2031 65% WL, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.98	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
D2	2031 65% WL	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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Whittingham Lane E		ONE HOUR	✓	264	100.000
B - Site Access		ONE HOUR	✓	45	100.000
C - Whittingham Lane W		ONE HOUR	✓	271	100.000
D - Housing Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Whittingham Lane E	B - Site Access	C - Whittingham Lane W	D - Housing Access
From	A - Whittingham Lane E	0	68	191	5
	B - Site Access	38	0	7	0
	C - Whittingham Lane W	256	14	0	1
	D - Housing Access	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

From		To			
		A - Whittingham Lane E	B - Site Access	C - Whittingham Lane W	D - Housing Access
	A - Whittingham Lane E	0	0	0	0
	B - Site Access	0	0	0	0
	C - Whittingham Lane W	0	0	0	0
	D - Housing Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.11	9.24	0.1	A	41	62
A-BCD	0.01	5.10	0.0	A	7	10
A-B					62	93
A-C					174	260
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.03	5.31	0.0	A	19	29
C-D					0.89	1
C-A					228	342

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	8	470	0.072	34	0.0	0.1	8.251	A
A-BCD	5	1	711	0.007	5	0.0	0.0	5.099	A
A-B	51	13			51				
A-C	143	36			143				
D-ABC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-ABD	15	4	693	0.021	15	0.0	0.0	5.309	A
C-D	0.74	0.18			0.74				
C-A	189	47			189				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	40	10	457	0.089	40	0.1	0.1	8.646	A
A-BCD	7	2	729	0.009	7	0.0	0.0	4.984	A
A-B	61	15			61				
A-C	170	43			170				
D-ABC	0	0	396	0.000	0	0.0	0.0	0.000	A
C-ABD	19	5	711	0.026	19	0.0	0.0	5.199	A
C-D	0.88	0.22			0.88				
C-A	224	56			224				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	12	439	0.113	49	0.1	0.1	9.237	A
A-BCD	9	2	754	0.012	9	0.0	0.0	4.831	A
A-B	74	18			74				
A-C	208	52			208				
D-ABC	0	0	380	0.000	0	0.0	0.0	0.000	A
C-ABD	25	6	737	0.034	25	0.0	0.0	5.054	A
C-D	1	0.27			1				
C-A	272	68			272				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	12	439	0.113	50	0.1	0.1	9.243	A
A-BCD	9	2	754	0.012	9	0.0	0.0	4.832	A
A-B	74	18			74				
A-C	208	52			208				
D-ABC	0	0	380	0.000	0	0.0	0.0	0.000	A
C-ABD	25	6	737	0.034	25	0.0	0.0	5.057	A
C-D	1	0.27			1				
C-A	272	68			272				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	40	10	457	0.089	41	0.1	0.1	8.654	A
A-BCD	7	2	729	0.009	7	0.0	0.0	4.985	A
A-B	61	15			61				
A-C	170	43			170				
D-ABC	0	0	396	0.000	0	0.0	0.0	0.000	A
C-ABD	19	5	711	0.026	19	0.0	0.0	5.200	A
C-D	0.88	0.22			0.88				
C-A	224	56			224				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	8	470	0.072	34	0.1	0.1	8.266	A
A-BCD	5	1	711	0.007	5	0.0	0.0	5.101	A
A-B	51	13			51				
A-C	143	36			143				
D-ABC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-ABD	15	4	693	0.021	15	0.0	0.0	5.312	A
C-D	0.74	0.18			0.74				
C-A	189	47			189				

TRL THE FUTURE OF TRANSPORT

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: B5269-James Towers Way Roundabout.j9
Path: Z:\Job Library\2020\200590 - Keyfold Farm Residential Development\Traffic Data\Junction Models\Future Neighbourhood Plan Development Junction Models
Report generation date: 23/12/2021 10:44:14

