136	420	1409	0.386	545	402	0.9	0.6	4.173	A
4	429	107	352	1498	0.287	430	613	0.5	0.4	3.371	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: 1901 240120 Poplars Capesthorpe Ra ASA.j9

Path: C:\Users\Charlie\Highgate Transportation\HTp - 1901 - Peel Hall\Modelling\Off-Site

Junctions\CJ\Option A\Poplars Capesthorpe Ra

Report generation date: 24/01/2020 12:54:45

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2022 Do Minimum										
1 - Capesthorpe Road (W)	D1	0.7	4.65	0.40	A	D2	0.5	4.09	0.33	A
2 - Poplars Avenue (N)		0.3	3.83	0.25	A		0.4	3.79	0.30	A
3 - Capesthorpe Road (E)		0.7	6.04	0.40	A		0.8	6.60	0.45	A
4 - Poplars Avenue (S)		0.1	3.46	0.11	A		0.1	4.13	0.12	A
A1 - 2022 Do Something										
1 - Capesthorpe Road (W)	D3	0.7	4.69	0.41	A	D4	0.5	4.15	0.34	A
2 - Poplars Avenue (N)		0.5	4.45	0.35	A		0.5	3.90	0.32	A
3 - Capesthorpe Road (E)		0.8	7.03	0.44	A		0.9	6.88	0.46	A
4 - Poplars Avenue (S)		0.1	3.49	0.11	A		0.1	4.22	0.13	A
A1 - 2022 Do Something (FULL)										
1 - Capesthorpe Road (W)	D5	0.9	5.61	0.49	A	D6	0.7	4.85	0.43	A
2 - Poplars Avenue (N)		0.8	5.32	0.44	A		1.0	5.40	0.51	A
3 - Capesthorpe Road (E)		1.5	10.36	0.60	B		1.5	10.63	0.60	B
4 - Poplars Avenue (S)		0.2	4.26	0.14	A		0.2	5.44	0.19	A
A1 - 2027 Do Minimum										
1 - Capesthorpe Road (W)	D7	0.8	4.92	0.44	A	D8	0.6	4.21	0.36	A
2 - Poplars Avenue (N)		0.4	4.18	0.29	A		0.5	4.11	0.35	A
3 - Capesthorpe Road (E)		0.8	6.73	0.45	A		0.9	7.17	0.47	A
4 - Poplars Avenue (S)		0.1	3.65	0.11	A		0.2	4.50	0.15	A
A1 - 2027 Do Something										
1 - Capesthorpe Road (W)	D9	1.0	5.72	0.51	A	D10	1.0	5.65	0.51	A
2 - Poplars Avenue (N)		0.8	5.58	0.45	A		1.2	5.93	0.54	A
3 - Capesthorpe Road (E)		1.6	10.91	0.62	B		1.8	12.39	0.64	B
4 - Poplars Avenue (S)		0.2	4.40	0.14	A		0.3	6.29	0.26	A
A1 - 2032 Do Minimum										
1 - Capesthorpe Road (W)	D11	0.9	5.46	0.49	A	D12	0.7	4.62	0.41	A
2 - Poplars Avenue (N)		0.7	5.04	0.41	A		0.7	4.43	0.40	A
3 - Capesthorpe Road (E)		1.0	8.27	0.51	A		1.0	7.86	0.50	A
4 - Poplars Avenue (S)		0.1	4.02	0.13	A		0.2	4.71	0.15	A
A1 - 2032 Do Something (FULL)										

1 - Capesthorpe Road (W)	D13	1.3	7.03	0.57	A	D14	1.1	5.83	0.52	A
2 - Poplars Avenue (N)		1.6	7.99	0.61	A		1.4	6.61	0.59	A
3 - Capesthorpe Road (E)		3.6	21.98	0.79	C		2.0	14.07	0.68	B
4 - Poplars Avenue (S)		0.2	5.38	0.20	A		0.3	6.46	0.23	A

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

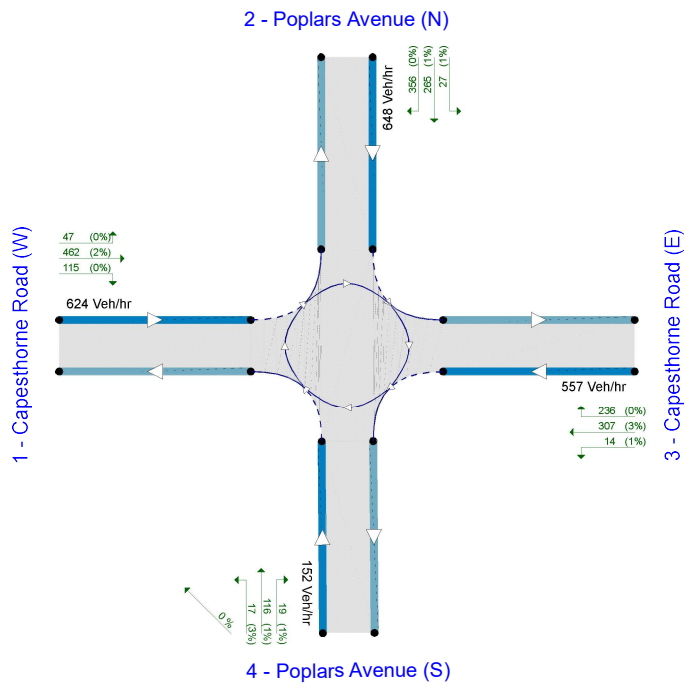
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	FRIELA
Description	

Units

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



Flows show original traffic demand (veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15
D4	2022 Do Something	PM	ONE HOUR	16:45	18:15	15
D5	2022 Do Something (FULL)	AM	ONE HOUR	07:45	09:15	15
D6	2022 Do Something (FULL)	PM	ONE HOUR	16:45	18:15	15
D7	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D8	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D9	2027 Do Something	AM	ONE HOUR	07:45	09:15	15
D10	2027 Do Something	PM	ONE HOUR	16:45	18:15	15
D11	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15
D12	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D13	2032 Do Something (FULL)	AM	ONE HOUR	07:45	09:15	15
D14	2032 Do Something (FULL)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2022 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Capesthorne Road (W)	Eastbound
2	Poplars Avenue (N)	Southbound
3	Capesthorne Road (E)	Westbound
4	Poplars Avenue (S)	Northbound

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Capesthorne Road (W)	3.25	6.40	9.6	17.9	45.7	28.0	
2 - Poplars Avenue (N)	4.17	5.57	10.7	16.1	45.7	25.0	
3 - Capesthorne Road (E)	2.59	4.89	9.9	14.3	45.7	13.0	
4 - Poplars Avenue (S)	3.94	4.93	5.3	11.6	45.7	10.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Capesthorne Road (W)		
2 - Poplars Avenue (N)		
3 - Capesthorne Road (E)		
4 - Poplars Avenue (S)	✓	0

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Capesthorpe Road (W)	0.578	1454
2 - Poplars Avenue (N)	0.602	1570
3 - Capesthorpe Road (E)	0.546	1231
4 - Poplars Avenue (S)	0.583	1429

