Scenario 3: '2034 - AM - DN' (FG3: '2034 - AM - DN', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	121	70	0	33	224
	D	123	414	43	0	580
	Tot.	289	592	283	510	1674

Traffic Lane Flows

Lane	Scenario 3: 2034 - AM - DN
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	224
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	289
6/1	592
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	54.0 %	1850	1850
				Arm 6 Right	11.50	31.3 %		
				Arm 8 Left	7.50	14.7 %		
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034 - PM - DN' (FG4: '2034 - PM - DN', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	83	151	257	491
	B	98	0	33	400	531
	C	164	73	0	82	319
	D	185	250	48	0	483
	Tot.	447	406	232	739	1824

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2034 - PM - DN
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	319
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	447
6/1	406
7/1	232
8/1	739

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	51.4 %	1831	1831
				Arm 6 Right	11.50	22.9 %		
				Arm 8 Left	7.50	25.7 %		
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2034 - AM - Reassignment' (FG5: '2034 - AM - Reassignment INVALID', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	152	169	0	33	354
	D	123	414	43	0	580
	Tot.	320	691	283	510	1804

Traffic Lane Flows

Lane	Scenario 5: 2034 - AM - Reassignment
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	354
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	320
6/1	691
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	42.9 %	1832	1832
				Arm 6 Right	11.50	47.7 %		
				Arm 8 Left	7.50	9.3 %		
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2034 - PM - Reassignment' (FG6: '2034 - PM - Reassignment INVALID', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	83	151	257	491
	B	98	0	33	400	531
	C	178	158	0	83	419
	D	185	250	48	0	483
	Tot.	461	491	232	740	1924

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2034 - PM - Reassignment
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	419
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	461
6/1	491
7/1	232
8/1	740

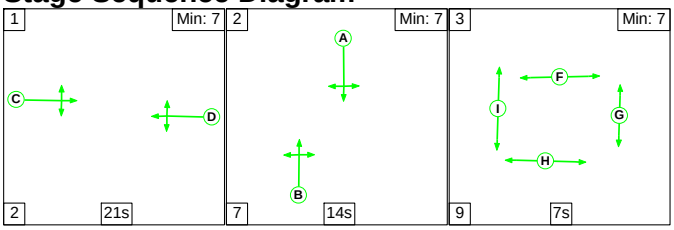
Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	3.65	0.00	Y	Arm 5 Ahead	Inf	42.5 %	1819	1819
				Arm 6 Right	11.50	37.7 %		
				Arm 8 Left	7.50	19.8 %		
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2017 AM' (FG1: '2017 Base AM', Plan 1: 'Network Control Plan 1')

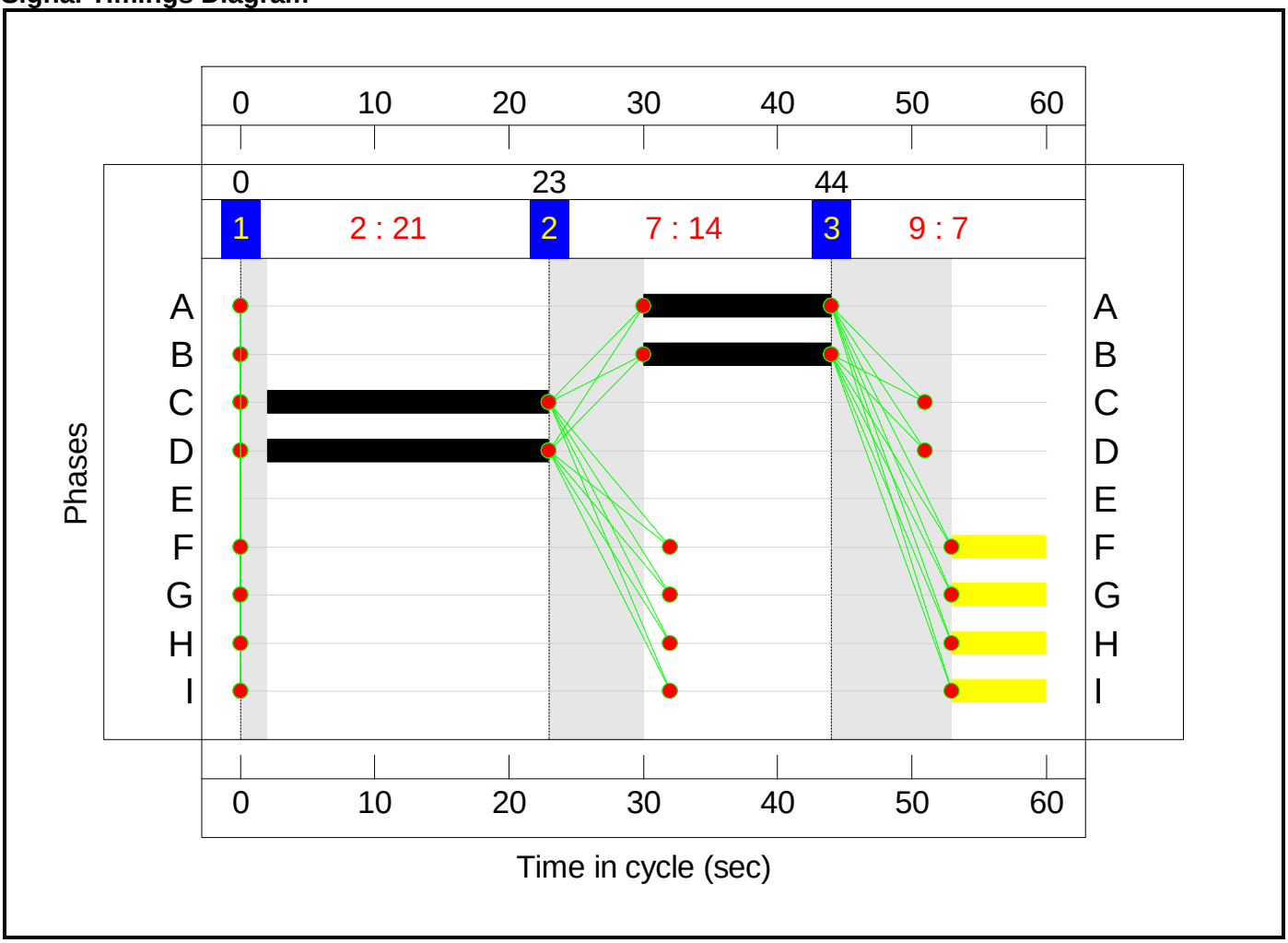
Stage Sequence Diagram



Stage Timings

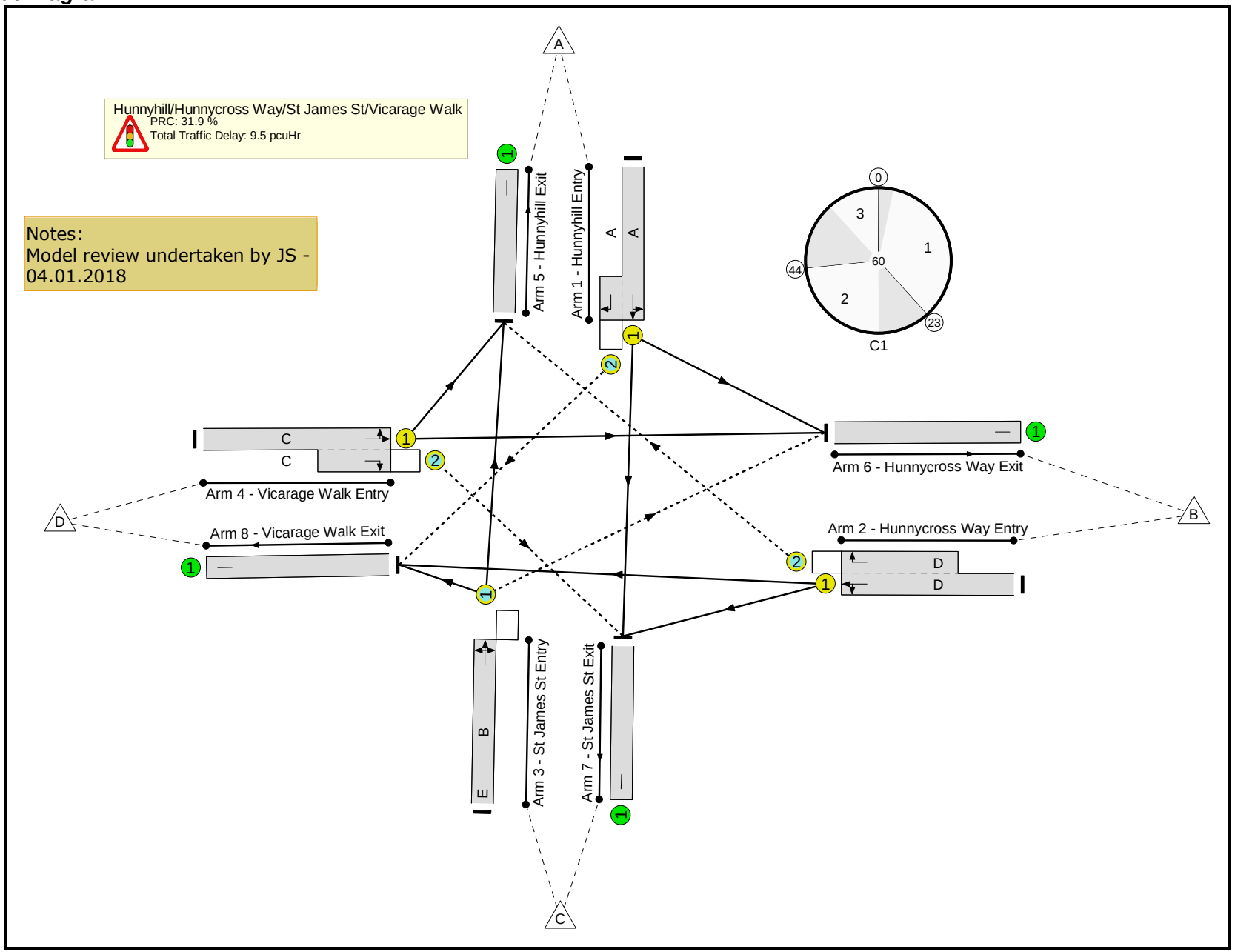
Stage	1	2	3
Duration	21	14	7
Change Point	0	23	44