»**2031 + 330 Dev No Connection, AM**
»**2031 + 330 Dev No Connection , PM**
»**2031 + 330 Dev 50% WL , AM**
»**2031 + 330 Dev 50% WL, PM**
»**2031 + 280 Dev No Connection, AM**
»**2031 + 280 Dev No Connection, PM**
»**2031 + 280 Dev 50% WL , AM**
»**2031 + 280 Dev 50% WL , PM**
»**2031 + Committed, AM**
»**2031 + Committed, PM**

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 + 330 Dev No Connection								
1 - Whittingham Lane (B5269) East	11.7	36.89	0.94	E	4.6	15.28	0.82	C
2 - James Towers Way (A6) South	1.2	3.39	0.54	A	5.8	10.36	0.86	B
3 - Whittingham Lane (B5269) West	0.6	6.43	0.35	A	1.4	17.40	0.58	C
4 - James Towers Way (A6) North	3.0	9.76	0.75	A	6.2	21.01	0.87	C
2031 + 330 Dev 50% WL								
1 - Whittingham Lane (B5269) East	11.0	34.48	0.93	D	4.5	15.00	0.81	B
2 - James Towers Way (A6) South	1.2	3.38	0.54	A	5.6	10.01	0.85	B
3 - Whittingham Lane (B5269) West	0.5	6.27	0.34	A	1.3	16.81	0.56	C
4 - James Towers Way (A6) North	2.9	9.51	0.75	A	6.0	20.43	0.87	C
2031 + 280 Dev No Connection								
1 - Whittingham Lane (B5269) East	10.6	33.45	0.93	D	4.5	14.82	0.81	B
2 - James Towers Way (A6) South	1.2	3.37	0.53	A	5.5	9.81	0.85	A
3 - Whittingham Lane (B5269) West	0.5	6.21	0.33	A	1.3	16.57	0.56	C
4 - James Towers Way (A6) North	2.9	9.41	0.74	A	5.9	20.21	0.86	C
2031 + 280 Dev 50% WL								
1 - Whittingham Lane (B5269) East	10.5	32.95	0.93	D	4.4	14.75	0.81	B
2 - James Towers Way (A6) South	1.2	3.37	0.53	A	5.4	9.73	0.85	A
3 - Whittingham Lane (B5269) West	0.5	6.18	0.32	A	1.3	16.41	0.55	C
4 - James Towers Way (A6) North	2.9	9.36	0.74	A	5.9	20.07	0.86	C
2031 + Committed								
1 - Whittingham Lane (B5269) East	8.3	26.04	0.90	D	4.2	13.78	0.80	B
2 - James Towers Way (A6) South	1.2	3.32	0.53	A	4.7	8.54	0.82	A
3 - Whittingham Lane (B5269) West	0.4	5.67	0.26	A	1.0	14.55	0.50	B
4 - James Towers Way (A6) North	2.7	8.59	0.73	A	5.4	18.40	0.85	C

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	03/05/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\sam.chapman
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

2

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	2031 + 330 Dev No Connection	AM	ONE HOUR	07:00	08:30	15	✓
D2	2031 + 330 Dev No Connection	PM	ONE HOUR	16:00	17:30	15	✓
D3	2031 + 330 Dev 50% WL	AM	ONE HOUR	07:00	08:30	15	✓
D4	2031 + 330 Dev 50% WL	PM	ONE HOUR	16:00	17:30	15	✓
D5	2031 + 280 Dev No Connection	AM	ONE HOUR	07:00	08:30	15	✓
D6	2031 + 280 Dev No Connection	PM	ONE HOUR	16:00	17:30	15	✓
D7	2031 + 280 Dev 50% WL	AM	ONE HOUR	07:00	08:30	15	✓
D8	2031 + 280 Dev 50% WL	PM	ONE HOUR	16:00	17:30	15	✓
D9	2031 + Committed	AM	ONE HOUR	07:00	08:30	15	✓
D10	2031 + Committed	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2031 + 330 Dev No Connection, 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	Whittingham Lane / James Towers Way	Standard Roundabout		1, 2, 3, 4	15.71	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Whittingham Lane (B5269) East	
2	James Towers Way (A6) South	
3	Whittingham Lane (B5269) West	
4	James Towers Way (A6) North	