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)
D1	2022 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	470	100.000
2 - Poplars Avenue (N)		✓	278	100.000
3 - Capesthorpe Road (E)		✓	357	100.000
4 - Poplars Avenue (S)		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	22	352	96
	2 - Poplars Avenue (N)	35	0	18	225
	3 - Capesthorpe Road (E)	242	101	0	14
	4 - Poplars Avenue (S)	7	95	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	3	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorpe Road (E)	4	0	0	1
	4 - Poplars Avenue (S)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.40	4.65	0.7	A
2 - Poplars Avenue (N)	0.25	3.83	0.3	A
3 - Capesthorpe Road (E)	0.40	6.04	0.7	A
4 - Poplars Avenue (S)	0.11	3.46	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	354	0	157	1333	0.266	352	0.4	3.668	A
2 - Poplars Avenue (N)	209	0	346	1344	0.156	209	0.2	3.169	A
3 - Capesthorpe Road (E)	269	0	267	1056	0.255	267	0.3	4.560	A
4 - Poplars Avenue (S)	87	0	283	1246	0.069	86	0.1	3.103	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	423	0	188	1315	0.321	422	0.5	4.030	A
2 - Poplars Avenue (N)	250	0	414	1302	0.192	250	0.2	3.419	A
3 - Capesthorpe Road (E)	321	0	320	1027	0.312	320	0.5	5.089	A
4 - Poplars Avenue (S)	103	0	339	1213	0.085	103	0.1	3.243	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	517	0	230	1291	0.401	517	0.7	4.643	A
2 - Poplars Avenue (N)	306	0	507	1246	0.246	306	0.3	3.830	A
3 - Capesthorpe Road (E)	393	0	391	989	0.397	392	0.7	6.023	A
4 - Poplars Avenue (S)	127	0	415	1168	0.108	127	0.1	3.456	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	517	0	230	1291	0.401	517	0.7	4.654	A
2 - Poplars Avenue (N)	306	0	508	1245	0.246	306	0.3	3.832	A
3 - Capesthorpe Road (E)	393	0	392	989	0.398	393	0.7	6.043	A
4 - Poplars Avenue (S)	127	0	416	1167	0.108	127	0.1	3.457	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	423	0	188	1315	0.321	423	0.5	4.041	A
2 - Poplars Avenue (N)	250	0	415	1302	0.192	250	0.2	3.427	A
3 - Capesthorpe Road (E)	321	0	321	1027	0.313	322	0.5	5.111	A
4 - Poplars Avenue (S)	103	0	341	1212	0.085	103	0.1	3.246	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	354	0	158	1332	0.266	354	0.4	3.682	A
2 - Poplars Avenue (N)	209	0	348	1343	0.156	210	0.2	3.178	A
3 - Capesthorpe Road (E)	269	0	268	1055	0.255	269	0.3	4.584	A
4 - Poplars Avenue (S)	87	0	285	1245	0.070	87	0.1	3.109	A

(Default Analysis Set) - 2022 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	4.79	A

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)
D2	2022 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	402	100.000
2 - Poplars Avenue (N)		✓	376	100.000
3 - Capesthorpe Road (E)		✓	403	100.000
4 - Poplars Avenue (S)		✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	135	249	18
	2 - Poplars Avenue (N)	280	0	24	72
	3 - Capesthorne Road (E)	358	16	0	29
	4 - Poplars Avenue (S)	4	91	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	6	3	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	1	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.33	4.09	0.5	A
2 - Poplars Avenue (N)	0.30	3.79	0.4	A
3 - Capesthorne Road (E)	0.45	6.60	0.8	A
4 - Poplars Avenue (S)	0.12	4.13	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	303	0	92	1348	0.225	301	0.3	3.438	A
2 - Poplars Avenue (N)	283	0	212	1425	0.199	282	0.2	3.146	A
3 - Capesthorne Road (E)	303	0	278	1059	0.286	302	0.4	4.743	A
4 - Poplars Avenue (S)	84	0	490	1129	0.074	83	0.1	3.441	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	361	0	110	1337	0.270	361	0.4	3.687	A
2 - Poplars Avenue (N)	338	0	254	1399	0.242	338	0.3	3.391	A
3 - Capesthorne Road (E)	362	0	332	1030	0.352	362	0.5	5.385	A
4 - Poplars Avenue (S)	100	0	587	1072	0.093	100	0.1	3.700	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	443	0	135	1324	0.334	442	0.5	4.081	A
2 - Poplars Avenue (N)	414	0	311	1364	0.303	414	0.4	3.783	A
3 - Capesthorpe Road (E)	444	0	407	989	0.449	443	0.8	6.571	A
4 - Poplars Avenue (S)	122	0	719	995	0.123	122	0.1	4.123	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	443	0	135	1323	0.334	443	0.5	4.086	A
2 - Poplars Avenue (N)	414	0	312	1364	0.303	414	0.4	3.787	A
3 - Capesthorpe Road (E)	444	0	407	989	0.449	444	0.8	6.601	A
4 - Poplars Avenue (S)	122	0	720	994	0.123	122	0.1	4.126	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	361	0	111	1337	0.270	362	0.4	3.691	A
2 - Poplars Avenue (N)	338	0	255	1399	0.242	338	0.3	3.397	A
3 - Capesthorpe Road (E)	362	0	333	1029	0.352	363	0.5	5.414	A
4 - Poplars Avenue (S)	100	0	589	1071	0.093	100	0.1	3.705	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	303	0	93	1347	0.225	303	0.3	3.446	A
2 - Poplars Avenue (N)	283	0	213	1424	0.199	283	0.2	3.157	A
3 - Capesthorpe Road (E)	303	0	279	1059	0.287	304	0.4	4.775	A
4 - Poplars Avenue (S)	84	0	493	1128	0.074	84	0.1	3.450	A

(Default Analysis Set) - 2022 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	5.16	A

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)
D3	2022 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	482	100.000
2 - Poplars Avenue (N)		✓	392	100.000
3 - Capesthorpe Road (E)		✓	370	100.000
4 - Poplars Avenue (S)		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	22	360	100
	2 - Poplars Avenue (N)	36	0	19	337
	3 - Capesthorpe Road (E)	251	105	0	14
	4 - Poplars Avenue (S)	7	95	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorpe Road (E)	4	0	0	1
	4 - Poplars Avenue (S)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.41	4.69	0.7	A
2 - Poplars Avenue (N)	0.35	4.45	0.5	A
3 - Capesthorpe Road (E)	0.44	7.03	0.8	A
4 - Poplars Avenue (S)	0.11	3.49	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	363	0	160	1341	0.271	361	0.4	3.671	A
2 - Poplars Avenue (N)	295	0	355	1340	0.220	294	0.3	3.438	A
3 - Capesthorpe Road (E)	279	0	355	1009	0.276	277	0.4	4.911	A
4 - Poplars Avenue (S)	87	0	294	1240	0.070	86	0.1	3.120	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	433	0	191	1323	0.328	433	0.5	4.043	A
2 - Poplars Avenue (N)	352	0	425	1298	0.272	352	0.4	3.807	A
3 - Capesthorpe Road (E)	333	0	425	971	0.343	332	0.5	5.629	A
4 - Poplars Avenue (S)	103	0	352	1206	0.086	103	0.1	3.265	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	531	0	234	1298	0.409	530	0.7	4.680	A
2 - Poplars Avenue (N)	432	0	520	1240	0.348	431	0.5	4.445	A
3 - Capesthorpe Road (E)	407	0	520	920	0.443	406	0.8	6.994	A
4 - Poplars Avenue (S)	127	0	431	1159	0.109	127	0.1	3.486	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	531	0	235	1298	0.409	531	0.7	4.691	A
2 - Poplars Avenue (N)	432	0	521	1240	0.348	432	0.5	4.454	A
3 - Capesthorpe Road (E)	407	0	521	920	0.443	407	0.8	7.027	A
4 - Poplars Avenue (S)	127	0	432	1158	0.109	127	0.1	3.488	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	433	0	192	1322	0.328	434	0.5	4.057	A
2 - Poplars Avenue (N)	352	0	426	1297	0.272	353	0.4	3.818	A
3 - Capesthorpe Road (E)	333	0	426	970	0.343	334	0.5	5.665	A
4 - Poplars Avenue (S)	103	0	353	1205	0.086	103	0.1	3.271	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	363	0	161	1340	0.271	363	0.4	3.685	A
2 - Poplars Avenue (N)	295	0	357	1339	0.220	295	0.3	3.452	A
3 - Capesthorpe Road (E)	279	0	357	1008	0.276	279	0.4	4.945	A
4 - Poplars Avenue (S)	87	0	296	1239	0.070	87	0.1	3.126	A

(Default Analysis Set) - 2022 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	4.92	A