Signal Timings Diagram



Full Input Data And Results

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.2%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.2%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	14	-	389	1817:1814	582	66.8%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	21	-	321	1853:1750	727	44.2%
3/1	St James St Entry Ahead Right Left	O	N/A	N/A	B	E	1	14	0	182	1851	450	40.5%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	21	-	473	1860:1689	693	68.2%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	415	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**292**	**0**	**0**	**6.3**	**2.8**	**0.4**	**9.5**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**292**	**0**	**0**	**6.3**	**2.8**	**0.4**	**9.5**	**-**	**-**	**-**	**-**
1/1+1/2	389	389	163	0	0	2.1	1.0	0.2	3.3	30.3	3.4	1.0	4.3
2/1+2/2	321	321	37	0	0	1.2	0.4	0.1	1.7	19.5	3.5	0.4	3.9
3/1	182	182	57	0	0	0.9	0.3	0.1	1.4	26.9	2.5	0.3	2.8
4/1+4/2	473	473	35	0	0	2.0	1.1	0.0	3.2	24.1	6.2	1.1	7.2
5/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 31.9
PRC Over All Lanes (%): 31.9

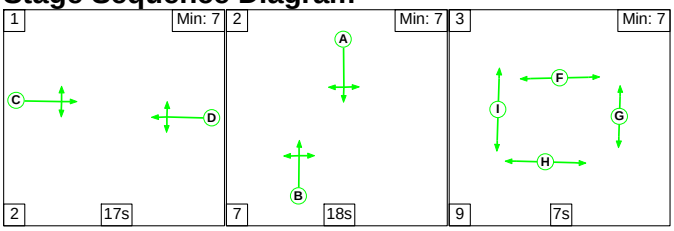
Total Delay for Signalled Lanes (pcuHr): 9.53
Total Delay Over All Lanes(pcuHr): 9.53

Cycle Time (s): 60

Full Input Data And Results

Scenario 2: '2017 PM' (FG2: '2017 Base PM', Plan 1: 'Network Control Plan 1')

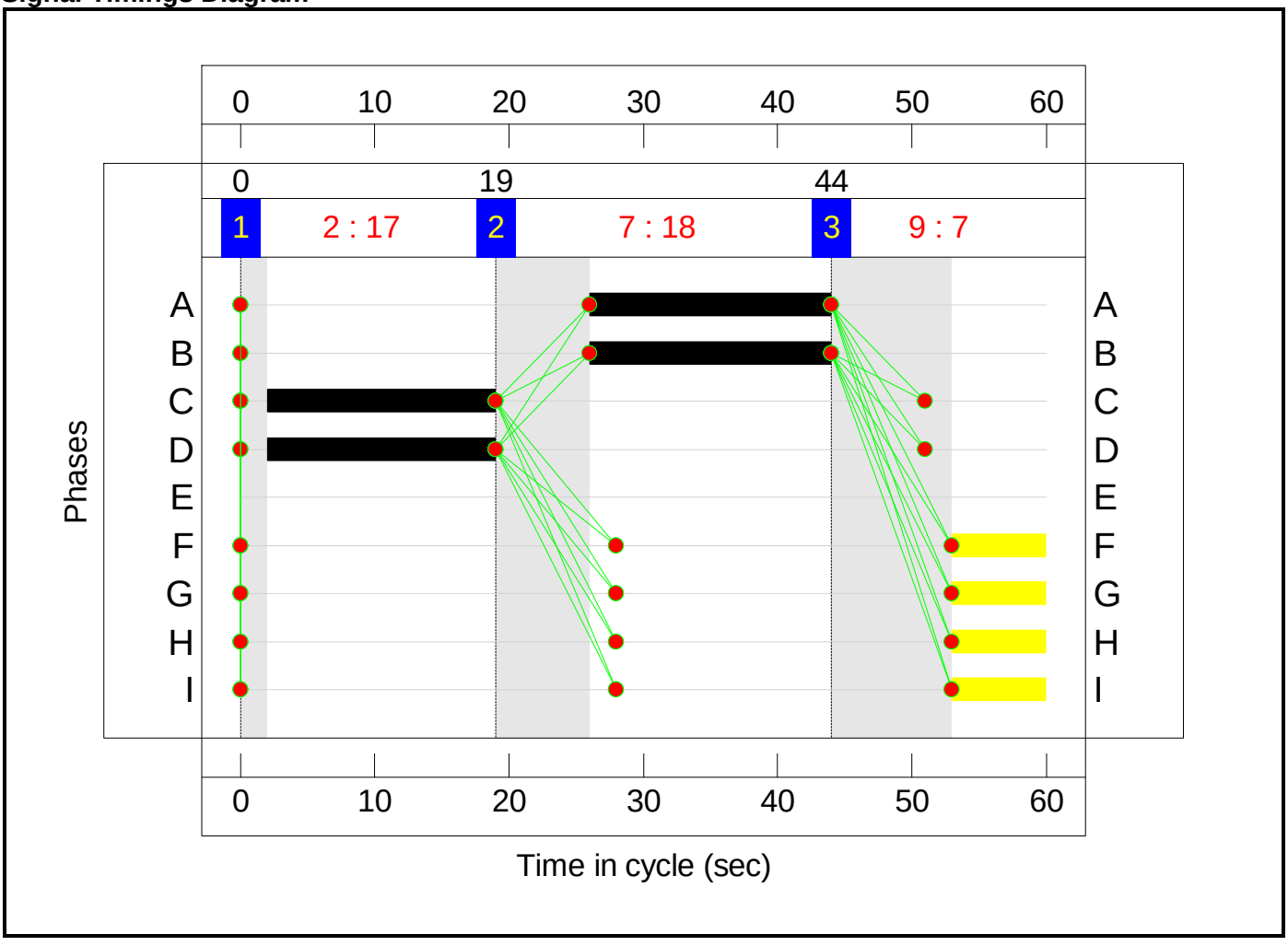
Stage Sequence Diagram



Stage Timings

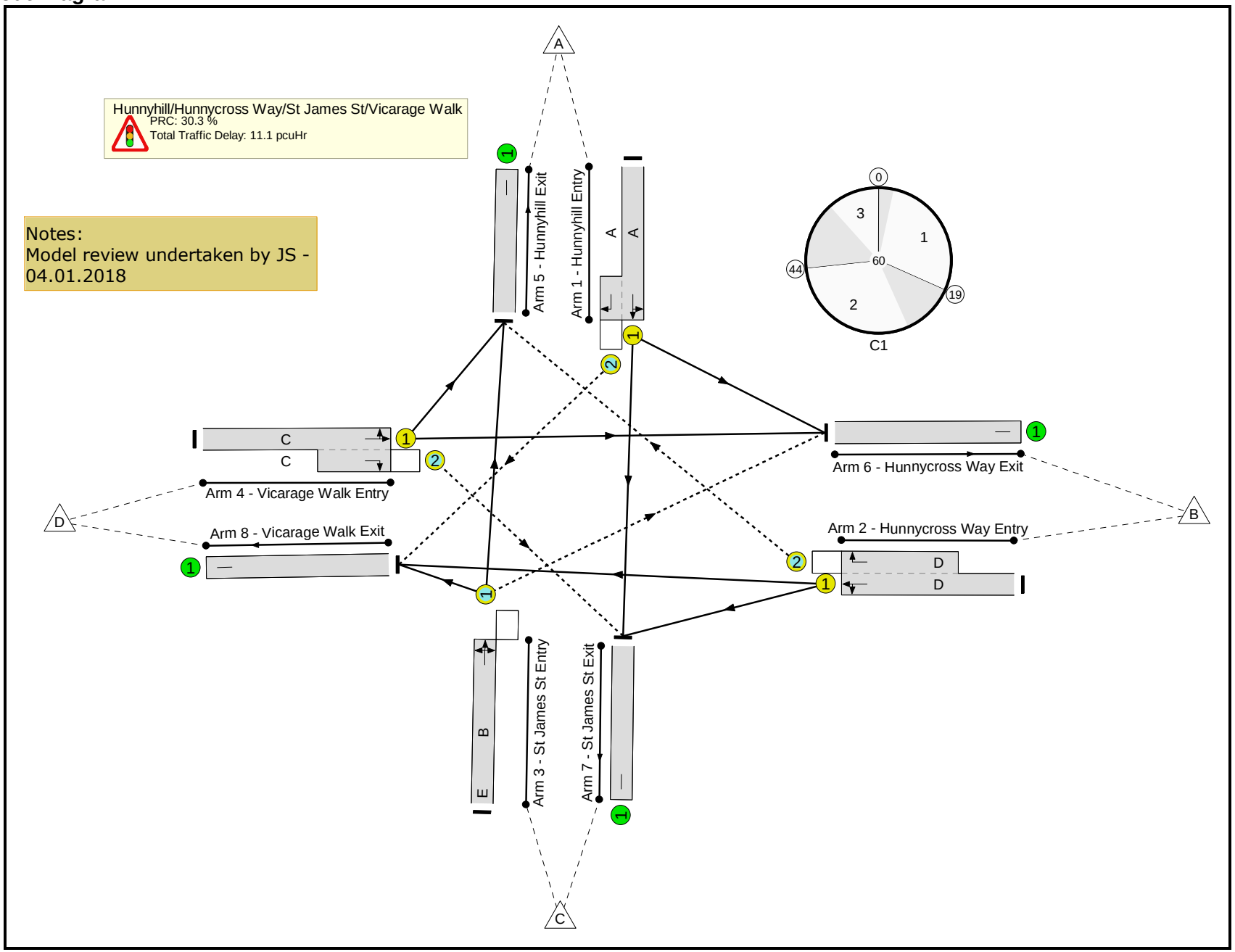
Stage	1	2	3
Duration	17	18	7
Change Point	0	19	44

Signal Timings Diagram



Full Input Data And Results

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.1%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.1%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	18	-	402	1822:1814	620	64.8%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	17	-	434	1891:1750	682	63.7%
3/1	St James St Entry Ahead Right Left	O	N/A	N/A	B	E	1	18	0	261	1831	580	45.0%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	17	-	394	1793:1689	571	69.1%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%