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 - Whittingham Lane (B5269) East	3.50	8.00	29.6	30.2	60.0	12.0	
2 - James Towers Way (A6) South	7.00	9.10	9.0	40.0	60.0	19.5	
3 - Whittingham Lane (B5269) West	3.80	7.00	10.0	14.0	60.0	14.0	
4 - James Towers Way (A6) North	5.00	7.00	14.0	25.0	60.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Whittingham Lane (B5269) East	0.653	2134
2 - James Towers Way (A6) South	0.735	2637
3 - Whittingham Lane (B5269) West	0.564	1687
4 - James Towers Way (A6) North	0.636	2057

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	2031 + 330 Dev No Connection	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Whittingham Lane (B5269) East		ONE HOUR	✓	1111	100.000
2 - James Towers Way (A6) South		ONE HOUR	✓	1190	100.000
3 - Whittingham Lane (B5269) West		ONE HOUR	✓	294	100.000
4 - James Towers Way (A6) North		ONE HOUR	✓	1032	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	866	138	107
	2 - James Towers Way (A6) South	487	0	61	642
	3 - Whittingham Lane (B5269) West	92	196	0	6
	4 - James Towers Way (A6) North	77	953	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	6	6	0
	2 - James Towers Way (A6) South	10	0	4	4
	3 - Whittingham Lane (B5269) West	10	5	0	5
	4 - James Towers Way (A6) North	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whittingham Lane (B5269) East	0.94	36.89	11.7	E	1019	1529
2 - James Towers Way (A6) South	0.54	3.39	1.2	A	1092	1638
3 - Whittingham Lane (B5269) West	0.35	6.43	0.6	A	270	405
4 - James Towers Way (A6) North	0.75	9.76	3.0	A	947	1420

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	836	209	863	1571	0.533	832	492	0.0	1.2	5.102	A
2 - James Towers Way (A6) South	896	224	185	2501	0.358	894	1509	0.0	0.6	2.380	A
3 - Whittingham Lane (B5269) West	221	55	928	1164	0.190	220	151	0.0	0.2	4.061	A
4 - James Towers Way (A6) North	777	194	582	1687	0.461	773	567	0.0	0.9	4.034	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	999	250	1033	1460	0.684	995	589	1.2	2.2	8.086	A
2 - James Towers Way (A6) South	1070	267	221	2474	0.432	1069	1806	0.6	0.8	2.724	A
3 - Whittingham Lane (B5269) West	264	66	1110	1061	0.249	264	180	0.2	0.4	4.808	A
4 - James Towers Way (A6) North	928	232	696	1614	0.575	926	678	0.9	1.4	5.358	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1223	306	1261	1311	0.933	1192	721	2.2	9.9	27.079	D
2 - James Towers Way (A6) South	1310	328	265	2442	0.537	1309	2188	0.8	1.2	3.375	A
3 - Whittingham Lane (B5269) West	324	81	1356	922	0.351	323	217	0.4	0.6	6.390	A
4 - James Towers Way (A6) North	1136	284	852	1515	0.750	1130	827	1.4	3.0	9.447	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1223	306	1267	1307	0.936	1216	722	9.9	11.7	36.894	E
2 - James Towers Way (A6) South	1310	328	270	2438	0.537	1310	2213	1.2	1.2	3.395	A
3 - Whittingham Lane (B5269) West	324	81	1360	920	0.352	324	220	0.6	0.6	6.430	A
4 - James Towers Way (A6) North	1136	284	853	1514	0.750	1136	831	3.0	3.0	9.764	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	999	250	1041	1454	0.687	1036	591	11.7	2.4	9.860	A
2 - James Towers Way (A6) South	1070	267	230	2467	0.434	1071	1847	1.2	0.8	2.746	A
3 - Whittingham Lane (B5269) West	264	66	1116	1057	0.250	265	185	0.6	0.4	4.846	A
4 - James Towers Way (A6) North	928	232	698	1613	0.575	934	683	3.0	1.4	5.501	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	836	209	869	1567	0.534	841	495	2.4	1.2	5.263	A
2 - James Towers Way (A6) South	896	224	187	2499	0.358	897	1523	0.8	0.6	2.390	A
3 - Whittingham Lane (B5269) West	221	55	932	1161	0.191	222	152	0.4	0.3	4.083	A
4 - James Towers Way (A6) North	777	194	584	1685	0.461	779	569	1.4	0.9	4.092	A

