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	untitled	Standard Roundabout		1, 2, 3	13.45	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 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 - James Towers Way North		ONE HOUR	✓	1829	100.000
2 - D'Urton Lane		ONE HOUR	✓	35	100.000
3 - James Towers Way South		ONE HOUR	✓	1883	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1821
	2 - D'Urton Lane	8	0	27
	3 - James Towers Way South	1870	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	0	3
	2 - D'Urton Lane	0	0	4
	3 - James Towers Way South	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - James Towers Way North	0.82	8.44	4.6	A	1678	2517
2 - D'Urton Lane	0.08	8.43	0.1	A	32	48
3 - James Towers Way South	0.91	18.41	10.0	C	1728	2592

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 - James Towers Way North	1377	344	10	2454	0.561	1372	1407	0.0	1.3	3.407	A
2 - D'Urton Lane	26	7	1366	831	0.032	26	16	0.0	0.0	4.610	A
3 - James Towers Way South	1418	354	6	2272	0.624	1411	1386	0.0	1.7	4.394	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 - James Towers Way North	1644	411	12	2453	0.670	1641	1683	1.3	2.1	4.549	A
2 - D'Urton Lane	31	8	1634	683	0.046	31	19	0.0	0.0	5.694	A
3 - James Towers Way South	1693	423	7	2271	0.745	1688	1658	1.7	3.0	6.479	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 - James Towers Way North	2014	503	14	2451	0.821	2004	2043	2.1	4.5	8.113	A
2 - D'Urton Lane	39	10	1995	484	0.080	38	23	0.0	0.1	8.331	A
3 - James Towers Way South	2073	518	9	2270	0.913	2048	2025	3.0	9.3	15.672	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 - James Towers Way North	2014	503	14	2451	0.822	2013	2065	4.5	4.6	8.442	A
2 - D'Urton Lane	39	10	2005	478	0.081	39	23	0.1	0.1	8.434	A
3 - James Towers Way South	2073	518	9	2270	0.913	2070	2034	9.3	10.0	18.410	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 - James Towers Way North	1644	411	12	2453	0.670	1654	1716	4.6	2.1	4.697	A
2 - D'Urton Lane	31	8	1647	676	0.047	32	19	0.1	0.1	5.762	A
3 - James Towers Way South	1693	423	7	2271	0.745	1720	1671	10.0	3.2	7.247	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 - James Towers Way North	1377	344	10	2454	0.561	1380	1419	2.1	1.3	3.460	A
2 - D'Urton Lane	26	7	1374	826	0.032	26	16	0.1	0.0	4.639	A
3 - James Towers Way South	1418	354	6	2272	0.624	1423	1395	3.2	1.8	4.524	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	untitled	Standard Roundabout		1, 2, 3	12.02	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
D5	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 - James Towers Way North		ONE HOUR	✓	2008	100.000
2 - D'Urton Lane		ONE HOUR	✓	45	100.000
3 - James Towers Way South		ONE HOUR	✓	1222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	2000
	2 - D'Urton Lane	14	0	31
	3 - James Towers Way South	1175	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	13	4
	2 - D'Urton Lane	7	0	10
	3 - James Towers Way South	8	9	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 - James Towers Way North	0.91	16.76	9.8	C	1843	2764
2 - D'Urton Lane	0.13	12.21	0.2	B	41	62
3 - James Towers Way South	0.59	4.23	1.6	A	1121	1682

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 - James Towers Way North	1512	378	35	2436	0.620	1505	892	0.0	1.7	3.993	A
2 - D'Urton Lane	34	8	1499	757	0.045	34	41	0.0	0.1	5.422	A
3 - James Towers Way South	920	230	10	2269	0.405	917	1522	0.0	0.7	2.871	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 - James Towers Way North	1805	451	42	2431	0.742	1800	1068	1.7	2.9	5.885	A
2 - D'Urton Lane	40	10	1793	595	0.068	40	49	0.1	0.1	7.073	A
3 - James Towers Way South	1099	275	13	2268	0.484	1097	1821	0.7	1.0	3.320	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 - James Towers Way North	2211	553	52	2425	0.912	2186	1307	2.9	9.1	14.413	B
2 - D'Urton Lane	50	12	2178	383	0.129	49	60	0.1	0.2	11.755	B
3 - James Towers Way South	1345	336	15	2266	0.594	1343	2211	1.0	1.6	4.205	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 - James Towers Way North	2211	553	52	2425	0.912	2208	1309	9.1	9.8	16.761	C
2 - D'Urton Lane	50	12	2199	371	0.134	50	61	0.2	0.2	12.212	B
3 - James Towers Way South	1345	336	15	2266	0.594	1345	2233	1.6	1.6	4.226	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 - James Towers Way North	1805	451	42	2431	0.742	1832	1071	9.8	3.1	6.516	A
2 - D'Urton Lane	40	10	1825	578	0.070	41	50	0.2	0.1	7.315	A
3 - James Towers Way South	1099	275	13	2268	0.484	1101	1853	1.6	1.0	3.341	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 - James Towers Way North	1512	378	35	2436	0.621	1517	896	3.1	1.7	4.099	A
2 - D'Urton Lane	34	8	1511	751	0.045	34	41	0.1	0.1	5.479	A
3 - James Towers Way South	920	230	11	2269	0.405	921	1535	1.0	0.7	2.889	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	untitled	Standard Roundabout		1, 2, 3	12.92	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
D6	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 - James Towers Way North		ONE HOUR	✓	1823	100.000
2 - D'Urton Lane		ONE HOUR	✓	35	100.000
3 - James Towers Way South		ONE HOUR	✓	1872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1815
	2 - D'Urton Lane	8	0	27
	3 - James Towers Way South	1859	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	0	3
	2 - D'Urton Lane	0	0	4
	3 - James Towers Way South	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - James Towers Way North	0.82	8.32	4.5	A	1673	2509
2 - D'Urton Lane	0.08	8.36	0.1	A	32	48
3 - James Towers Way South	0.91	17.48	9.5	C	1718	2577