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)
D4	2022 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	413	100.000
2 - Poplars Avenue (N)		✓	400	100.000
3 - Capesthorpe Road (E)		✓	409	100.000
4 - Poplars Avenue (S)		✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	143	250	20
	2 - Poplars Avenue (N)	302	0	24	74
	3 - Capesthorpe Road (E)	364	16	0	29
	4 - Poplars Avenue (S)	4	93	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	6	3	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	1	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.34	4.15	0.5	A
2 - Poplars Avenue (N)	0.32	3.90	0.5	A
3 - Capesthorne Road (E)	0.46	6.88	0.9	A
4 - Poplars Avenue (S)	0.13	4.22	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	311	0	94	1347	0.231	310	0.3	3.469	A
2 - Poplars Avenue (N)	301	0	214	1424	0.212	300	0.3	3.201	A
3 - Capesthorne Road (E)	308	0	297	1049	0.294	306	0.4	4.838	A
4 - Poplars Avenue (S)	85	0	511	1117	0.076	85	0.1	3.487	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	371	0	112	1336	0.278	371	0.4	3.729	A
2 - Poplars Avenue (N)	360	0	257	1398	0.257	359	0.3	3.466	A
3 - Capesthorne Road (E)	368	0	356	1017	0.362	367	0.6	5.535	A
4 - Poplars Avenue (S)	102	0	612	1058	0.096	101	0.1	3.764	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	455	0	137	1322	0.344	454	0.5	4.145	A
2 - Poplars Avenue (N)	440	0	315	1363	0.323	440	0.5	3.900	A
3 - Capesthorne Road (E)	450	0	435	974	0.462	449	0.8	6.847	A
4 - Poplars Avenue (S)	124	0	749	977	0.127	124	0.1	4.220	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	455	0	138	1322	0.344	455	0.5	4.150	A
2 - Poplars Avenue (N)	440	0	315	1362	0.323	440	0.5	3.904	A
3 - Capesthorpe Road (E)	450	0	436	973	0.463	450	0.9	6.880	A
4 - Poplars Avenue (S)	124	0	751	976	0.127	124	0.1	4.225	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	371	0	113	1336	0.278	372	0.4	3.737	A
2 - Poplars Avenue (N)	360	0	257	1397	0.257	360	0.3	3.471	A
3 - Capesthorpe Road (E)	368	0	357	1017	0.362	369	0.6	5.567	A
4 - Poplars Avenue (S)	102	0	615	1056	0.096	102	0.1	3.770	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	311	0	94	1346	0.231	311	0.3	3.481	A
2 - Poplars Avenue (N)	301	0	216	1423	0.212	301	0.3	3.209	A
3 - Capesthorpe Road (E)	308	0	298	1048	0.294	309	0.4	4.872	A
4 - Poplars Avenue (S)	85	0	514	1115	0.076	85	0.1	3.494	A

(Default Analysis Set) - 2022 Do Something (FULL), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	6.82	A

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)
D5	2022 Do Something (FULL)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	551	100.000
2 - Poplars Avenue (N)		✓	476	100.000
3 - Capesthorpe Road (E)		✓	476	100.000
4 - Poplars Avenue (S)		✓	127	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	24	408	119
	2 - Poplars Avenue (N)	199	0	25	252
	3 - Capesthorpe Road (E)	289	174	0	13
	4 - Poplars Avenue (S)	9	105	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	0	0	1	1
	3 - Capesthorpe Road (E)	3	0	0	1
	4 - Poplars Avenue (S)	6	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.49	5.61	0.9	A
2 - Poplars Avenue (N)	0.44	5.32	0.8	A
3 - Capesthorpe Road (E)	0.60	10.36	1.5	B
4 - Poplars Avenue (S)	0.14	4.26	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	415	0	219	1307	0.317	413	0.5	4.017	A
2 - Poplars Avenue (N)	358	0	405	1315	0.272	357	0.4	3.752	A
3 - Capesthorpe Road (E)	358	0	427	979	0.366	356	0.6	5.758	A
4 - Poplars Avenue (S)	96	0	496	1120	0.085	95	0.1	3.513	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	495	0	262	1283	0.386	495	0.6	4.565	A
2 - Poplars Avenue (N)	428	0	485	1267	0.338	427	0.5	4.286	A
3 - Capesthorpe Road (E)	428	0	512	934	0.458	427	0.8	7.090	A
4 - Poplars Avenue (S)	114	0	594	1063	0.107	114	0.1	3.794	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	607	0	320	1249	0.486	605	0.9	5.582	A
2 - Poplars Avenue (N)	524	0	593	1201	0.436	523	0.8	5.305	A
3 - Capesthorpe Road (E)	524	0	626	872	0.601	522	1.5	10.202	B
4 - Poplars Avenue (S)	140	0	726	986	0.142	140	0.2	4.253	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	607	0	321	1249	0.486	607	0.9	5.607	A
2 - Poplars Avenue (N)	524	0	595	1200	0.437	524	0.8	5.325	A
3 - Capesthorpe Road (E)	524	0	628	871	0.602	524	1.5	10.361	B
4 - Poplars Avenue (S)	140	0	729	984	0.142	140	0.2	4.263	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	495	0	264	1282	0.386	497	0.6	4.593	A
2 - Poplars Avenue (N)	428	0	487	1266	0.338	429	0.5	4.307	A
3 - Capesthorpe Road (E)	428	0	514	933	0.459	430	0.9	7.203	A
4 - Poplars Avenue (S)	114	0	598	1060	0.108	114	0.1	3.808	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	415	0	220	1306	0.318	415	0.5	4.043	A
2 - Poplars Avenue (N)	358	0	407	1314	0.273	359	0.4	3.774	A
3 - Capesthorpe Road (E)	358	0	430	978	0.367	359	0.6	5.832	A
4 - Poplars Avenue (S)	96	0	500	1117	0.086	96	0.1	3.525	A

(Default Analysis Set) - 2022 Do Something (FULL), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	6.63	A

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)
D6	2022 Do Something (FULL)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorne Road (W)		✓	502	100.000
2 - Poplars Avenue (N)		✓	619	100.000
3 - Capesthorne Road (E)		✓	456	100.000
4 - Poplars Avenue (S)		✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	210	262	30
	2 - Poplars Avenue (N)	497	0	28	94
	3 - Capesthorne Road (E)	385	45	0	26
	4 - Poplars Avenue (S)	6	121	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	4	3	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	0	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.43	4.85	0.7	A
2 - Poplars Avenue (N)	0.51	5.40	1.0	A
3 - Capesthorne Road (E)	0.60	10.63	1.5	B
4 - Poplars Avenue (S)	0.19	5.44	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	378	0	136	1331	0.284	376	0.4	3.763	A
2 - Poplars Avenue (N)	466	0	231	1414	0.330	464	0.5	3.782	A
3 - Capesthorne Road (E)	343	0	466	959	0.358	341	0.6	5.808	A
4 - Poplars Avenue (S)	108	0	694	1010	0.107	107	0.1	3.985	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	451	0	163	1316	0.343	451	0.5	4.159	A
2 - Poplars Avenue (N)	556	0	277	1386	0.402	556	0.7	4.333	A
3 - Capesthorne Road (E)	410	0	558	909	0.451	409	0.8	7.186	A
4 - Poplars Avenue (S)	129	0	832	930	0.138	128	0.2	4.492	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	553	0	200	1295	0.427	552	0.7	4.835	A
2 - Poplars Avenue (N)	682	0	339	1348	0.506	680	1.0	5.380	A
3 - Capesthorne Road (E)	502	0	682	841	0.597	500	1.4	10.459	B
4 - Poplars Avenue (S)	157	0	1017	821	0.192	157	0.2	5.421	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	553	0	200	1295	0.427	553	0.7	4.848	A
2 - Poplars Avenue (N)	682	0	339	1348	0.506	682	1.0	5.404	A
3 - Capesthorpe Road (E)	502	0	684	840	0.597	502	1.5	10.629	B
4 - Poplars Avenue (S)	157	0	1021	819	0.192	157	0.2	5.441	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	451	0	164	1316	0.343	452	0.5	4.173	A
2 - Poplars Avenue (N)	556	0	277	1385	0.402	558	0.7	4.359	A
3 - Capesthorpe Road (E)	410	0	560	908	0.452	412	0.8	7.306	A
4 - Poplars Avenue (S)	129	0	837	927	0.139	129	0.2	4.514	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	378	0	137	1331	0.284	378	0.4	3.784	A
2 - Poplars Avenue (N)	466	0	232	1413	0.330	467	0.5	3.806	A
3 - Capesthorpe Road (E)	343	0	468	957	0.359	344	0.6	5.883	A
4 - Poplars Avenue (S)	108	0	699	1007	0.107	108	0.1	4.005	A

(Default Analysis Set) - 2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	5.16	A

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)
D7	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)

HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorne Road (W)		✓	512	100.000
2 - Poplars Avenue (N)		✓	326	100.000
3 - Capesthorne Road (E)		✓	390	100.000
4 - Poplars Avenue (S)		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	23	387	102
	2 - Poplars Avenue (N)	83	0	20	223
	3 - Capesthorne Road (E)	267	109	0	14
	4 - Poplars Avenue (S)	7	95	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	3	0	0	1
	4 - Poplars Avenue (S)	7	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.44	4.92	0.8	A
2 - Poplars Avenue (N)	0.29	4.18	0.4	A
3 - Capesthorne Road (E)	0.45	6.73	0.8	A
4 - Poplars Avenue (S)	0.11	3.65	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	385	0	163	1339	0.288	384	0.4	3.762	A
2 - Poplars Avenue (N)	245	0	376	1327	0.185	245	0.2	3.322	A
3 - Capesthorpe Road (E)	294	0	306	1041	0.282	292	0.4	4.794	A
4 - Poplars Avenue (S)	87	0	344	1207	0.072	86	0.1	3.213	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	460	0	195	1320	0.349	460	0.5	4.179	A
2 - Poplars Avenue (N)	293	0	451	1282	0.229	293	0.3	3.639	A
3 - Capesthorpe Road (E)	351	0	366	1009	0.348	350	0.5	5.460	A
4 - Poplars Avenue (S)	103	0	412	1167	0.089	103	0.1	3.384	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	564	0	239	1295	0.435	563	0.8	4.907	A
2 - Poplars Avenue (N)	359	0	552	1221	0.294	358	0.4	4.173	A
3 - Capesthorpe Road (E)	429	0	449	965	0.445	428	0.8	6.699	A
4 - Poplars Avenue (S)	127	0	504	1113	0.114	126	0.1	3.649	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	564	0	239	1295	0.435	564	0.8	4.920	A
2 - Poplars Avenue (N)	359	0	553	1220	0.294	359	0.4	4.179	A
3 - Capesthorpe Road (E)	429	0	449	964	0.445	429	0.8	6.730	A
4 - Poplars Avenue (S)	127	0	505	1112	0.114	127	0.1	3.652	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	460	0	195	1320	0.349	461	0.5	4.197	A
2 - Poplars Avenue (N)	293	0	452	1281	0.229	294	0.3	3.646	A
3 - Capesthorpe Road (E)	351	0	367	1008	0.348	352	0.5	5.490	A
4 - Poplars Avenue (S)	103	0	414	1166	0.089	104	0.1	3.388	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	385	0	164	1338	0.288	386	0.4	3.781	A
2 - Poplars Avenue (N)	245	0	378	1326	0.185	246	0.2	3.333	A
3 - Capesthorpe Road (E)	294	0	308	1041	0.282	294	0.4	4.826	A
4 - Poplars Avenue (S)	87	0	346	1205	0.072	87	0.1	3.220	A

(Default Analysis Set) - 2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	5.07	A

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)
D8	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	438	100.000
2 - Poplars Avenue (N)		✓	434	100.000
3 - Capesthorpe Road (E)		✓	410	100.000
4 - Poplars Avenue (S)		✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	156	262	20
	2 - Poplars Avenue (N)	350	0	25	59
	3 - Capesthorpe Road (E)	366	16	0	28
	4 - Poplars Avenue (S)	4	110	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	3	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorpe Road (E)	2	1	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.36	4.21	0.6	A
2 - Poplars Avenue (N)	0.35	4.11	0.5	A
3 - Capesthorpe Road (E)	0.47	7.17	0.9	A
4 - Poplars Avenue (S)	0.15	4.50	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	330	0	107	1367	0.241	328	0.3	3.462	A
2 - Poplars Avenue (N)	327	0	224	1418	0.230	326	0.3	3.293	A
3 - Capesthorpe Road (E)	309	0	322	1035	0.298	307	0.4	4.933	A
4 - Poplars Avenue (S)	99	0	549	1095	0.090	98	0.1	3.609	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	394	0	128	1355	0.291	393	0.4	3.746	A
2 - Poplars Avenue (N)	390	0	269	1391	0.281	390	0.4	3.597	A
3 - Capesthorpe Road (E)	369	0	385	1001	0.368	368	0.6	5.682	A
4 - Poplars Avenue (S)	118	0	657	1031	0.114	118	0.1	3.940	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	482	0	157	1338	0.360	482	0.6	4.201	A
2 - Poplars Avenue (N)	478	0	329	1354	0.353	477	0.5	4.104	A
3 - Capesthorpe Road (E)	451	0	472	954	0.473	450	0.9	7.127	A
4 - Poplars Avenue (S)	144	0	804	945	0.153	144	0.2	4.493	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	482	0	157	1338	0.360	482	0.6	4.207	A
2 - Poplars Avenue (N)	478	0	329	1354	0.353	478	0.5	4.110	A
3 - Capesthorpe Road (E)	451	0	472	954	0.473	451	0.9	7.165	A
4 - Poplars Avenue (S)	144	0	806	944	0.153	144	0.2	4.500	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	394	0	129	1354	0.291	394	0.4	3.751	A
2 - Poplars Avenue (N)	390	0	269	1390	0.281	391	0.4	3.603	A
3 - Capesthorpe Road (E)	369	0	386	1000	0.368	370	0.6	5.721	A
4 - Poplars Avenue (S)	118	0	660	1030	0.114	118	0.1	3.949	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	330	0	108	1366	0.241	330	0.3	3.474	A
2 - Poplars Avenue (N)	327	0	225	1417	0.231	327	0.3	3.305	A
3 - Capesthorpe Road (E)	309	0	323	1034	0.298	309	0.4	4.968	A
4 - Poplars Avenue (S)	99	0	552	1093	0.090	99	0.1	3.622	A

(Default Analysis Set) - 2027 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	7.08	A

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)
D9	2027 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	586	100.000
2 - Poplars Avenue (N)		✓	484	100.000
3 - Capesthorpe Road (E)		✓	482	100.000
4 - Poplars Avenue (S)		✓	125	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	25	437	124
	2 - Poplars Avenue (N)	237	0	23	224
	3 - Capesthorpe Road (E)	334	135	0	13
	4 - Poplars Avenue (S)	10	102	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	0	0	1	1
	3 - Capesthorpe Road (E)	3	0	0	1
	4 - Poplars Avenue (S)	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.51	5.72	1.0	A
2 - Poplars Avenue (N)	0.45	5.58	0.8	A
3 - Capesthorpe Road (E)	0.62	10.91	1.6	B
4 - Poplars Avenue (S)	0.14	4.40	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	441	0	187	1325	0.333	439	0.5	4.054	A
2 - Poplars Avenue (N)	364	0	430	1301	0.280	363	0.4	3.832	A
3 - Capesthorpe Road (E)	363	0	439	971	0.374	361	0.6	5.878	A
4 - Poplars Avenue (S)	94	0	528	1101	0.086	94	0.1	3.575	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	527	0	224	1304	0.404	526	0.7	4.624	A
2 - Poplars Avenue (N)	435	0	515	1249	0.348	435	0.5	4.417	A
3 - Capesthorpe Road (E)	433	0	525	924	0.469	432	0.9	7.301	A
4 - Poplars Avenue (S)	112	0	633	1040	0.108	112	0.1	3.882	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	645	0	274	1275	0.506	644	1.0	5.688	A
2 - Poplars Avenue (N)	533	0	631	1179	0.452	532	0.8	5.552	A
3 - Capesthorpe Road (E)	531	0	643	861	0.616	528	1.6	10.715	B
4 - Poplars Avenue (S)	138	0	774	958	0.144	137	0.2	4.388	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	645	0	275	1275	0.506	645	1.0	5.717	A
2 - Poplars Avenue (N)	533	0	632	1178	0.452	533	0.8	5.579	A
3 - Capesthorpe Road (E)	531	0	644	860	0.617	531	1.6	10.907	B
4 - Poplars Avenue (S)	138	0	777	956	0.144	138	0.2	4.399	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	527	0	226	1303	0.404	528	0.7	4.652	A
2 - Poplars Avenue (N)	435	0	517	1248	0.349	436	0.5	4.441	A
3 - Capesthorpe Road (E)	433	0	527	923	0.469	436	0.9	7.434	A
4 - Poplars Avenue (S)	112	0	638	1037	0.108	113	0.1	3.895	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	441	0	189	1324	0.333	442	0.5	4.082	A
2 - Poplars Avenue (N)	364	0	433	1299	0.280	365	0.4	3.855	A
3 - Capesthorpe Road (E)	363	0	441	969	0.374	364	0.6	5.961	A
4 - Poplars Avenue (S)	94	0	533	1098	0.086	94	0.1	3.588	A