Full Input Data And Results

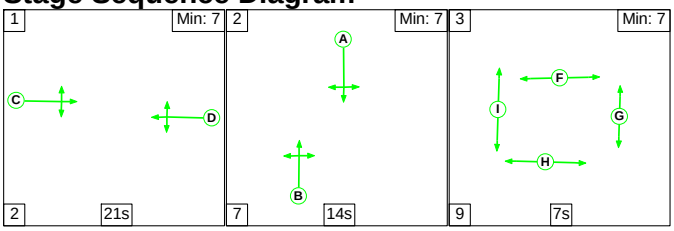
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**390**	**0**	**0**	**7.1**	**3.3**	**0.7**	**11.1**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**390**	**0**	**0**	**7.1**	**3.3**	**0.7**	**11.1**	**-**	**-**	**-**	**-**
1/1+1/2	402	402	211	0	0	1.9	0.9	0.3	3.1	27.7	3.1	0.9	4.0
2/1+2/2	434	434	80	0	0	2.1	0.9	0.2	3.2	26.6	5.0	0.9	5.9
3/1	261	261	60	0	0	1.2	0.4	0.0	1.6	22.5	3.4	0.4	3.8
4/1+4/2	394	394	39	0	0	2.0	1.1	0.1	3.2	28.9	5.2	1.1	6.3
5/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.3 Total Delay for Signalled Lanes (pcuHr): 11.09 Cycle Time (s): 60
PRC Over All Lanes (%): 30.3 Total Delay Over All Lanes(pcuHr): 11.09

Full Input Data And Results

Scenario 3: '2034 - AM - DN' (FG3: '2034 - AM - DN', Plan 1: 'Network Control Plan 1')

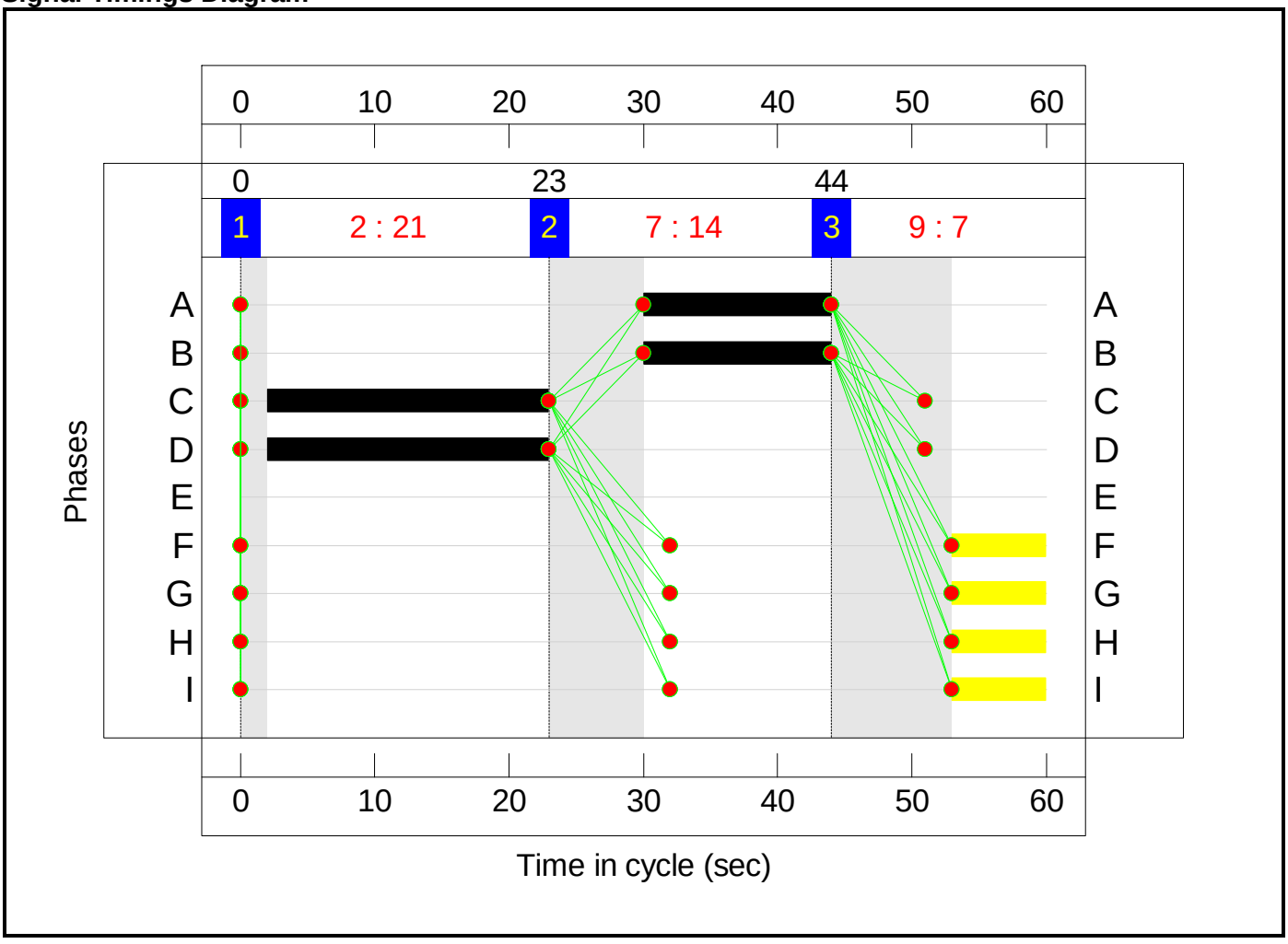
Stage Sequence Diagram



Stage Timings

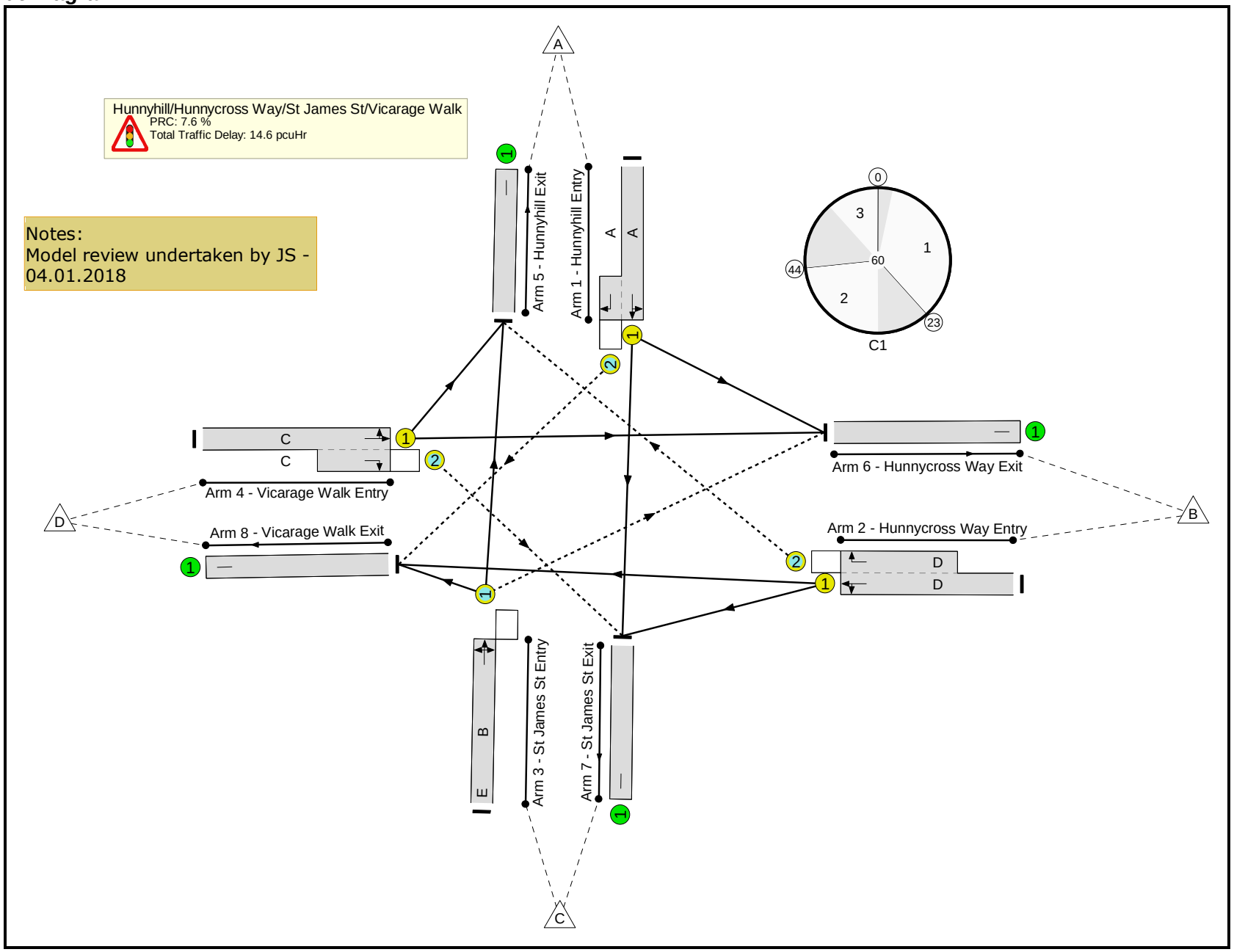
Stage	1	2	3
Duration	21	14	7
Change Point	0	23	44

Signal Timings Diagram



Full Input Data And Results

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	14	-	477	1817:1814	582	81.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	21	-	393	1853:1750	726	54.1%
3/1	St James St Entry Ahead Right Left	O	N/A	N/A	B	E	1	14	0	224	1850	450	49.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	21	-	580	1860:1689	693	83.7%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%

Full Input Data And Results

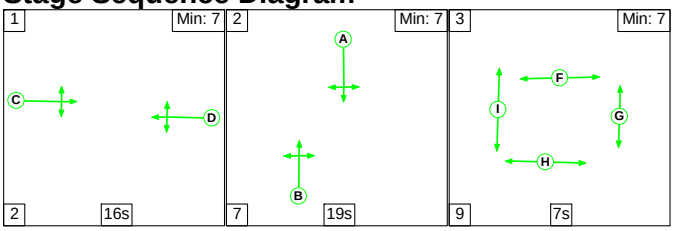
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**350**	**0**	**8**	**8.2**	**5.7**	**0.7**	**14.6**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**350**	**0**	**8**	**8.2**	**5.7**	**0.7**	**14.6**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	192	0	8	2.7	2.2	0.3	5.1	38.8	5.1	2.2	7.3
2/1+2/2	393	393	45	0	0	1.6	0.6	0.2	2.3	21.5	4.4	0.6	5.0
3/1	224	224	70	0	0	1.2	0.5	0.1	1.8	29.1	3.2	0.5	3.7
4/1+4/2	580	580	43	0	0	2.7	2.5	0.1	5.2	32.6	8.3	2.5	10.8
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 14.56 Cycle Time (s): 60
PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 14.56