2031 + 330 Dev No Connection , 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	Whittingham Lane / James Towers Way	Standard Roundabout		1, 2, 3, 4	14.57	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	2031 + 330 Dev No Connection	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Whittingham Lane (B5269) East		ONE HOUR	✓	1021	100.000
2 - James Towers Way (A6) South		ONE HOUR	✓	1897	100.000
3 - Whittingham Lane (B5269) West		ONE HOUR	✓	270	100.000
4 - James Towers Way (A6) North		ONE HOUR	✓	1010	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	789	121	111
	2 - James Towers Way (A6) South	847	0	118	932
	3 - Whittingham Lane (B5269) West	116	149	0	5
	4 - James Towers Way (A6) North	105	896	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	8	3	25
	2 - James Towers Way (A6) South	4	0	4	1
	3 - Whittingham Lane (B5269) West	5	5	0	10
	4 - James Towers Way (A6) North	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whittingham Lane (B5269) East	0.82	15.28	4.6	C	937	1405
2 - James Towers Way (A6) South	0.86	10.36	5.8	B	1741	2611
3 - Whittingham Lane (B5269) West	0.58	17.40	1.4	C	248	372
4 - James Towers Way (A6) North	0.87	21.01	6.2	C	927	1390

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	769	192	789	1619	0.475	765	801	0.0	1.0	4.574	A
2 - James Towers Way (A6) South	1428	357	181	2504	0.570	1423	1374	0.0	1.3	3.397	A
3 - Whittingham Lane (B5269) West	203	51	1417	888	0.229	202	186	0.0	0.3	5.508	A
4 - James Towers Way (A6) North	760	190	834	1527	0.498	756	786	0.0	1.0	4.692	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	918	229	944	1517	0.605	915	958	1.0	1.6	6.488	A
2 - James Towers Way (A6) South	1705	426	216	2478	0.688	1702	1644	1.3	2.2	4.734	A
3 - Whittingham Lane (B5269) West	243	61	1695	731	0.332	242	222	0.3	0.5	7.724	A
4 - James Towers Way (A6) North	908	227	997	1423	0.638	905	940	1.0	1.7	6.976	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1124	281	1145	1387	0.811	1113	1167	1.6	4.3	13.852	B
2 - James Towers Way (A6) South	2089	522	263	2443	0.855	2075	1995	2.2	5.6	9.678	A
3 - Whittingham Lane (B5269) West	297	74	2067	521	0.570	294	271	0.5	1.3	16.411	C
4 - James Towers Way (A6) North	1112	278	1215	1284	0.866	1096	1146	1.7	5.7	18.024	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1124	281	1159	1377	0.816	1123	1175	4.3	4.6	15.279	C
2 - James Towers Way (A6) South	2089	522	265	2442	0.855	2088	2017	5.6	5.8	10.363	B
3 - Whittingham Lane (B5269) West	297	74	2080	514	0.578	297	273	1.3	1.4	17.395	C
4 - James Towers Way (A6) North	1112	278	1224	1279	0.870	1110	1153	5.7	6.2	21.005	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	918	229	965	1504	0.610	929	970	4.6	1.7	6.957	A
2 - James Towers Way (A6) South	1705	426	219	2475	0.689	1719	1675	5.8	2.3	4.970	A
3 - Whittingham Lane (B5269) West	243	61	1714	721	0.337	246	225	1.4	0.5	8.029	A
4 - James Towers Way (A6) North	908	227	1009	1415	0.642	925	950	6.2	1.8	7.668	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	769	192	797	1614	0.476	772	806	1.7	1.0	4.675	A
2 - James Towers Way (A6) South	1428	357	182	2503	0.571	1432	1386	2.3	1.4	3.457	A
3 - Whittingham Lane (B5269) West	203	51	1427	882	0.230	204	187	0.5	0.3	5.587	A
4 - James Towers Way (A6) North	760	190	840	1523	0.499	764	791	1.8	1.0	4.804	A