(Default Analysis Set) - 2027 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	7.49	A

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)
D10	2027 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	603	100.000
2 - Poplars Avenue (N)		✓	644	100.000
3 - Capesthorpe Road (E)		✓	475	100.000
4 - Poplars Avenue (S)		✓	180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	262	293	48
	2 - Poplars Avenue (N)	552	0	27	65
	3 - Capesthorpe Road (E)	432	18	0	25
	4 - Poplars Avenue (S)	7	156	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	3	2	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	1	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.51	5.65	1.0	A
2 - Poplars Avenue (N)	0.54	5.93	1.2	A
3 - Capesthorne Road (E)	0.64	12.39	1.8	B
4 - Poplars Avenue (S)	0.26	6.29	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	454	0	143	1340	0.339	452	0.5	4.046	A
2 - Poplars Avenue (N)	485	0	268	1392	0.348	483	0.5	3.949	A
3 - Capesthorne Road (E)	358	0	498	939	0.381	355	0.6	6.138	A
4 - Poplars Avenue (S)	136	0	750	977	0.139	135	0.2	4.273	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	542	0	171	1324	0.410	541	0.7	4.598	A
2 - Poplars Avenue (N)	579	0	321	1360	0.426	578	0.7	4.598	A
3 - Capesthorne Road (E)	427	0	597	886	0.482	426	0.9	7.800	A
4 - Poplars Avenue (S)	162	0	899	890	0.182	162	0.2	4.943	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	664	0	210	1302	0.510	663	1.0	5.619	A
2 - Poplars Avenue (N)	709	0	393	1317	0.539	707	1.2	5.892	A
3 - Capesthorne Road (E)	523	0	730	814	0.643	520	1.7	12.102	B
4 - Poplars Avenue (S)	198	0	1099	773	0.257	198	0.3	6.256	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	664	0	210	1301	0.510	664	1.0	5.646	A
2 - Poplars Avenue (N)	709	0	394	1316	0.539	709	1.2	5.929	A
3 - Capesthorpe Road (E)	523	0	732	813	0.643	523	1.8	12.392	B
4 - Poplars Avenue (S)	198	0	1103	770	0.257	198	0.3	6.294	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	542	0	172	1323	0.410	543	0.7	4.624	A
2 - Poplars Avenue (N)	579	0	323	1359	0.426	581	0.7	4.631	A
3 - Capesthorpe Road (E)	427	0	600	885	0.483	430	0.9	7.977	A
4 - Poplars Avenue (S)	162	0	905	886	0.183	162	0.2	4.977	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	454	0	144	1339	0.339	455	0.5	4.073	A
2 - Poplars Avenue (N)	485	0	270	1391	0.348	486	0.5	3.978	A
3 - Capesthorpe Road (E)	358	0	502	938	0.381	359	0.6	6.232	A
4 - Poplars Avenue (S)	136	0	756	973	0.139	136	0.2	4.301	A

(Default Analysis Set) - 2032 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	5.99	A

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)
D11	2032 Do Minimum	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	571	100.000
2 - Poplars Avenue (N)		✓	442	100.000
3 - Capesthorpe Road (E)		✓	417	100.000
4 - Poplars Avenue (S)		✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	45	419	107
	2 - Poplars Avenue (N)	196	0	21	225
	3 - Capesthorpe Road (E)	285	118	0	14
	4 - Poplars Avenue (S)	8	98	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	0	0	1	1
	3 - Capesthorpe Road (E)	3	0	0	1
	4 - Poplars Avenue (S)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.49	5.46	0.9	A
2 - Poplars Avenue (N)	0.41	5.04	0.7	A
3 - Capesthorpe Road (E)	0.51	8.27	1.0	A
4 - Poplars Avenue (S)	0.13	4.02	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	430	0	172	1334	0.322	428	0.5	3.966	A
2 - Poplars Avenue (N)	333	0	405	1316	0.253	331	0.3	3.653	A
3 - Capesthorpe Road (E)	314	0	396	994	0.316	312	0.5	5.268	A
4 - Poplars Avenue (S)	90	0	449	1151	0.078	90	0.1	3.391	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	513	0	206	1314	0.391	513	0.6	4.486	A
2 - Poplars Avenue (N)	397	0	485	1267	0.314	397	0.5	4.136	A
3 - Capesthorpe Road (E)	375	0	474	952	0.394	374	0.6	6.225	A
4 - Poplars Avenue (S)	108	0	538	1099	0.098	108	0.1	3.629	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	629	0	253	1288	0.488	627	0.9	5.440	A
2 - Poplars Avenue (N)	487	0	593	1201	0.405	486	0.7	5.028	A
3 - Capesthorpe Road (E)	459	0	580	895	0.513	458	1.0	8.205	A
4 - Poplars Avenue (S)	132	0	658	1029	0.128	132	0.1	4.012	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	629	0	253	1288	0.488	629	0.9	5.462	A
2 - Poplars Avenue (N)	487	0	595	1200	0.405	487	0.7	5.045	A
3 - Capesthorpe Road (E)	459	0	581	894	0.513	459	1.0	8.273	A
4 - Poplars Avenue (S)	132	0	659	1028	0.129	132	0.1	4.017	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	513	0	207	1314	0.391	515	0.6	4.511	A
2 - Poplars Avenue (N)	397	0	487	1266	0.314	398	0.5	4.154	A
3 - Capesthorpe Road (E)	375	0	476	951	0.394	376	0.7	6.283	A
4 - Poplars Avenue (S)	108	0	540	1098	0.098	108	0.1	3.639	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	430	0	173	1333	0.322	431	0.5	3.990	A
2 - Poplars Avenue (N)	333	0	407	1314	0.253	333	0.3	3.671	A
3 - Capesthorpe Road (E)	314	0	398	993	0.316	315	0.5	5.316	A
4 - Poplars Avenue (S)	90	0	452	1150	0.079	90	0.1	3.398	A

(Default Analysis Set) - 2032 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	5.46	A

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)
D12	2032 Do Minimum	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	501	100.000
2 - Poplars Avenue (N)		✓	484	100.000
3 - Capesthorpe Road (E)		✓	423	100.000
4 - Poplars Avenue (S)		✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	204	276	21
	2 - Poplars Avenue (N)	407	0	26	51
	3 - Capesthorpe Road (E)	380	17	0	26
	4 - Poplars Avenue (S)	4	100	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	4	2	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	1	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.41	4.62	0.7	A
2 - Poplars Avenue (N)	0.40	4.43	0.7	A
3 - Capesthorne Road (E)	0.50	7.86	1.0	A
4 - Poplars Avenue (S)	0.15	4.71	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	377	0	101	1358	0.278	376	0.4	3.662	A
2 - Poplars Avenue (N)	364	0	236	1412	0.258	363	0.3	3.428	A
3 - Capesthorne Road (E)	318	0	359	1015	0.314	317	0.5	5.142	A
4 - Poplars Avenue (S)	92	0	602	1064	0.086	91	0.1	3.703	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	450	0	121	1346	0.335	450	0.5	4.015	A
2 - Poplars Avenue (N)	435	0	283	1383	0.315	435	0.5	3.792	A
3 - Capesthorne Road (E)	380	0	430	976	0.389	380	0.6	6.023	A
4 - Poplars Avenue (S)	110	0	722	994	0.110	110	0.1	4.071	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	552	0	148	1331	0.414	551	0.7	4.610	A
2 - Poplars Avenue (N)	533	0	346	1345	0.396	532	0.7	4.426	A
3 - Capesthorne Road (E)	466	0	527	924	0.504	464	1.0	7.802	A
4 - Poplars Avenue (S)	134	0	883	899	0.149	134	0.2	4.704	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	552	0	149	1331	0.415	552	0.7	4.620	A
2 - Poplars Avenue (N)	533	0	347	1345	0.396	533	0.7	4.435	A
3 - Capesthorpe Road (E)	466	0	527	924	0.504	466	1.0	7.856	A
4 - Poplars Avenue (S)	134	0	885	898	0.150	134	0.2	4.714	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	450	0	122	1346	0.335	451	0.5	4.027	A
2 - Poplars Avenue (N)	435	0	284	1383	0.315	436	0.5	3.806	A
3 - Capesthorpe Road (E)	380	0	431	976	0.390	382	0.6	6.076	A
4 - Poplars Avenue (S)	110	0	725	992	0.111	110	0.1	4.083	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	377	0	102	1357	0.278	378	0.4	3.675	A
2 - Poplars Avenue (N)	364	0	237	1411	0.258	365	0.3	3.444	A
3 - Capesthorpe Road (E)	318	0	361	1014	0.314	319	0.5	5.187	A
4 - Poplars Avenue (S)	92	0	606	1061	0.087	92	0.1	3.712	A