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 - James Towers Way North	1372	343	10	2454	0.559	1367	1399	0.0	1.3	3.393	A
2 - D'Urton Lane	26	7	1361	833	0.032	26	16	0.0	0.0	4.596	A
3 - James Towers Way South	1409	352	6	2272	0.620	1403	1381	0.0	1.7	4.353	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 - James Towers Way North	1639	410	12	2453	0.668	1636	1673	1.3	2.0	4.520	A
2 - D'Urton Lane	31	8	1629	686	0.046	31	19	0.0	0.0	5.668	A
3 - James Towers Way South	1683	421	7	2271	0.741	1678	1653	1.7	3.0	6.375	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 - James Towers Way North	2007	502	14	2451	0.819	1998	2032	2.0	4.4	8.003	A
2 - D'Urton Lane	39	10	1989	487	0.079	38	23	0.0	0.1	8.266	A
3 - James Towers Way South	2061	515	9	2270	0.908	2038	2018	3.0	8.8	15.075	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 - James Towers Way North	2007	502	14	2451	0.819	2007	2053	4.4	4.5	8.320	A
2 - D'Urton Lane	39	10	1998	482	0.080	39	23	0.1	0.1	8.365	A
3 - James Towers Way South	2061	515	9	2270	0.908	2058	2028	8.8	9.5	17.483	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 - James Towers Way North	1639	410	12	2453	0.668	1649	1704	4.5	2.1	4.663	A
2 - D'Urton Lane	31	8	1641	679	0.046	32	19	0.1	0.1	5.735	A
3 - James Towers Way South	1683	421	7	2271	0.741	1708	1666	9.5	3.1	7.068	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 - James Towers Way North	1372	343	10	2454	0.559	1376	1411	2.1	1.3	3.445	A
2 - D'Urton Lane	26	7	1370	829	0.032	26	16	0.1	0.0	4.623	A
3 - James Towers Way South	1409	352	6	2272	0.620	1415	1390	3.1	1.8	4.478	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	untitled	Standard Roundabout		1, 2, 3	11.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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 - James Towers Way North		ONE HOUR	✓	2002	100.000
2 - D'Urton Lane		ONE HOUR	✓	45	100.000
3 - James Towers Way South		ONE HOUR	✓	1220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1994
	2 - D'Urton Lane	14	0	31
	3 - James Towers Way South	1173	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	13	4
	2 - D'Urton Lane	7	0	10
	3 - James Towers Way South	8	9	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 - James Towers Way North	0.91	16.33	9.5	C	1837	2756
2 - D'Urton Lane	0.13	12.08	0.2	B	41	62
3 - James Towers Way South	0.59	4.22	1.6	A	1119	1679