Full Input Data And Results

Scenario 4: '2034 - PM - DN' (FG4: '2034 - PM - DN', Plan 1: 'Network Control Plan 1')

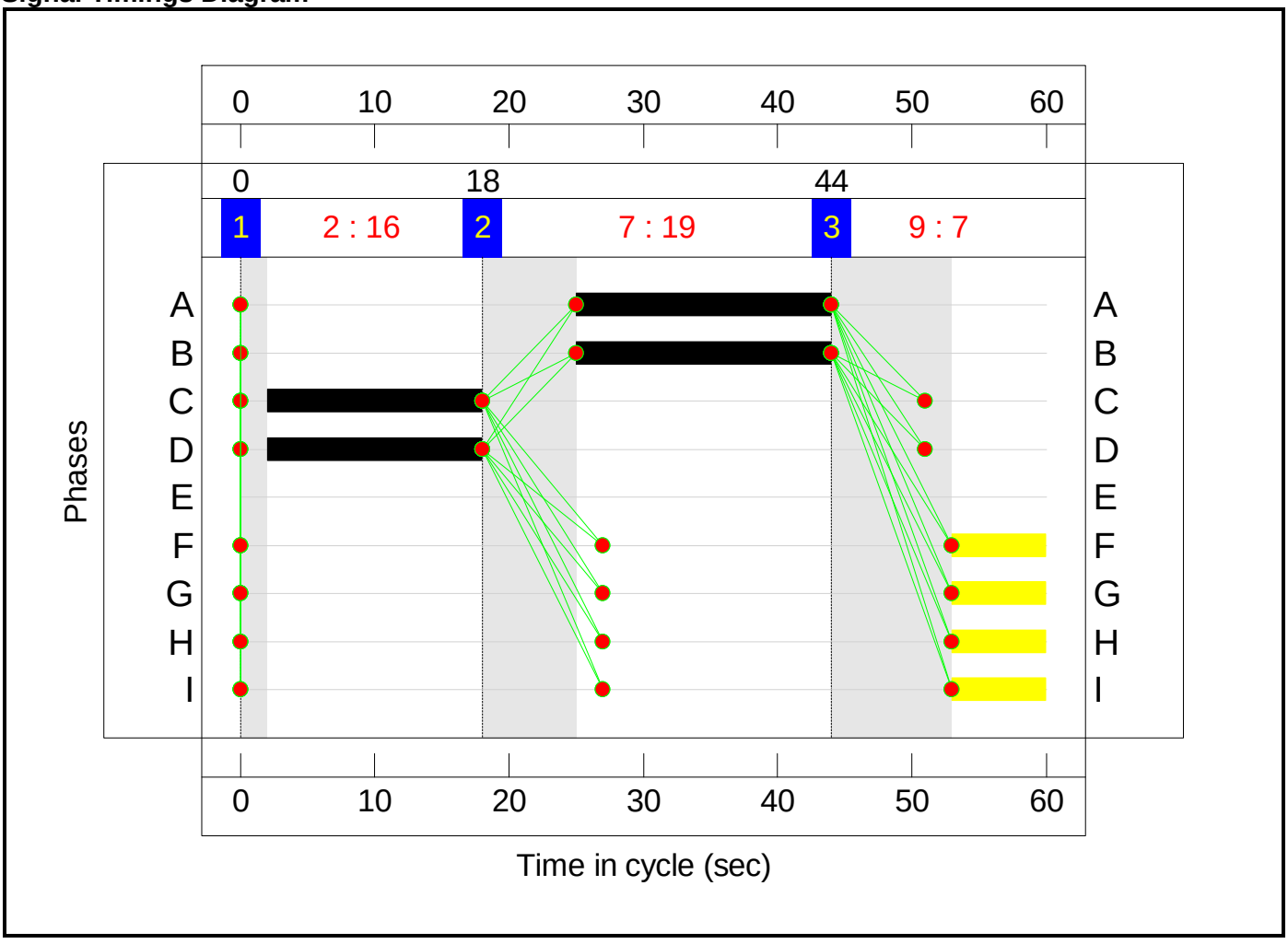
Stage Sequence Diagram



Stage Timings

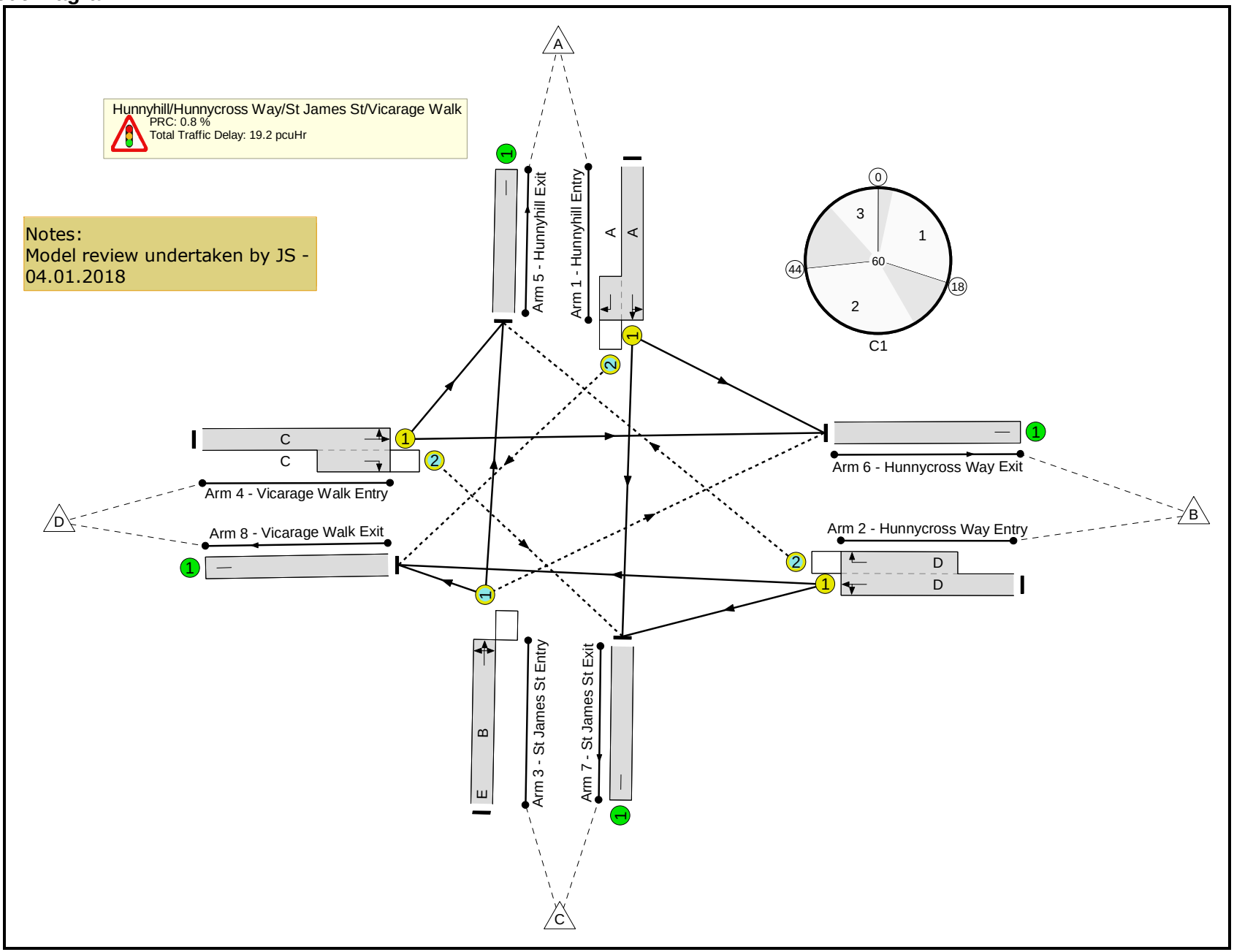
Stage	1	2	3
Duration	16	19	7
Change Point	0	18	44

Signal Timings Diagram



Full Input Data And Results

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	19	-	491	1822:1814	584	84.0%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	16	-	531	1891:1750	651	81.6%
3/1	St James St Entry Ahead Right Left	O	N/A	N/A	B	E	1	19	0	319	1831	610	52.3%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	16	-	483	1793:1689	541	89.3%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**387**	**0**	**89**	**9.3**	**8.9**	**1.0**	**19.2**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**387**	**0**	**89**	**9.3**	**8.9**	**1.0**	**19.2**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	225	0	32	2.3	2.5	0.5	5.3	38.8	4.0	2.5	6.5
2/1+2/2	531	531	41	0	57	2.8	2.1	0.4	5.4	36.4	6.6	2.1	8.8
3/1	319	319	73	0	0	1.4	0.5	0.1	2.0	22.9	4.3	0.5	4.8
4/1+4/2	483	483	48	0	0	2.7	3.7	0.1	6.5	48.6	7.1	3.7	10.8
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