(Default Analysis Set) - 2032 Do Something (FULL), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorpe Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	11.44	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)
D13	2032 Do Something (FULL)	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorpe Road (W)		✓	624	100.000
2 - Poplars Avenue (N)		✓	648	100.000
3 - Capesthorpe Road (E)		✓	557	100.000
4 - Poplars Avenue (S)		✓	152	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	47	462	115
	2 - Poplars Avenue (N)	356	0	27	265
	3 - Capesthorpe Road (E)	307	236	0	14
	4 - Poplars Avenue (S)	17	116	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorpe Road (W)	2 - Poplars Avenue (N)	3 - Capesthorpe Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorpe Road (W)	0	0	2	0
	2 - Poplars Avenue (N)	0	0	1	1
	3 - Capesthorpe Road (E)	3	0	0	1
	4 - Poplars Avenue (S)	3	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorpe Road (W)	0.57	7.03	1.3	A
2 - Poplars Avenue (N)	0.61	7.99	1.6	A
3 - Capesthorpe Road (E)	0.79	21.98	3.6	C
4 - Poplars Avenue (S)	0.20	5.38	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	470	0	277	1274	0.369	467	0.6	4.452	A
2 - Poplars Avenue (N)	488	0	446	1292	0.378	485	0.6	4.452	A
3 - Capesthorpe Road (E)	419	0	551	914	0.459	416	0.8	7.182	A
4 - Poplars Avenue (S)	114	0	672	1020	0.112	114	0.1	3.969	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	561	0	332	1242	0.452	560	0.8	5.267	A
2 - Poplars Avenue (N)	583	0	535	1238	0.471	581	0.9	5.476	A
3 - Capesthorpe Road (E)	501	0	660	855	0.585	499	1.4	10.030	B
4 - Poplars Avenue (S)	137	0	805	943	0.145	136	0.2	4.462	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	687	0	405	1201	0.572	685	1.3	6.949	A
2 - Poplars Avenue (N)	713	0	654	1165	0.612	711	1.5	7.877	A
3 - Capesthorpe Road (E)	613	0	807	776	0.790	605	3.4	20.163	C
4 - Poplars Avenue (S)	167	0	980	841	0.199	167	0.2	5.337	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	687	0	408	1199	0.573	687	1.3	7.025	A
2 - Poplars Avenue (N)	713	0	656	1164	0.613	713	1.6	7.985	A
3 - Capesthorpe Road (E)	613	0	810	775	0.792	613	3.6	21.976	C
4 - Poplars Avenue (S)	167	0	989	836	0.200	167	0.2	5.381	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	561	0	337	1240	0.453	563	0.8	5.334	A
2 - Poplars Avenue (N)	583	0	538	1236	0.471	585	0.9	5.554	A
3 - Capesthorpe Road (E)	501	0	665	853	0.587	509	1.5	10.717	B
4 - Poplars Avenue (S)	137	0	818	936	0.146	137	0.2	4.510	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	470	0	280	1272	0.369	471	0.6	4.499	A
2 - Poplars Avenue (N)	488	0	450	1290	0.378	489	0.6	4.502	A
3 - Capesthorpe Road (E)	419	0	555	912	0.460	422	0.9	7.381	A
4 - Poplars Avenue (S)	114	0	680	1016	0.113	115	0.1	3.995	A

(Default Analysis Set) - 2032 Do Something (FULL), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Capesthorne Road/Poplars Avenue RBT	Standard Roundabout		1, 2, 3, 4	8.19	A

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)
D14	2032 Do Something (FULL)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Capesthorne Road (W)		✓	612	100.000
2 - Poplars Avenue (N)		✓	711	100.000
3 - Capesthorne Road (E)		✓	482	100.000
4 - Poplars Avenue (S)		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	289	290	33
	2 - Poplars Avenue (N)	615	0	31	65
	3 - Capesthorne Road (E)	399	59	0	24
	4 - Poplars Avenue (S)	6	129	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Capesthorne Road (W)	2 - Poplars Avenue (N)	3 - Capesthorne Road (E)	4 - Poplars Avenue (S)
From	1 - Capesthorne Road (W)	0	3	2	0
	2 - Poplars Avenue (N)	1	0	1	1
	3 - Capesthorne Road (E)	2	0	0	0
	4 - Poplars Avenue (S)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Capesthorne Road (W)	0.52	5.83	1.1	A
2 - Poplars Avenue (N)	0.59	6.61	1.4	A
3 - Capesthorne Road (E)	0.68	14.07	2.0	B
4 - Poplars Avenue (S)	0.23	6.46	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	461	0	154	1332	0.346	459	0.5	4.110	A
2 - Poplars Avenue (N)	535	0	256	1400	0.382	533	0.6	4.140	A
3 - Capesthorne Road (E)	363	0	534	922	0.394	360	0.6	6.383	A
4 - Poplars Avenue (S)	115	0	803	946	0.122	115	0.1	4.325	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	550	0	185	1315	0.418	549	0.7	4.696	A
2 - Poplars Avenue (N)	639	0	306	1369	0.467	638	0.9	4.916	A
3 - Capesthorne Road (E)	433	0	640	864	0.501	432	1.0	8.295	A
4 - Poplars Avenue (S)	138	0	962	853	0.161	137	0.2	5.027	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorne Road (W)	674	0	226	1292	0.522	672	1.1	5.797	A
2 - Poplars Avenue (N)	783	0	375	1328	0.590	781	1.4	6.553	A
3 - Capesthorne Road (E)	531	0	783	787	0.674	527	2.0	13.626	B
4 - Poplars Avenue (S)	168	0	1176	728	0.231	168	0.3	6.420	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	674	0	227	1291	0.522	674	1.1	5.829	A
2 - Poplars Avenue (N)	783	0	375	1327	0.590	783	1.4	6.610	A
3 - Capesthorpe Road (E)	531	0	785	786	0.675	530	2.0	14.070	B
4 - Poplars Avenue (S)	168	0	1181	725	0.232	168	0.3	6.464	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	550	0	186	1314	0.419	552	0.7	4.729	A
2 - Poplars Avenue (N)	639	0	307	1369	0.467	641	0.9	4.964	A
3 - Capesthorpe Road (E)	433	0	643	863	0.502	437	1.0	8.540	A
4 - Poplars Avenue (S)	138	0	970	849	0.162	138	0.2	5.067	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Bypass demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Capesthorpe Road (W)	461	0	155	1332	0.346	462	0.5	4.141	A
2 - Poplars Avenue (N)	535	0	257	1399	0.383	536	0.6	4.177	A
3 - Capesthorpe Road (E)	363	0	538	920	0.395	364	0.7	6.499	A
4 - Poplars Avenue (S)	115	0	810	942	0.122	115	0.1	4.355	A

Project	A49 Corridor, Warrington		
Report Title	Proposed VISSIM Modelling Methodology		
Version	1.2	Date:	01/11/2019
Prepared by:	Luke Best	Reviewed by:	Carl Moreno
Client:	Satnam Millenium Ltd.		

1. Introduction

1.1. This document is intended to set out the proposed methodology for the development of VISSIM micro-simulation models of the area to the north of Warrington, and south of Winwick, surrounding the A49 corridor (see Figure 1 below).