2031 + 330 Dev 50% WL , 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	Whittingham Lane / James Towers Way	Standard Roundabout		1, 2, 3, 4	14.93	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	2031 + 330 Dev 50% WL	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Whittingham Lane (B5269) East		ONE HOUR	✓	1111	100.000
2 - James Towers Way (A6) South		ONE HOUR	✓	1186	100.000
3 - Whittingham Lane (B5269) West		ONE HOUR	✓	280	100.000
4 - James Towers Way (A6) North		ONE HOUR	✓	1031	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	866	138	107
	2 - James Towers Way (A6) South	487	0	57	642
	3 - Whittingham Lane (B5269) West	91	184	0	5
	4 - James Towers Way (A6) North	77	953	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	6	6	0
	2 - James Towers Way (A6) South	10	0	4	4
	3 - Whittingham Lane (B5269) West	10	5	0	5
	4 - James Towers Way (A6) North	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whittingham Lane (B5269) East	0.93	34.48	11.0	D	1019	1529
2 - James Towers Way (A6) South	0.54	3.38	1.2	A	1088	1632
3 - Whittingham Lane (B5269) West	0.34	6.27	0.5	A	257	385
4 - James Towers Way (A6) North	0.75	9.51	2.9	A	946	1419

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	836	209	853	1577	0.530	832	492	0.0	1.2	5.060	A
2 - James Towers Way (A6) South	893	223	184	2501	0.357	891	1500	0.0	0.6	2.375	A
3 - Whittingham Lane (B5269) West	211	53	928	1164	0.181	210	147	0.0	0.2	4.018	A
4 - James Towers Way (A6) North	776	194	572	1693	0.458	773	566	0.0	0.9	4.005	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	999	250	1021	1467	0.681	995	588	1.2	2.2	7.960	A
2 - James Towers Way (A6) South	1066	267	220	2475	0.431	1065	1795	0.6	0.8	2.716	A
3 - Whittingham Lane (B5269) West	252	63	1110	1061	0.237	251	176	0.2	0.3	4.736	A
4 - James Towers Way (A6) North	927	232	684	1622	0.572	925	677	0.9	1.4	5.294	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1223	306	1247	1320	0.927	1194	720	2.2	9.4	25.882	D
2 - James Towers Way (A6) South	1306	326	264	2442	0.535	1304	2177	0.8	1.2	3.361	A
3 - Whittingham Lane (B5269) West	308	77	1357	922	0.334	307	212	0.3	0.5	6.236	A
4 - James Towers Way (A6) North	1135	284	838	1524	0.745	1129	826	1.4	2.9	9.219	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1223	306	1253	1316	0.930	1217	721	9.4	11.0	34.484	D
2 - James Towers Way (A6) South	1306	326	269	2438	0.536	1306	2200	1.2	1.2	3.380	A
3 - Whittingham Lane (B5269) West	308	77	1360	920	0.335	308	215	0.5	0.5	6.272	A
4 - James Towers Way (A6) North	1135	284	839	1523	0.745	1135	830	2.9	2.9	9.509	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	999	250	1029	1462	0.683	1033	590	11.0	2.3	9.535	A
2 - James Towers Way (A6) South	1066	267	229	2468	0.432	1068	1834	1.2	0.8	2.739	A
3 - Whittingham Lane (B5269) West	252	63	1116	1058	0.238	253	181	0.5	0.3	4.770	A
4 - James Towers Way (A6) North	927	232	686	1620	0.572	933	682	2.9	1.4	5.432	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	836	209	859	1573	0.532	841	494	2.3	1.2	5.214	A
2 - James Towers Way (A6) South	893	223	186	2500	0.357	894	1514	0.8	0.6	2.387	A
3 - Whittingham Lane (B5269) West	211	53	932	1161	0.182	211	148	0.3	0.2	4.040	A
4 - James Towers Way (A6) North	776	194	574	1692	0.459	778	569	1.4	0.9	4.060	A