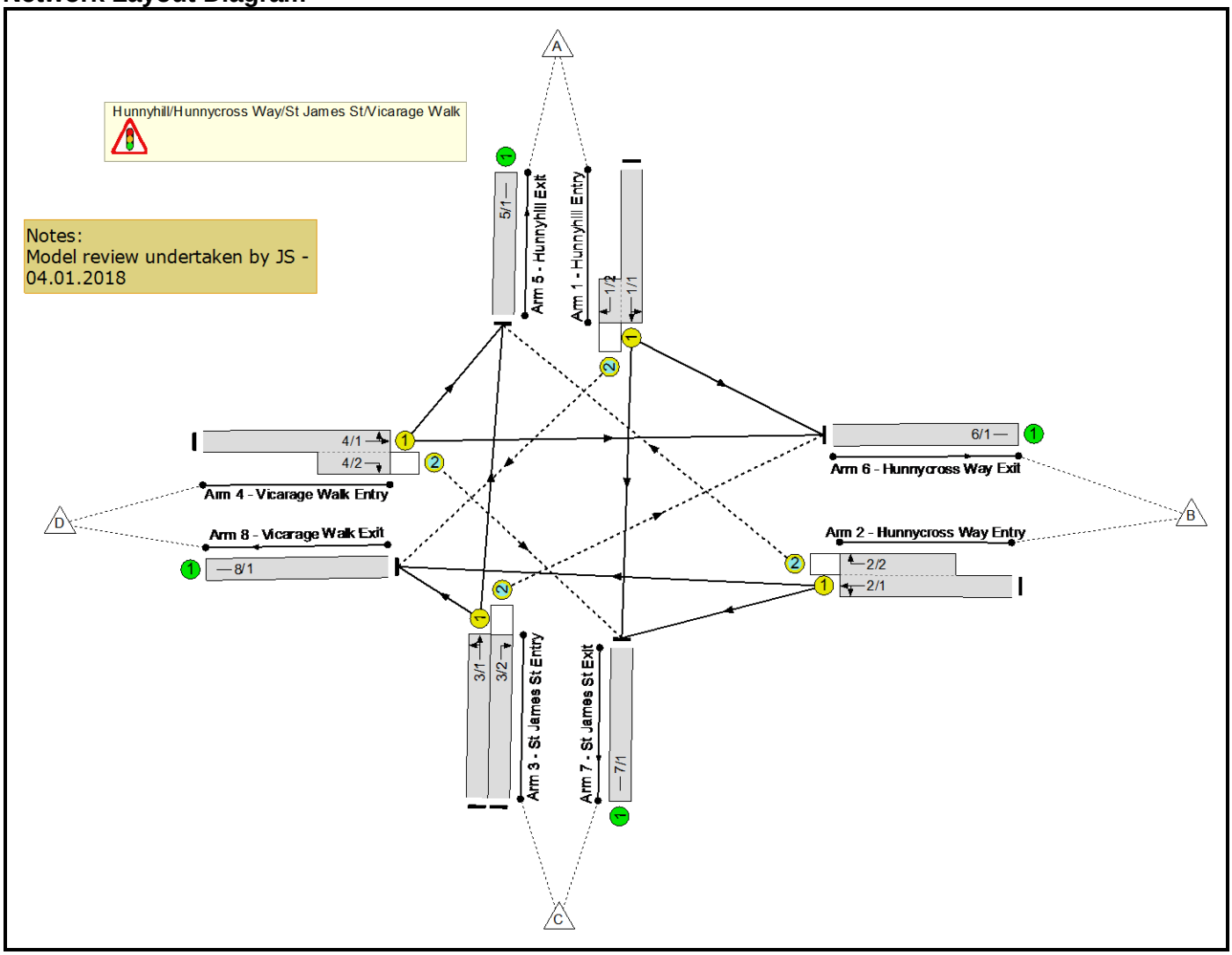
C1 PRC for Signalled Lanes (%): 0.8 Total Delay for Signalled Lanes (pcuHr): 19.21 Cycle Time (s): 60
PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 19.21

Full Input Data And Results

User and Project Details

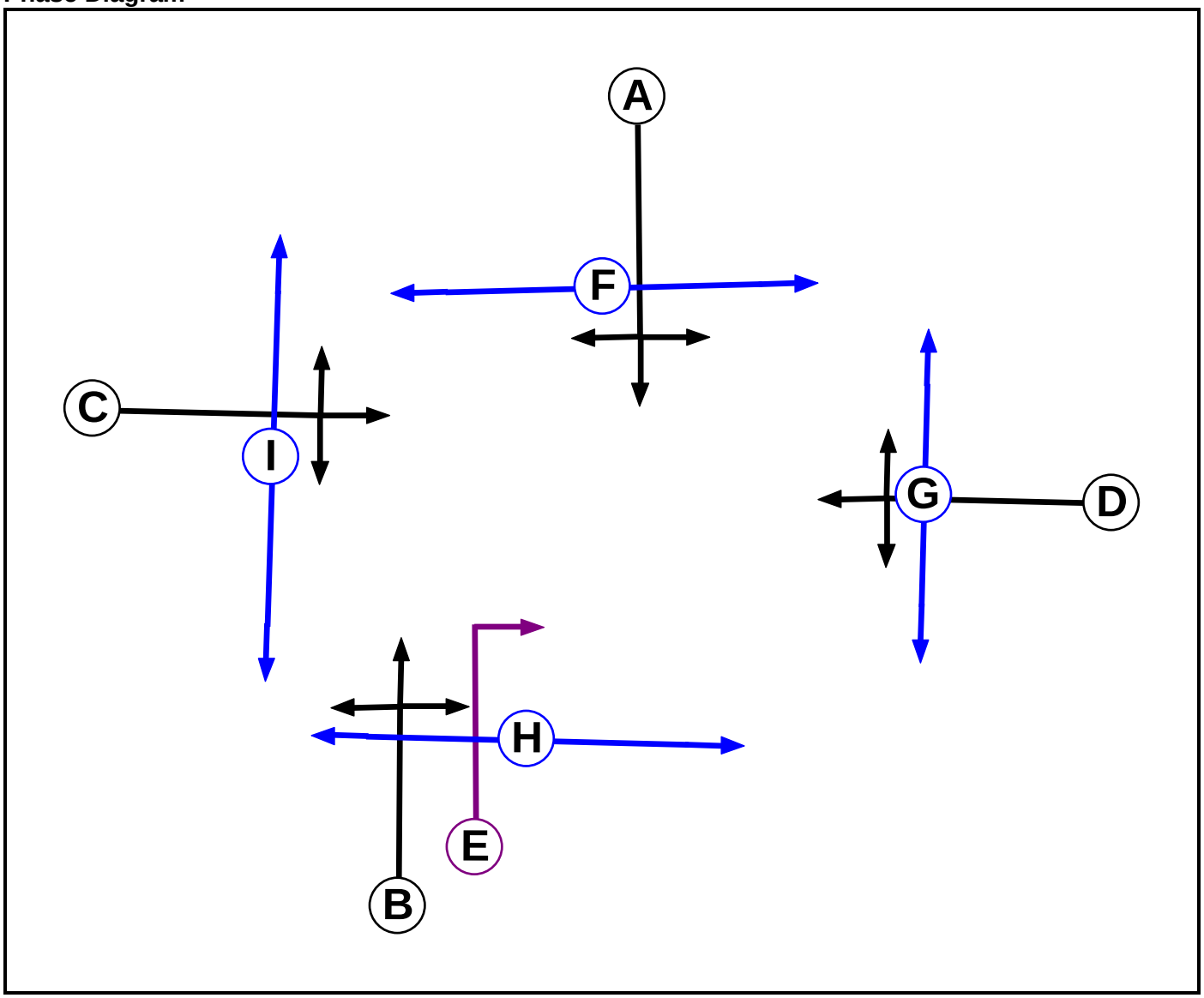
Project:	**A090129-60**
Title:	**HCA Tender IoW**
Location:	Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
Additional detail:	
File name:	Junction 3 - Hunnyhill Hunnycross Way - Proposed Junction - July 2018.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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	Traffic		7	7
E	Ind. Arrow	B	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Full Input Data And Results

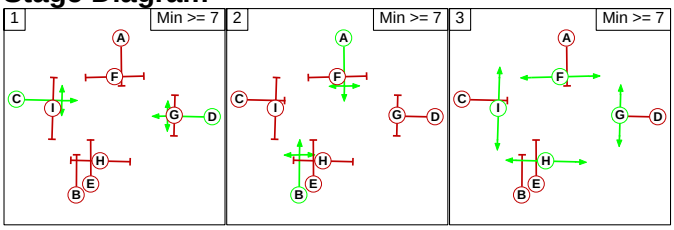
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	7	7	7	9	9	9	9
B	-		7	7	-	9	9	9	9
C	7	7		-	7	9	9	9	9
D	7	7	-		7	9	9	9	9
E	7	-	7	7		9	9	9	9
F	0	0	0	0	0		-	-	-
G	0	0	0	0	0	-		-	-
H	0	0	0	0	0	-	-		-
I	0	0	0	0	0	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D
2	A B
3	F G H I

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		7	9
2	7		9
3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk											
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)**
1/2 (Hunnyhill Entry)	8/1 (Right)	1439	0	3/2	1.09	None	2.00	-	0.50	2	2.00
2/2 (Hunnycross Way Entry)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (St James St Entry)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Vicarage Walk Entry)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk												
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 (Hunnyhill Entry)	U	A	2	3	60.0	Geom	-	2.65	0.00	Y	Arm 6 Left	16.80
											Arm 7 Ahead	Inf
1/2 (Hunnyhill Entry)	O	A	2	3	3.0	Geom	-	2.65	0.00	N	Arm 8 Right	13.20
2/1 (Hunnycross Way Entry)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	9.20
											Arm 8 Ahead	Inf
2/2 (Hunnycross Way Entry)	O	D	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 5 Right	15.90
3/1 (St James St Entry)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	7.50
3/2 (St James St Entry)	O	B E	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 6 Right	11.50
4/1 (Vicarage Walk Entry)	U	C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	7.50
											Arm 6 Ahead	Inf
4/2 (Vicarage Walk Entry)	O	C	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 7 Right	9.90
5/1 (Hunnyhill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Hunnycross Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (St James St Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Vicarage Walk Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: '2017 - AM - Reassignment - 100% Traffic Hunnyhill'	08:00	09:00	01:00	
6: '2017 - PM - Reassignment - 100% Traffic Hunnyhill'	17:00	18:00	01:00	
7: '2034 - AM - Reassignment - 100% Traffic Hunnyhill'	08:00	09:00	01:00	
8: '2034 - PM - Reassignment - 100% Traffic Hunnyhill'	17:00	18:00	01:00	

Scenario 1: '2017 - AM - Reassigment 50% North' (FG1: '2017 - AM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	88	139	163	390
	B	37	0	58	227	322
	C	121	228	0	27	376
	D	101	339	35	0	475
	Tot.	259	655	232	417	1563

Traffic Lane Flows

Lane	Scenario 1: 2017 - AM - Reassigment 50% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	390(In) 227(Out)
1/2 (short)	163
2/1 (with short)	322(In) 285(Out)
2/2 (short)	37
3/1	148
3/2	228
4/1 (with short)	475(In) 440(Out)
4/2 (short)	35
5/1	259
6/1	655
7/1	232
8/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	38.8 %	1817	1817
				Arm 7 Ahead	Inf	61.2 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	81.8 %	1819	1819
				Arm 8 Left	7.50	18.2 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	23.0 %	1860	1860
				Arm 6 Ahead	Inf	77.0 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2017 - PM - Reassigment 50% North' (FG2: '2017- PM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	68	124	211	403
	B	80	0	27	328	435
	C	162	294	0	68	524
	D	152	205	39	0	396
	Tot.	394	567	190	607	1758