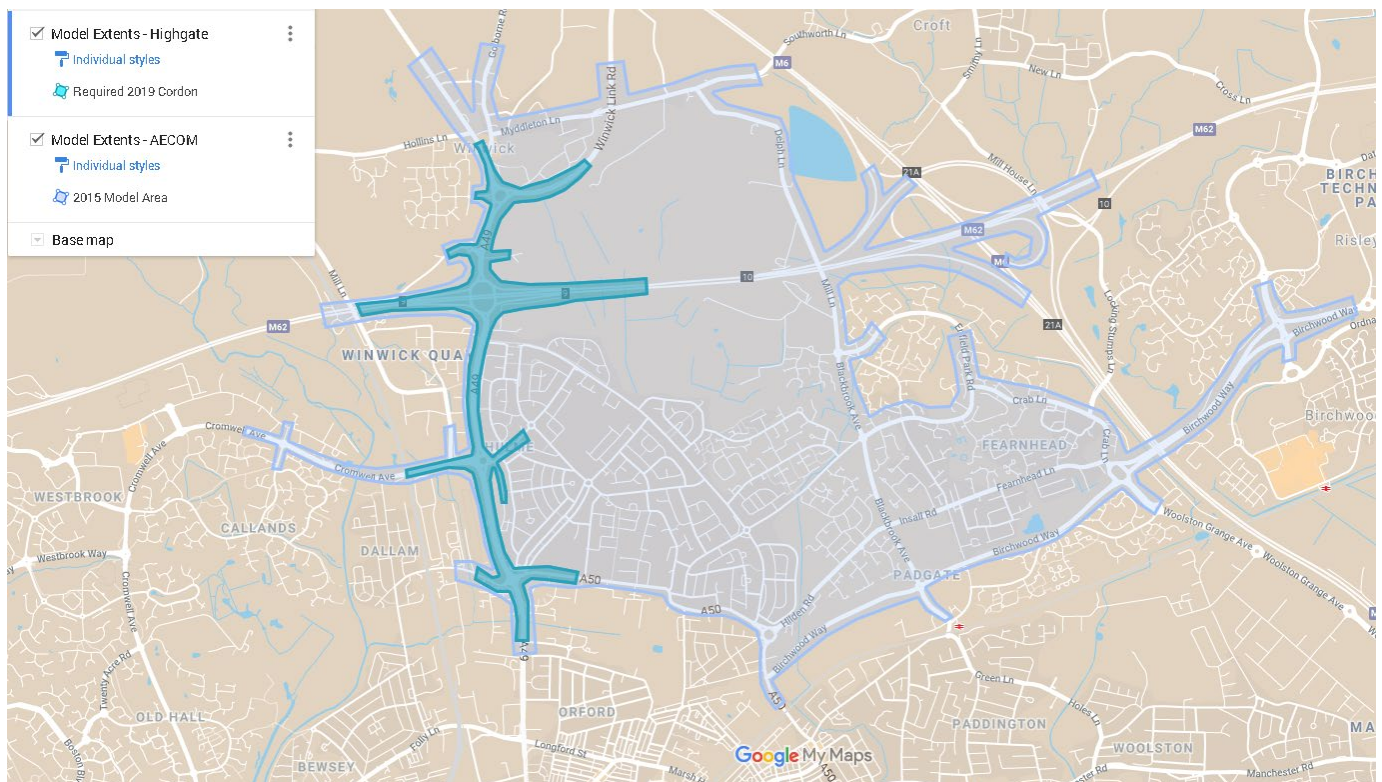


Figure 1: Proposed Model Extents

1.2. A corridor model of the A49 was developed in 2014 by AECOM, and then extended to cover the Peel Hall study area and growthed to a 2015 base year in 2017, as agreed with Highways England and Warrington Borough Council. Given that the area of interest is now the A49 corridor itself, rather than the much larger area of the extended Peel Hall study, there is now a need to cordon the model/s to the required A49 area only, which will make them much easier to work with, taking account of the following:

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 Address 11 Cofton Park Drive | Birmingham | B45 8DF

D:\Users\lukeb\BestMore Consulting\BM0123 - A49 Corridor, Warrington - Project
 Files\Issued\BM0123_A49CorridorWarrington_ModellingMethodology_v1.2.docx

- The models are already approved in their current extents and base flow years. There is a desire to adjust the model extents without needing to carry out another full recalibration and revalidation exercise.
 - The base year models are 2015, which is now 4-years old. Guidance states that models should not generally use traffic survey/ flow data older than 3-years old, without careful checking in order to ensure that the models are still representative and fully fit for purpose.
- 1.3. The aim of this document is therefore to set out a methodology which demonstrates that with the correct approach, sufficient due diligence and proof of checking, the current model/s can be used with minimal overall adjustment (other than that necessary to network extents and flows). Every effort will be made to prove that the models are still directly comparable to both the original models and to more current traffic survey information.
 - 1.4. If this methodology is deemed acceptable, it should allow a faster route to a suitable base model proven to be robust and fit for purpose, without the need for a full validation and audit approval route – the model has already been approved, so the effort will be put into proving that performance is still comparable to the original model/s after the cordoning process.

2. Convert Existing Model to Static Assignment

Full Internal Peer Review:

- 2.1. It is already noted that the model is built in VISSIM version 8.00-04.
- 2.2. A check will be carried out as to whether converting this to a newer version of VISSIM (latest tested and stable version is currently 11.00-11) will make any sort of significant difference to calibration and validation data. Version 8 has previously been found to be less stable than more current versions, and also has early development implementations of certain tools (i.e. scenario manager) which can be extremely useful for ensuring consistency and efficiency of delivery. Later versions of VISSIM also make much better use of computer resources, leading to much faster run times.
- 2.3. If the validation and performance differences are proven to be minimal when compared against the original models running in the original software version, the model will be converted to a newer VISSIM version to take advantage of updated features, reliability, stability and speed.

Convert Assignment from Dynamic to Static:

- 2.4. Due to the need to 'freeze' the assignment found in the current AECOM model; it is proposed to convert the assignment from dynamic to static. As there is no route choice, it is not felt that this will necessarily affect the future usefulness of the model, whilst also contributing to the possibility of not needing a full re-validation of the base scenario by ensuring that all elements stay as close to the original as possible.
- 2.5. This is a process of going through each vehicle type, separately creating static routing (in theory, the inbuilt 'convert to static routing' tool found within the dynamic assignment module should just be able to do this in one go, but experience suggests carrying this out manually).
- 2.6. Once the assignment has been converted, a full check will be carried out in order to ensure no erroneous routes have been created, and a full visual check to check for any issues which would suggest issues with the assignment conversion.

3. Cordon Model Area to Agreed Extents:

Cordon Static Routing

- 3.1. This process is completed using a bespoke VBA macro which tracks the link sequence of each newly defined static route within the *.inpx file, cutting it and defining a new end on the links which will become the extents of the newly cordoned network.
- 3.2. A full visual check of all newly created cordoned static routing will be carried out at this stage to ensure that all routes previously passing through our area of interest are now captured and cordoned to the required extents.

Cordon Physical Network

- 3.3. The process of carefully trimming the network structure will be completed manually, cutting links to separate the agreed area of interest from the larger, older model. All network elements will need to be set to 'on' visually in order to ensure that no errors are created, or existing objects broken. PT lines will need adjusting as the link editing takes place, making sure that all routes passing through the agreed area of interest are adjusted to have new start and/ or end points.
- 3.4. The unwanted, larger model area will then be deleted, leaving the cordoned physical network with all physical elements intact, static routing per vehicle type, and public transport routing all as it was previously in the larger model.

Cordon Time Period

- 3.5. As a result of the considerable reduction in overall network scale and extents, it may prove reasonable to reduce the simulation time period currently found in the AECOM models, although this will need to be dependent on traffic conditions and the local peak profile. The current model simulation time periods are as follows:
 - AM model – 07:00-09:30 (2.5 hours)
 - PM model – 16:00-18:30 (2.5 hours)

- 3.6. There is currently heavy congestion in this area, so it may be that longer warm-up and/or cool-down periods are necessary, but with the revised, reduced model extents, a two-hour simulation period with half-hour warm-up and cool-down periods would normally be considered adequate.