2031 + 330 Dev 50% WL, 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	Whittingham Lane / James Towers Way	Standard Roundabout		1, 2, 3, 4	14.17	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
D4	2031 + 330 Dev 50% WL	PM	ONE HOUR	16:00	17:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Whittingham Lane (B5269) East		ONE HOUR	✓	1021	100.000
2 - James Towers Way (A6) South		ONE HOUR	✓	1886	100.000
3 - Whittingham Lane (B5269) West		ONE HOUR	✓	263	100.000
4 - James Towers Way (A6) North		ONE HOUR	✓	1009	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	789	121	111
	2 - James Towers Way (A6) South	847	0	107	932
	3 - Whittingham Lane (B5269) West	116	143	0	4
	4 - James Towers Way (A6) North	105	896	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	8	3	25
	2 - James Towers Way (A6) South	4	0	4	1
	3 - Whittingham Lane (B5269) West	5	5	0	10
	4 - James Towers Way (A6) North	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whittingham Lane (B5269) East	0.81	15.00	4.5	B	937	1405
2 - James Towers Way (A6) South	0.85	10.01	5.6	B	1731	2596
3 - Whittingham Lane (B5269) West	0.56	16.81	1.3	C	241	362
4 - James Towers Way (A6) North	0.87	20.43	6.0	C	926	1389

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	769	192	784	1622	0.474	765	801	0.0	1.0	4.557	A
2 - James Towers Way (A6) South	1420	355	180	2504	0.567	1415	1369	0.0	1.3	3.369	A
3 - Whittingham Lane (B5269) West	198	50	1417	888	0.223	197	177	0.0	0.3	5.467	A
4 - James Towers Way (A6) North	760	190	829	1530	0.497	756	785	0.0	1.0	4.670	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	918	229	938	1521	0.603	915	958	1.0	1.6	6.444	A
2 - James Towers Way (A6) South	1695	424	215	2478	0.684	1692	1638	1.3	2.2	4.671	A
3 - Whittingham Lane (B5269) West	236	59	1696	731	0.324	236	212	0.3	0.5	7.626	A
4 - James Towers Way (A6) North	907	227	992	1426	0.636	904	939	1.0	1.7	6.918	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1124	281	1137	1391	0.808	1114	1167	1.6	4.3	13.652	B
2 - James Towers Way (A6) South	2077	519	262	2444	0.850	2064	1989	2.2	5.4	9.392	A
3 - Whittingham Lane (B5269) West	290	72	2068	521	0.556	286	258	0.5	1.3	15.926	C
4 - James Towers Way (A6) North	1111	278	1209	1288	0.862	1096	1145	1.7	5.5	17.652	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1124	281	1151	1382	0.813	1123	1175	4.3	4.5	14.998	B
2 - James Towers Way (A6) South	2077	519	264	2442	0.850	2076	2010	5.4	5.6	10.007	B
3 - Whittingham Lane (B5269) West	290	72	2080	514	0.563	289	260	1.3	1.3	16.807	C
4 - James Towers Way (A6) North	1111	278	1217	1283	0.866	1109	1152	5.5	6.0	20.430	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	918	229	958	1508	0.608	929	969	4.5	1.7	6.898	A
2 - James Towers Way (A6) South	1695	424	218	2476	0.685	1709	1669	5.6	2.3	4.890	A
3 - Whittingham Lane (B5269) West	236	59	1713	721	0.328	240	214	1.3	0.5	7.908	A
4 - James Towers Way (A6) North	907	227	1003	1419	0.639	924	949	6.0	1.8	7.576	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	769	192	792	1617	0.475	772	806	1.7	1.0	4.655	A
2 - James Towers Way (A6) South	1420	355	181	2503	0.567	1424	1382	2.3	1.4	3.430	A
3 - Whittingham Lane (B5269) West	198	50	1427	882	0.224	199	178	0.5	0.3	5.539	A
4 - James Towers Way (A6) North	760	190	835	1526	0.498	763	790	1.8	1.0	4.782	A