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2017 - PM - Reassigment 50% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	403(In) 192(Out)
1/2 (short)	211
2/1 (with short)	435(In) 355(Out)
2/2 (short)	80
3/1	230
3/2	294
4/1 (with short)	396(In) 357(Out)
4/2 (short)	39
5/1	394
6/1	567
7/1	190
8/1	607

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.4 %	1822	1822
				Arm 7 Ahead	Inf	64.6 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1892	1892
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	70.4 %	1780	1780
				Arm 8 Left	7.50	29.6 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.6 %	1792	1792
				Arm 6 Ahead	Inf	57.4 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2034 - AM - Reassigment 50% North' (FG3: '2034 - AM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	149	279	0	33	461
	D	123	414	43	0	580
	Tot.	317	801	283	510	1911

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2034 - AM - Reassigment 50% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	182
3/2	279
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	317
6/1	801
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	81.9 %	1819	1819
				Arm 8 Left	7.50	18.1 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2034 - PM - Reassigment 50% North' (FG4: '2034 - PM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	198	358	0	82	638
	D	185	250	48	0	483
	Tot.	481	691	232	739	2143

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2034 - PM - Reassigment 50% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	280
3/2	358
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	481
6/1	691
7/1	232
8/1	739

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	70.7 %	1781	1781
				Arm 8 Left	7.50	29.3 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2017 - AM - Reassigment 100% North' (FG5: '2017 - AM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	88	139	163	390
	B	37	0	58	227	322
	C	135	242	0	27	404
	D	101	339	35	0	475
	Tot.	273	669	232	417	1591

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2017 - AM - Reassigment 100% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	390(In) 227(Out)
1/2 (short)	163
2/1 (with short)	322(In) 285(Out)
2/2 (short)	37
3/1	162
3/2	242
4/1 (with short)	475(In) 440(Out)
4/2 (short)	35
5/1	273
6/1	669
7/1	232
8/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	38.8 %	1817	1817
				Arm 7 Ahead	Inf	61.2 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	83.3 %	1824	1824
				Arm 8 Left	7.50	16.7 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	23.0 %	1860	1860
				Arm 6 Ahead	Inf	77.0 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2017 - PM - Reassigment 100% North' (FG6: '2017 - PM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	68	124	211	403
	B	80	0	27	328	435
	C	186	270	0	68	524
	D	152	205	39	0	396
	Tot.	418	543	190	607	1758

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2017 - PM - Reassigment 100% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	403(In) 192(Out)
1/2 (short)	211
2/1 (with short)	435(In) 355(Out)
2/2 (short)	80
3/1	254
3/2	270
4/1 (with short)	396(In) 357(Out)
4/2 (short)	39
5/1	418
6/1	543
7/1	190
8/1	607

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.4 %	1822	1822
				Arm 7 Ahead	Inf	64.6 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1892	1892
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	73.2 %	1789	1789
				Arm 8 Left	7.50	26.8 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.6 %	1792	1792
				Arm 6 Ahead	Inf	57.4 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2034 - AM - Reassigment 100% North' (FG7: '2034 - AM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	108	169	200	477
	B	45	0	71	277	393
	C	176	252	0	33	461
	D	123	414	43	0	580
	Tot.	344	774	283	510	1911

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2034 - AM - Reassigment 100% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	209
3/2	252
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	344
6/1	774
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	84.2 %	1827	1827
				Arm 8 Left	7.50	15.8 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2034 - PM - Reassigment 100% North' (FG8: '2034 - PM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	227	329	0	82	638
	D	185	250	48	0	483
	Tot.	510	662	232	739	2143

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2034 - PM - Reassigment 100% North
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	309
3/2	329
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	510
6/1	662
7/1	232
8/1	739

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	73.5 %	1790	1790
				Arm 8 Left	7.50	26.5 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2017 - AM - Reassigment 100% East' (FG9: '2017 - AM - Reassignment - 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	88	139	163	390
	B	37	0	58	227	322
	C	99	263	0	27	389
	D	101	339	35	0	475
	Tot.	237	690	232	417	1576

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2017 - AM - Reassigment 100% East
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	390(In) 227(Out)
1/2 (short)	163
2/1 (with short)	322(In) 285(Out)
2/2 (short)	37
3/1	126
3/2	263
4/1 (with short)	475(In) 440(Out)
4/2 (short)	35
5/1	237
6/1	690
7/1	232
8/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	38.8 %	1817	1817
				Arm 7 Ahead	Inf	61.2 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	78.6 %	1808	1808
				Arm 8 Left	7.50	21.4 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	23.0 %	1860	1860
				Arm 6 Ahead	Inf	77.0 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2017 - PM - Reassigment 100% East' (FG10: '2017 - PM - Reassignment - 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	68	124	211	403
	B	80	0	27	328	435
	C	135	319	0	68	522
	D	152	205	39	0	396
	Tot.	367	592	190	607	1756

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2017 - PM - Reassigment 100% East
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	403(In) 192(Out)
1/2 (short)	211
2/1 (with short)	435(In) 355(Out)
2/2 (short)	80
3/1	203
3/2	319
4/1 (with short)	396(In) 357(Out)
4/2 (short)	39
5/1	367
6/1	592
7/1	190
8/1	607

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.4 %	1822	1822
				Arm 7 Ahead	Inf	64.6 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1892	1892
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	66.5 %	1767	1767
				Arm 8 Left	7.50	33.5 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.6 %	1792	1792
				Arm 6 Ahead	Inf	57.4 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2034 - AM - Reassigment 100% East' (FG11: '2034 - AM - Reassignment - Scenario C 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	108	169	200	477
	B	45	0	71	277	393
	C	121	322	0	33	476
	D	123	414	43	0	580
	Tot.	289	844	283	510	1926

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2034 - AM - Reassigment 100% East
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	154
3/2	322
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	289
6/1	844
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	78.6 %	1808	1808
				Arm 8 Left	7.50	21.4 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2034 - PM - Reassigment 100% East' (FG12: '2034 - PM - Reassignment - Scenario C 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	164	389	0	82	635
	D	185	250	48	0	483
	Tot.	447	722	232	739	2140

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2034 - PM - Reassigment 100% East
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	246
3/2	389
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	447
6/1	722
7/1	232
8/1	739

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	66.7 %	1767	1767
				Arm 8 Left	7.50	33.3 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2034 - AM - Scenario A (100% East)' (FG13: '2034 - AM - Reassignment - Scenario A (100% East)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	121	140	0	33	294
	D	123	414	43	0	580
	Tot.	289	662	283	510	1744

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2034 - AM - Scenario A (100% East)
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	154
3/2	140
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	289
6/1	662
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	78.6 %	1808	1808
				Arm 8 Left	7.50	21.4 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2034 - PM - Scenario A (100% East)' (FG14: '2034 - PM - Reassignment - Scenario A (100% East)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	164	137	0	82	383
	D	185	250	48	0	483
	Tot.	447	470	232	739	1888

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2034 - PM - Scenario A (100% East)
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	246
3/2	137
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	447
6/1	470
7/1	232
8/1	739

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	66.7 %	1767	1767
				Arm 8 Left	7.50	33.3 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2034 - AM - Scenario A (50% North)' (FG15: '2034 - AM - Reassignment - Scenario A - 50% Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	152	113	0	33	298
	D	123	414	43	0	580
	Tot.	320	635	283	510	1748

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2034 - AM - Scenario A (50% North)
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	185
3/2	113
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	320
6/1	635
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	82.2 %	1820	1820
				Arm 8 Left	7.50	17.8 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: ' 2034 - PM - Scenario A (50% North)' (FG16: '2034 - PM - Reassignment - Scenario A - 50% Hunnyhill', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	199	108	0	83	390
	D	185	250	48	0	483
	Tot.	482	441	232	740	1895

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2034 - PM - Scenario A (50% North)
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	282
3/2	108
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	482
6/1	441
7/1	232
8/1	740

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	70.6 %	1780	1780
				Arm 8 Left	7.50	29.4 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2034 - AM - Without Reassignment' (FG17: '2034 - AM - Without Reassignment ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	169	200	477
	B	45	0	71	277	393
	C	121	70	0	33	224
	D	123	414	43	0	580
	Tot.	289	592	283	510	1674

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2034 - AM - Without Reassignment
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	477(In) 277(Out)
1/2 (short)	200
2/1 (with short)	393(In) 348(Out)
2/2 (short)	45
3/1	154
3/2	70
4/1 (with short)	580(In) 537(Out)
4/2 (short)	43
5/1	289
6/1	592
7/1	283
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	39.0 %	1817	1817
				Arm 7 Ahead	Inf	61.0 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	20.4 %	1853	1853
				Arm 8 Ahead	Inf	79.6 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	78.6 %	1808	1808
				Arm 8 Left	7.50	21.4 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	22.9 %	1860	1860
				Arm 6 Ahead	Inf	77.1 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2034 - PM - Without Reassignment' (FG18: '2034 - PM - Without Reassignment', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	151	257	491
	B	98	0	33	400	531
	C	164	73	0	82	319
	D	185	250	48	0	483
	Tot.	447	406	232	739	1824

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2034 - PM - Without Reassignment
Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	
1/1 (with short)	491(In) 234(Out)
1/2 (short)	257
2/1 (with short)	531(In) 433(Out)
2/2 (short)	98
3/1	246
3/2	73
4/1 (with short)	483(In) 435(Out)
4/2 (short)	48
5/1	447
6/1	406
7/1	232
8/1	739