Create New Vehicle Inputs

- 3.7. This process is also completed using a bespoke VBA macro, which will pick up all flows from all routes as the new cut down static routes are created and pass the data per vehicle type to new vehicle inputs for the cordoned model.
- 3.8. All vehicle inputs will then need manually checking – the internal VISSIM processing tool for converting dynamic assignment into static assignment tends to create a unique traffic composition for each vehicle input, for each time period, with vehicle types entered as a factor of the actual flow. This is rather clumsy to work with, as there is a volume and set of factors per vehicle type for every time period (every 10 minutes for this model), for every input. In comparison, the external VBA macro creates vehicle inputs with actual flows, per vehicle type, per time period, which is judged to be easier to work with. Any remaining VISSIM default input formats will therefore be converted so that all model inputs are consistent, in the same format.

4. Check Model Flows

Comparison Against Original 2015 Model Flows

- 4.1. First phase checks are to ensure that all data has been correctly converted from the original dynamic assignment models to the new static assignment models. Link counts and junction turning counts will be checked for all vehicle types. Differences will be expected to be minor – the GEH statistic will be used as a test, all measures will be expected to achieve 3 or lower.
- 4.2. Second phase checking will be to then compare the static 2015 models against all currently held traffic survey data. There is a large, mixed dataset including Automatic Traffic Counts (ATC), Manual Classified Counts (MCC) and Queue length surveys (see Figure at the end of this note). The data held covers a large range of relevant sites, as well as spanning the timeframe between 2014-2019. This is particularly useful, as it allows the assessment of the same, or similar, locations but at different times, in order to demonstrate how changes and trends have occurred.
- 4.3. Checks of flows and turning counts will be carried out using the GEH statistic and WebTAG flow criteria. Journey time data will be assessed using WebTAG guidance, as a minimum. Queues will be assessed visually.
- 4.4. Model journey times will be validated against a 'Big Data' source such as TrafficMaster (or similar) for a neutral month in 2019, to ensure that the model is representative of current conditions.
- 4.5. If there are discrepancies, these will likely fall into one of the following criteria:
 - *Network level volume difference* – This would likely primarily represent the naturally occurring difference from 2015-2019 due to background growth/ shrinkage in the wider area. This would generally manifest as a relatively even level of change across the entire network, whilst the overall vehicle flow patterns remained comparatively similar.
 - It is entirely possible that this level of change would not push any individual measures of flow volume and pattern over nationally acceptable validation criteria levels. If this was the case, the model/s would have been proven to still be relevant for use, regardless of the time since their original construction.

- If however there was found to be more significant levels of change (again, acting reasonably and using accepted WebTAG guidelines to inform the decision), it would be the simplest discrepancy to amend, as it would only be a matter of factoring the vehicle volumes for the network until comparative volumes & performance are achieved, with no real physical changes necessarily being needed to the approved model structure, as provided.
- *Local level volume difference* – Whilst this still may just represent the background growth difference from 2015-2019, this would likely manifest as certain areas experiencing localised growth or traffic pattern changes, whilst others did not, or experienced different levels of localised growth or traffic pattern changes. As with the wider network, this would most likely still fall within the ranges set out by WebTAG validation criteria (being used as guidance), which would allow the changes to be defined as non-critical or insignificant, and the model/s would have been proven to still be relevant for use, regardless of the time since their original construction.
- As with the network level volume difference, if there was found to be more significant levels of change in certain areas, a combination of local route factoring and manual volume tweaks for select movements should be able to still ultimately achieve comparative volumes & performance to those recorded in the updated traffic survey data, without any significant changes to the approved model structure, as provided. This should then still be able to be deemed as a model representative of onsite conditions, and therefore robust and fit for the purpose of current option testing.
- *Full Flow Profile & Tidal Flow Change* – This is the only foreseen scenario with a possible outcome that would mean the current model may not be suitable for use without major updating and revalidating. Although very much an outside possibility, this would be a worst-case outcome involving such significant levels of both traffic volume, and traffic profile change, as to render the existing models unsuitable for use. This of course depends on the severity of the differences found – it is a very unlikely outcome in most areas of the country, as four years is usually not nearly enough for the occurrence of any level of significant change.

4.6. In all scenarios apart from Full Flow Profile and Tidal Flow Change, there should be the option of either:

- Leaving the 2015 model as it is, without any changes to the flows, but just making sure that this exercise of cordoning and checking against multiple datasets is documented and carried forwards as a consideration in case of future issues; or,
- Making minor adjustments to the flows, either globally or locally, leading to the ability to effectively present the model as a base year fit for the purpose of 2019-based option testing.

5. Model Refinement & Re-Calibration:

- 5.1. Although it is planned that the model extents be reduced, and the model flows be either shown to be comparable or factored and adjusted to be comparable to an up to date traffic survey dataset, the aim is that there will not be much else which will need changing.
- 5.2. If there have been physical changes (i.e. new lanes or junction arrangements) which are now built and fully operational within the relevant section of the A49 corridor (or were built and operational within the new agreed area of interest when the 2019 surveys were carried out) then the inclusion of these needs to be considered.
- 5.3. There may also be minor, performance based, or primarily cosmetic based improvements which would add to the overall usability and/ or functionality of the updated model, whilst being shown to not impact on previously achieved performance indicators.
- 5.4. If the model has proven initially to perform in a demonstrably similar manner, in an updated version of VISSIM, one of the key changes would be to place the model under scenario management. This tool allows a greater level of efficiency and transparency to be achieved, with all peaks and scenarios sitting within one VISSIM model, and any model changes being tracked and auditable through the use of modification files.

6. Future Year Option & Mitigation Testing

Proposed Scenarios for Testing

- 6.1. If the methodology included within this report is agreed and the work to cordon the base year models and prove that they are fit for purpose is successful, the following scenarios are proposed to be individually tested and analysed, using the resultant model of the included process as a base:
 - 2022 Do Minimum – Opening Year, No development
 - 2022 Do Something – (Opening Year, 120 Dwellings) – Access Strategy Option A
 - 2022 Do Something – (Opening Year, 120 Dwellings) – Access Strategy Option B
 - 2022 Do Something – (Opening Year, Full Development) – Access Strategy Option A
 - 2022 Do Something – (Opening Year, Full Development) – Access Strategy Option B
 - 2027 Do Something – (Opening Year +5, No Development) – Access Strategy Option A
 - 2027 Do Something – (Opening Year +5, No Development) – Access Strategy Option B
 - 2027 Do Something – (Opening Year +5, 600 Dwellings + Local Centre) – Access Strategy Option A
 - 2027 Do Something – (Opening Year +5, 600 Dwellings + Local Centre) – Access Strategy Option B
 - 2032 Do Something – (Opening Year +10, No Development) – Access Strategy Option A
 - 2032 Do Something – (Opening Year +10, No Development) – Access Strategy Option B

- 2032 Do Something – (Opening Year +10, Full Development) – Access Strategy Option A
 - 2032 Do Something – (Opening Year +10, Full Development) – Access Strategy Option B
- 6.2. Traffic flows will be cordoned from Warrington Borough Council's SATURN model (WMMTM16) recently run for the Peel hall development profile and future year scenarios and provided as hourly data. These outputs will then be processed to create per vehicle type flows in the form of excel network flow diagrams by the team at Highgate Transportation. Both sets of data will be made available to the modelling team.
- 6.3. Once received, these network flow diagrams will be simply converted to network origin destination data and entered into the VISSIM model modification files to create the static routing and vehicle input changes for each flow scenario.
- 6.4. The following committed mitigation measures will also be included as individual modification files, allowing them to be easily added and combined to each relevant test scenario at a later point (2027 and 2032 scenarios):
- M62 J9 (eastbound off-slip works)
 - Delph Lane/B&Q signalised junction improvement scheme
 - Winwick Roundabout mitigation
 - Junction 9 Retail Park junction modifications
- 6.5. Placing the entire project under the scenario manager tool allows each scenario to be separately 'constructed' using the modification files detailed in the previous bullet lists. This allows the combination of flow sets and combinations of mitigation/ network changes to originate from the same modification files, making checking and editing efficient and simpler to track.
- 6.6. Any tweaks to signal timings and/ or vehicle behaviour is then also recorded using per scenario modification files. This keeps the modelling process transparent, throughout all stages of modelling and analysis.

7. Summary

- 7.1. We seek WBC and Highways England to agree the above methodology and provide constructive comments where necessary.