2031 + 280 Dev No Connection, 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	Whittingham Lane / James Towers Way	Standard Roundabout		1, 2, 3, 4	14.60	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
D5	2031 + 280 Dev No Connection	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Whittingham Lane (B5269) East		ONE HOUR	✓	1111	100.000
2 - James Towers Way (A6) South		ONE HOUR	✓	1184	100.000
3 - Whittingham Lane (B5269) West		ONE HOUR	✓	274	100.000
4 - James Towers Way (A6) North		ONE HOUR	✓	1031	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	866	138	107
	2 - James Towers Way (A6) South	487	0	55	642
	3 - Whittingham Lane (B5269) West	91	178	0	5
	4 - James Towers Way (A6) North	77	953	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whittingham Lane (B5269) East	2 - James Towers Way (A6) South	3 - Whittingham Lane (B5269) West	4 - James Towers Way (A6) North
From	1 - Whittingham Lane (B5269) East	0	6	6	0
	2 - James Towers Way (A6) South	10	0	4	4
	3 - Whittingham Lane (B5269) West	10	5	0	5
	4 - James Towers Way (A6) North	0	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whittingham Lane (B5269) East	0.93	33.45	10.6	D	1019	1529
2 - James Towers Way (A6) South	0.53	3.37	1.2	A	1086	1630
3 - Whittingham Lane (B5269) West	0.33	6.21	0.5	A	251	377
4 - James Towers Way (A6) North	0.74	9.41	2.9	A	946	1419

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	836	209	848	1580	0.529	832	492	0.0	1.2	5.040	A
2 - James Towers Way (A6) South	891	223	184	2501	0.356	889	1496	0.0	0.6	2.373	A
3 - Whittingham Lane (B5269) West	206	52	928	1164	0.177	205	145	0.0	0.2	4.002	A
4 - James Towers Way (A6) North	776	194	567	1696	0.458	773	566	0.0	0.9	3.993	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	999	250	1016	1471	0.679	995	588	1.2	2.2	7.904	A
2 - James Towers Way (A6) South	1064	266	220	2475	0.430	1064	1790	0.6	0.8	2.713	A
3 - Whittingham Lane (B5269) West	246	62	1110	1061	0.232	246	174	0.2	0.3	4.707	A
4 - James Towers Way (A6) North	927	232	679	1625	0.570	925	677	0.9	1.3	5.268	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Whittingham Lane (B5269) East	1223	306	1240	1324	0.924	1195	720	2.2	9.2	25.353	D
2 - James Towers Way (A6) South	1304	326	265	2442	0.534	1302	2171	0.8	1.2	3.355	A
3 - Whittingham Lane (B5269) West	302	75	1357	922	0.327	301	210	0.3	0.5	6.172	A
4 - James Towers Way (A6) North	1135	284	831	1528	0.743	1129	827	1.3	2.9	9.128	A