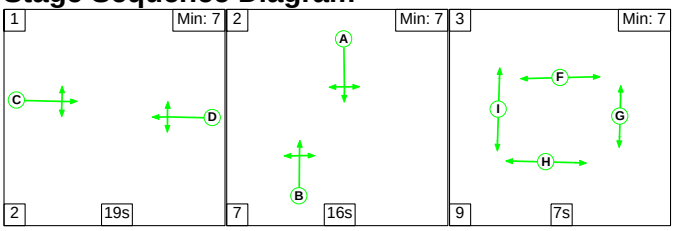
Full Input Data And Results

Lane Saturation Flows

Junction: Hunnyhill/Hunnycross Way/St James St/Vicarage Walk								
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 (Hunnyhill Entry)	2.65	0.00	Y	Arm 6 Left	16.80	35.5 %	1822	1822
				Arm 7 Ahead	Inf	64.5 %		
1/2 (Hunnyhill Entry)	2.65	0.00	N	Arm 8 Right	13.20	100.0 %	1814	1814
2/1 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 7 Left	9.20	7.6 %	1891	1891
				Arm 8 Ahead	Inf	92.4 %		
2/2 (Hunnycross Way Entry)	3.00	0.00	Y	Arm 5 Right	15.90	100.0 %	1750	1750
3/1 (St James St Entry)	2.70	0.00	Y	Arm 5 Ahead	Inf	66.7 %	1767	1767
				Arm 8 Left	7.50	33.3 %		
3/2 (St James St Entry)	2.70	0.00	Y	Arm 6 Right	11.50	100.0 %	1668	1668
4/1 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 5 Left	7.50	42.5 %	1793	1793
				Arm 6 Ahead	Inf	57.5 %		
4/2 (Vicarage Walk Entry)	3.30	0.00	Y	Arm 7 Right	9.90	100.0 %	1689	1689
5/1 (Hunnyhill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Hunnycross Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (St James St Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Vicarage Walk Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2017 - AM - Reassigment 50% North' (FG1: '2017 - AM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

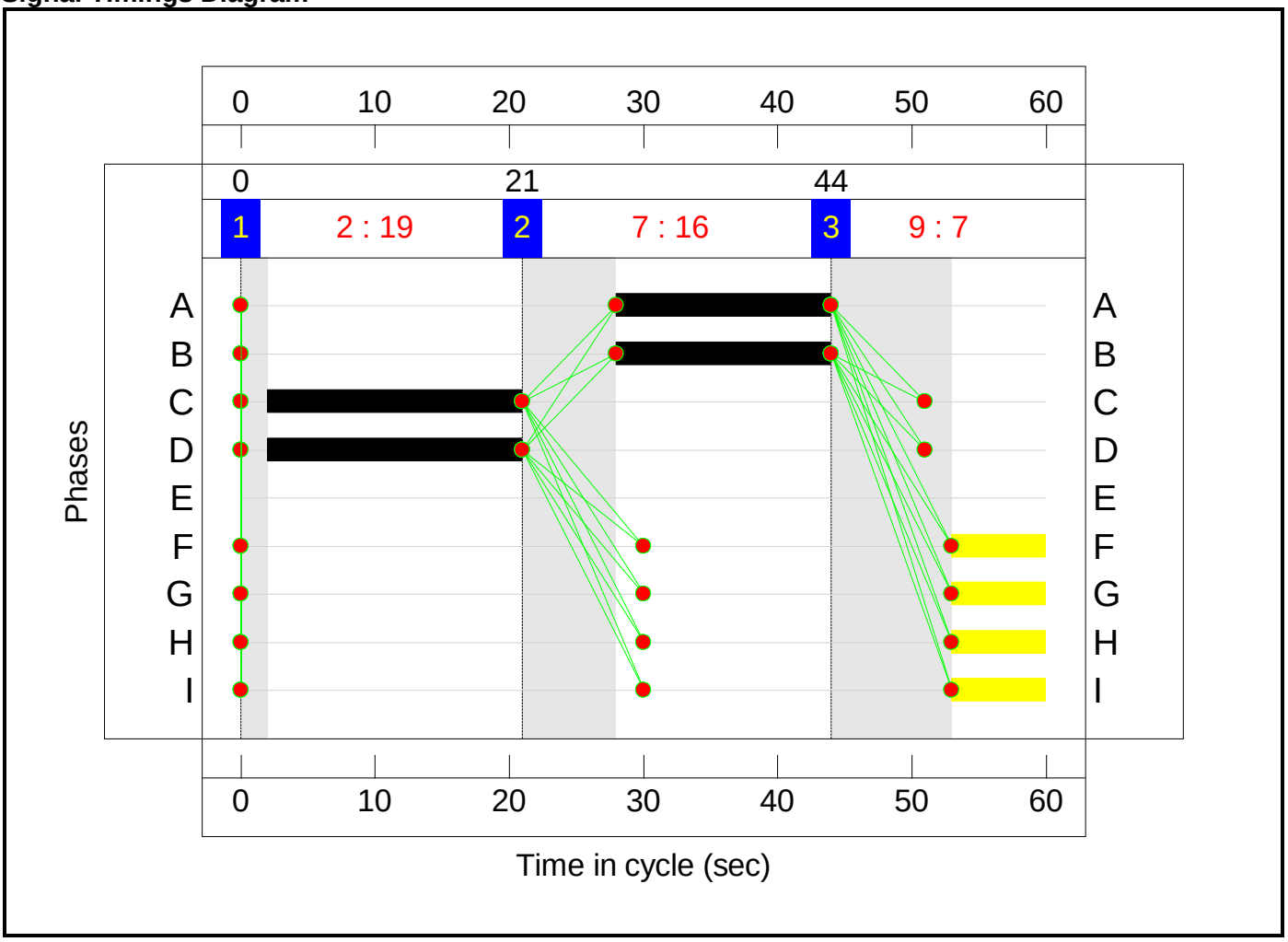


Stage Timings

Stage	1	2	3
Duration	19	16	7
Change Point	0	21	44

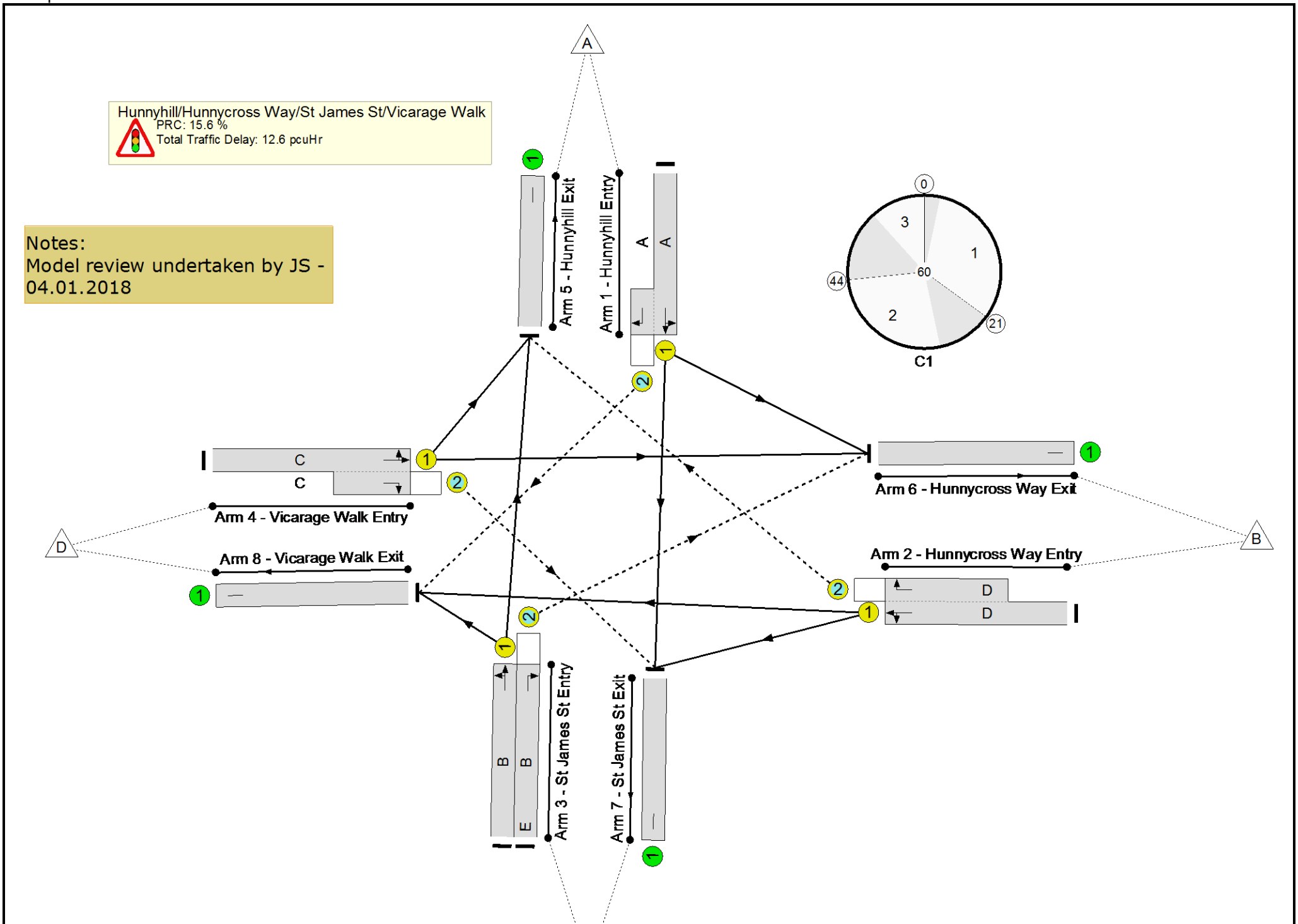
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 15.6 %
Total Traffic Delay: 12.6 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
21

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	16	-	390	1817:1814	642	60.7%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	19	-	322	1853:1750	665	48.4%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	16	-	148	1819	515	28.7%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	16	0	228	1668	293	77.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	19	-	475	1860:1689	632	75.2%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

Full Input Data And Results

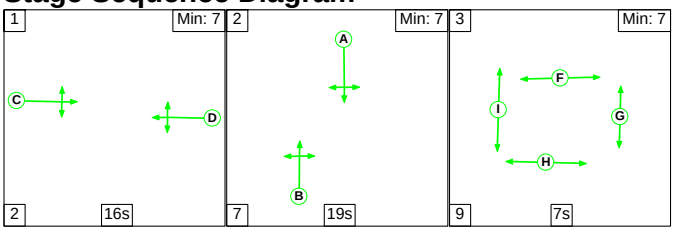
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**285**	**158**	**21**	**7.5**	**4.6**	**0.5**	**12.6**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**285**	**158**	**21**	**7.5**	**4.6**	**0.5**	**12.6**	**-**	**-**	**-**	**-**
1/1+1/2	390	390	0	158	5	1.9	0.8	0.0	2.7	24.6	3.2	0.8	4.0
2/1+2/2	322	322	37	0	0	1.4	0.5	0.1	2.0	22.0	3.7	0.5	4.2
3/1	148	148	-	-	-	0.7	0.2	-	0.9	21.7	1.9	0.2	2.1
3/2	228	228	213	0	15	1.3	1.7	0.3	3.3	51.4	3.5	1.7	5.2
4/1+4/2	475	475	35	0	0	2.3	1.5	0.1	3.8	29.0	6.6	1.5	8.1
5/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 12.61 Cycle Time (s): 60
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 12.61