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 - James Towers Way North	1507	377	35	2436	0.619	1501	891	0.0	1.7	3.975	A
2 - D'Urton Lane	34	8	1495	760	0.045	34	41	0.0	0.1	5.404	A
3 - James Towers Way South	918	230	10	2269	0.405	916	1518	0.0	0.7	2.867	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 - James Towers Way North	1800	450	42	2431	0.740	1795	1066	1.7	2.9	5.837	A
2 - D'Urton Lane	40	10	1788	598	0.068	40	49	0.1	0.1	7.036	A
3 - James Towers Way South	1097	274	13	2268	0.484	1096	1815	0.7	1.0	3.315	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 - James Towers Way North	2204	551	52	2425	0.909	2180	1305	2.9	8.9	14.125	B
2 - D'Urton Lane	50	12	2172	386	0.128	49	60	0.1	0.2	11.642	B
3 - James Towers Way South	1343	336	15	2266	0.593	1341	2206	1.0	1.6	4.195	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 - James Towers Way North	2204	551	52	2425	0.909	2202	1307	8.9	9.5	16.332	C
2 - D'Urton Lane	50	12	2193	374	0.132	50	61	0.2	0.2	12.081	B
3 - James Towers Way South	1343	336	15	2266	0.593	1343	2227	1.6	1.6	4.215	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 - James Towers Way North	1800	450	42	2431	0.740	1826	1069	9.5	3.0	6.436	A
2 - D'Urton Lane	40	10	1818	581	0.070	41	50	0.2	0.1	7.267	A
3 - James Towers Way South	1097	274	13	2268	0.484	1099	1846	1.6	1.0	3.336	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 - James Towers Way North	1507	377	35	2436	0.619	1513	895	3.0	1.7	4.077	A
2 - D'Urton Lane	34	8	1506	753	0.045	34	41	0.1	0.1	5.458	A
3 - James Towers Way South	918	230	11	2269	0.405	920	1530	1.0	0.7	2.884	A

2031 + 280 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	untitled	Standard Roundabout		1, 2, 3	12.65	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	2031 + 280 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 - James Towers Way North		ONE HOUR	✓	1820	100.000
2 - D'Urton Lane		ONE HOUR	✓	35	100.000
3 - James Towers Way South		ONE HOUR	✓	1866	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1812
	2 - D'Urton Lane	8	0	27
	3 - James Towers Way South	1853	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	0	3
	2 - D'Urton Lane	0	0	4
	3 - James Towers Way South	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - James Towers Way North	0.82	8.26	4.5	A	1670	2505
2 - D'Urton Lane	0.08	8.33	0.1	A	32	48
3 - James Towers Way South	0.91	17.01	9.2	C	1712	2568

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 - James Towers Way North	1370	343	10	2454	0.558	1365	1394	0.0	1.3	3.389	A
2 - D'Urton Lane	26	7	1359	835	0.032	26	16	0.0	0.0	4.589	A
3 - James Towers Way South	1405	351	6	2272	0.618	1398	1379	0.0	1.7	4.332	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 - James Towers Way North	1636	409	12	2453	0.667	1633	1668	1.3	2.0	4.505	A
2 - D'Urton Lane	31	8	1626	687	0.046	31	19	0.0	0.0	5.656	A
3 - James Towers Way South	1677	419	7	2271	0.739	1673	1650	1.7	2.9	6.320	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 - James Towers Way North	2004	501	14	2451	0.817	1994	2026	2.0	4.4	7.951	A
2 - D'Urton Lane	39	10	1986	489	0.079	38	23	0.0	0.1	8.233	A
3 - James Towers Way South	2055	514	9	2270	0.905	2032	2015	2.9	8.6	14.764	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - James Towers Way North	2004	501	14	2451	0.817	2003	2047	4.4	4.5	8.259	A
2 - D'Urton Lane	39	10	1995	484	0.080	39	23	0.1	0.1	8.330	A
3 - James Towers Way South	2055	514	9	2270	0.905	2052	2024	8.6	9.2	17.011	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 - James Towers Way North	1636	409	12	2453	0.667	1646	1697	4.5	2.1	4.646	A
2 - D'Urton Lane	31	8	1639	680	0.046	32	19	0.1	0.1	5.721	A
3 - James Towers Way South	1677	419	7	2271	0.739	1702	1663	9.2	3.1	6.976	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 - James Towers Way North	1370	343	10	2454	0.558	1373	1406	2.1	1.3	3.438	A
2 - D'Urton Lane	26	7	1367	830	0.032	26	16	0.1	0.0	4.616	A
3 - James Towers Way South	1405	351	6	2272	0.618	1410	1388	3.1	1.7	4.454	A

2031 + 280 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	untitled	Standard Roundabout		1, 2, 3	11.61	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	2031 + 280 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 - James Towers Way North		ONE HOUR	✓	1999	100.000
2 - D'Urton Lane		ONE HOUR	✓	45	100.000
3 - James Towers Way South		ONE HOUR	✓	1219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1991
	2 - D'Urton Lane	14	0	31
	3 - James Towers Way South	1172	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	13	4
	2 - D'Urton Lane	7	0	10
	3 - James Towers Way South	8	9	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 - James Towers Way North	0.91	16.12	9.4	C	1834	2751
2 - D'Urton Lane	0.13	12.02	0.2	B	41	62
3 - James Towers Way South	0.59	4.21	1.6	A	1119	1678

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 - James Towers Way North	1505	376	35	2436	0.618	1498	890	0.0	1.7	3.965	A
2 - D'Urton Lane	34	8	1492	761	0.045	34	41	0.0	0.1	5.395	A
3 - James Towers Way South	918	229	10	2269	0.404	915	1516	0.0	0.7	2.866	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 - James Towers Way North	1797	449	42	2431	0.739	1792	1065	1.7	2.9	5.815	A
2 - D'Urton Lane	40	10	1785	600	0.067	40	49	0.1	0.1	7.017	A
3 - James Towers Way South	1096	274	13	2268	0.483	1095	1813	0.7	1.0	3.313	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 - James Towers Way North	2201	550	52	2425	0.908	2177	1304	2.9	8.7	13.984	B
2 - D'Urton Lane	50	12	2169	388	0.128	49	60	0.1	0.2	11.586	B
3 - James Towers Way South	1342	336	15	2266	0.592	1340	2203	1.0	1.6	4.190	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 - James Towers Way North	2201	550	52	2425	0.908	2198	1306	8.7	9.4	16.119	C
2 - D'Urton Lane	50	12	2190	376	0.132	50	61	0.2	0.2	12.016	B
3 - James Towers Way South	1342	336	15	2266	0.592	1342	2224	1.6	1.6	4.210	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 - James Towers Way North	1797	449	42	2431	0.739	1822	1068	9.4	3.0	6.397	A
2 - D'Urton Lane	40	10	1815	583	0.069	41	50	0.2	0.1	7.247	A
3 - James Towers Way South	1096	274	13	2268	0.483	1098	1843	1.6	1.0	3.333	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 - James Towers Way North	1505	376	35	2436	0.618	1510	894	3.0	1.7	4.068	A
2 - D'Urton Lane	34	8	1504	755	0.045	34	41	0.1	0.1	5.448	A
3 - James Towers Way South	918	229	11	2269	0.404	919	1528	1.0	0.7	2.884	A

2031 + 280 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	untitled	Standard Roundabout		1, 2, 3	12.51	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	2031 + 280 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 - James Towers Way North		ONE HOUR	✓	1818	100.000
2 - D'Urton Lane		ONE HOUR	✓	35	100.000
3 - James Towers Way South		ONE HOUR	✓	1863	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	8	1810
	2 - D'Urton Lane	8	0	27
	3 - James Towers Way South	1850	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - James Towers Way North	2 - D'Urton Lane	3 - James Towers Way South
From	1 - James Towers Way North	0	0	3
	2 - D'Urton Lane	0	0	4
	3 - James Towers Way South	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - James Towers Way North	0.82	8.22	4.5	A	1668	2502
2 - D'Urton Lane	0.08	8.31	0.1	A	32	48
3 - James Towers Way South	0.90	16.78	9.1	C	1710	2564

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 - James Towers Way North	1369	342	10	2454	0.558	1364	1392	0.0	1.3	3.384	A
2 - D'Urton Lane	26	7	1358	836	0.032	26	16	0.0	0.0	4.584	A
3 - James Towers Way South	1403	351	6	2272	0.617	1396	1378	0.0	1.7	4.321	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 - James Towers Way North	1634	409	12	2453	0.666	1631	1665	1.3	2.0	4.495	A
2 - D'Urton Lane	31	8	1624	688	0.046	31	19	0.0	0.0	5.647	A
3 - James Towers Way South	1675	419	7	2271	0.737	1670	1648	1.7	2.9	6.291	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 - James Towers Way North	2002	500	14	2451	0.817	1992	2023	2.0	4.4	7.915	A
2 - D'Urton Lane	39	10	1983	490	0.079	38	23	0.0	0.1	8.212	A
3 - James Towers Way South	2051	513	9	2270	0.904	2029	2013	2.9	8.5	14.613	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - James Towers Way North	2002	500	14	2451	0.817	2001	2043	4.4	4.5	8.218	A
2 - D'Urton Lane	39	10	1992	485	0.079	39	23	0.1	0.1	8.308	A
3 - James Towers Way South	2051	513	9	2270	0.904	2049	2022	8.5	9.1	16.785	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 - James Towers Way North	1634	409	12	2453	0.666	1644	1694	4.5	2.1	4.636	A
2 - D'Urton Lane	31	8	1637	681	0.046	32	19	0.1	0.1	5.712	A
3 - James Towers Way South	1675	419	7	2271	0.737	1699	1661	9.1	3.1	6.932	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 - James Towers Way North	1369	342	10	2454	0.558	1372	1404	2.1	1.3	3.433	A
2 - D'Urton Lane	26	7	1366	831	0.032	26	16	0.1	0.0	4.613	A
3 - James Towers Way South	1403	351	6	2272	0.617	1408	1386	3.1	1.7	4.440	A