Full Input Data And Results

Scenario 2: '2017 - PM - Reassigment 50% North' (FG2: '2017- PM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

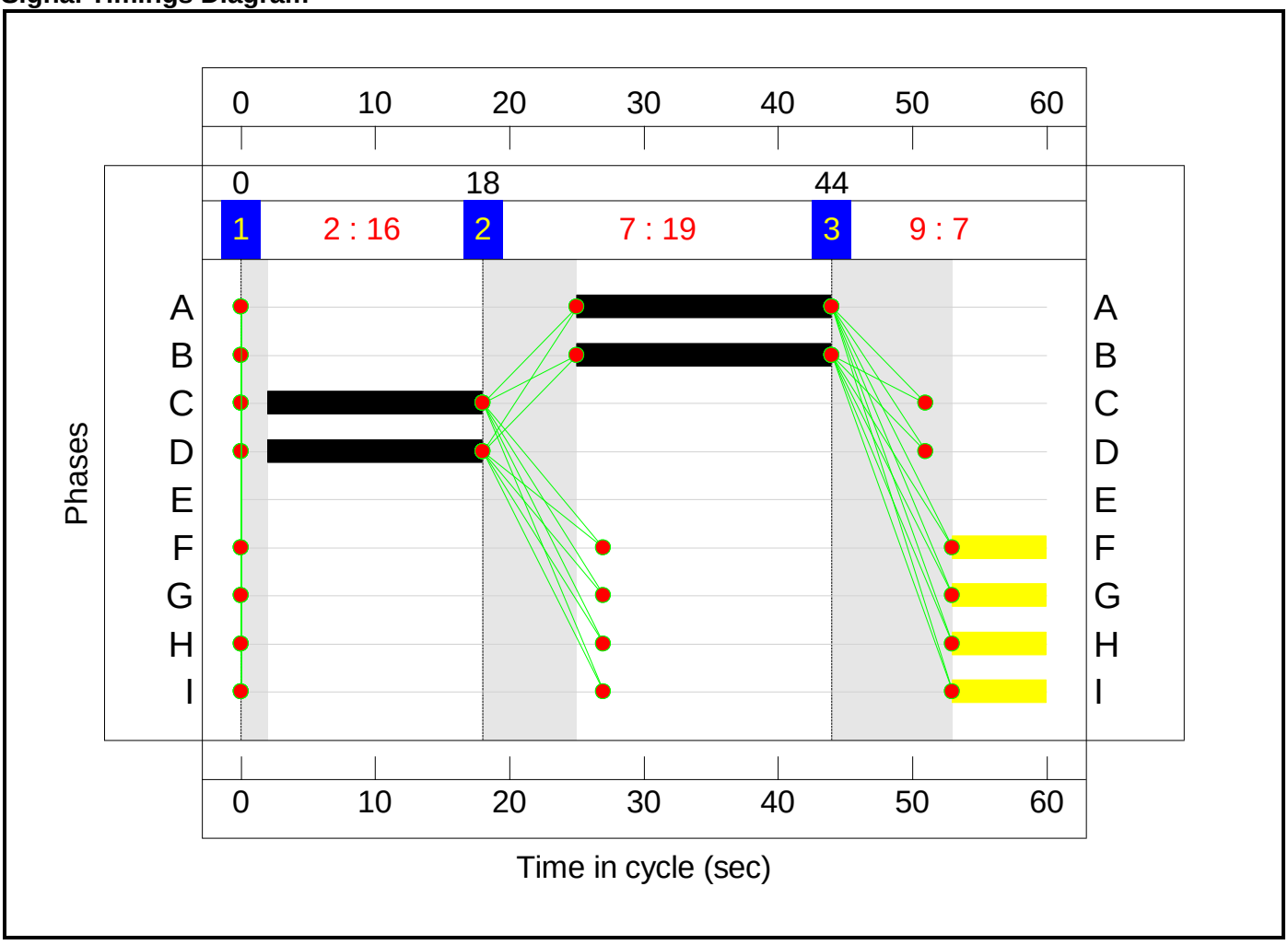
Stage Sequence Diagram



Stage Timings

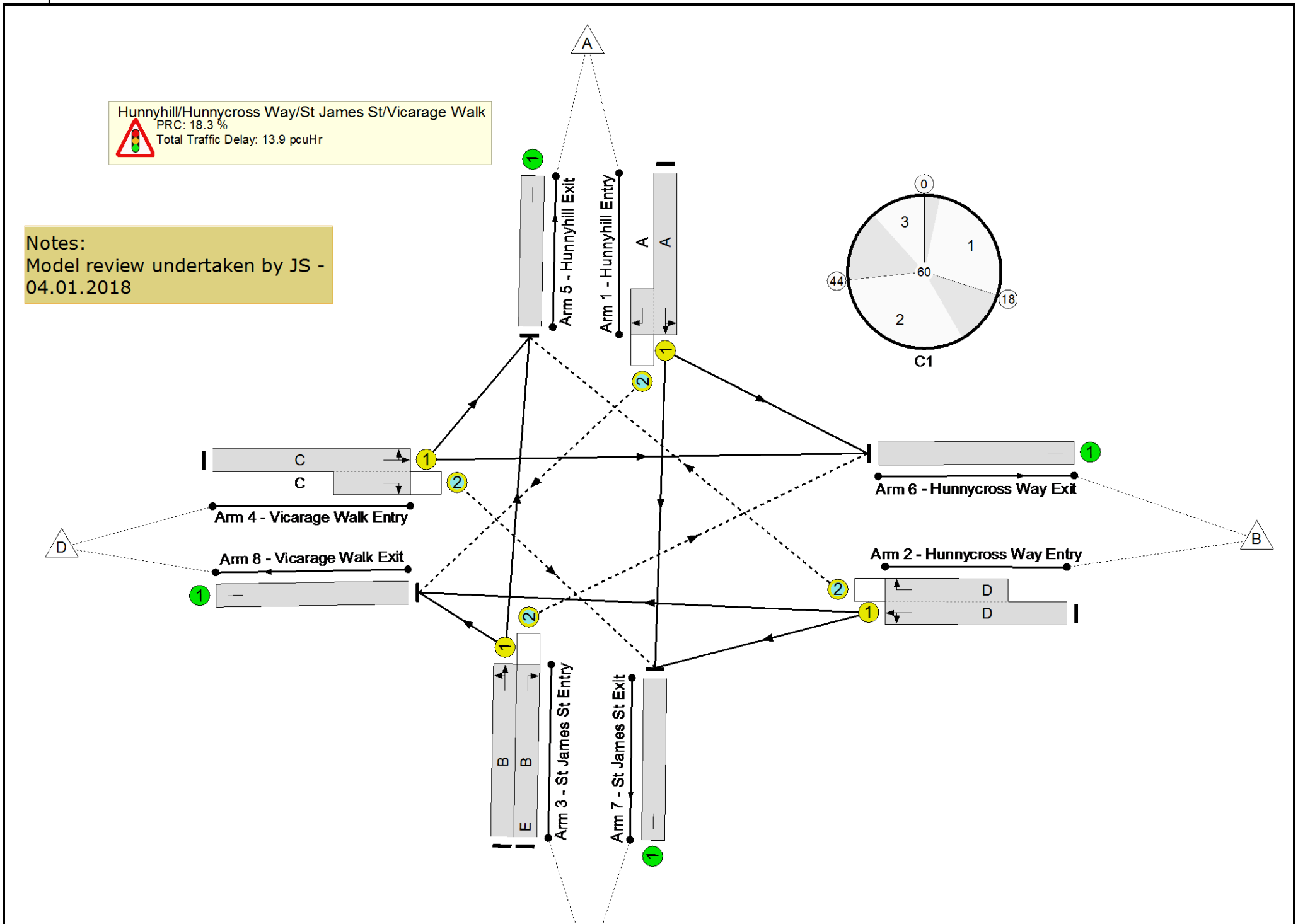
Stage	1	2	3
Duration	16	19	7
Change Point	0	18	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 18.3 %
Total Traffic Delay: 13.9 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
1
2
3
44
60
18

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	19	-	403	1822:1814	768	52.5%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	16	-	435	1892:1750	650	66.9%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	19	-	230	1780	593	38.8%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	19	0	294	1668	386	76.1%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	16	-	396	1792:1689	541	73.3%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**413**	**204**	**7**	**8.5**	**4.8**	**0.7**	**13.9**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**413**	**204**	**7**	**8.5**	**4.8**	**0.7**	**13.9**	**-**	**-**	**-**	**-**
1/1+1/2	403	403	0	204	7	1.7	0.6	0.0	2.3	20.2	2.6	0.6	3.2
2/1+2/2	435	435	80	0	0	2.2	1.0	0.2	3.5	28.6	5.1	1.0	6.1
3/1	230	230	-	-	-	1.0	0.3	-	1.3	20.3	2.9	0.3	3.2
3/2	294	294	294	0	0	1.5	1.5	0.3	3.4	41.0	4.4	1.5	5.9
4/1+4/2	396	396	39	0	0	2.1	1.3	0.1	3.5	32.0	5.3	1.3	6.7
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 18.3
PRC Over All Lanes (%): 18.3

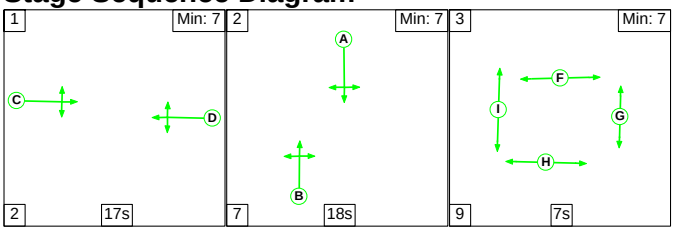
Total Delay for Signalled Lanes (pcuHr): 13.88
Total Delay Over All Lanes(pcuHr): 13.88

Cycle Time (s): 60

Full Input Data And Results

Scenario 3: '2034 - AM - Reassigment 50% North' (FG3: '2034 - AM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

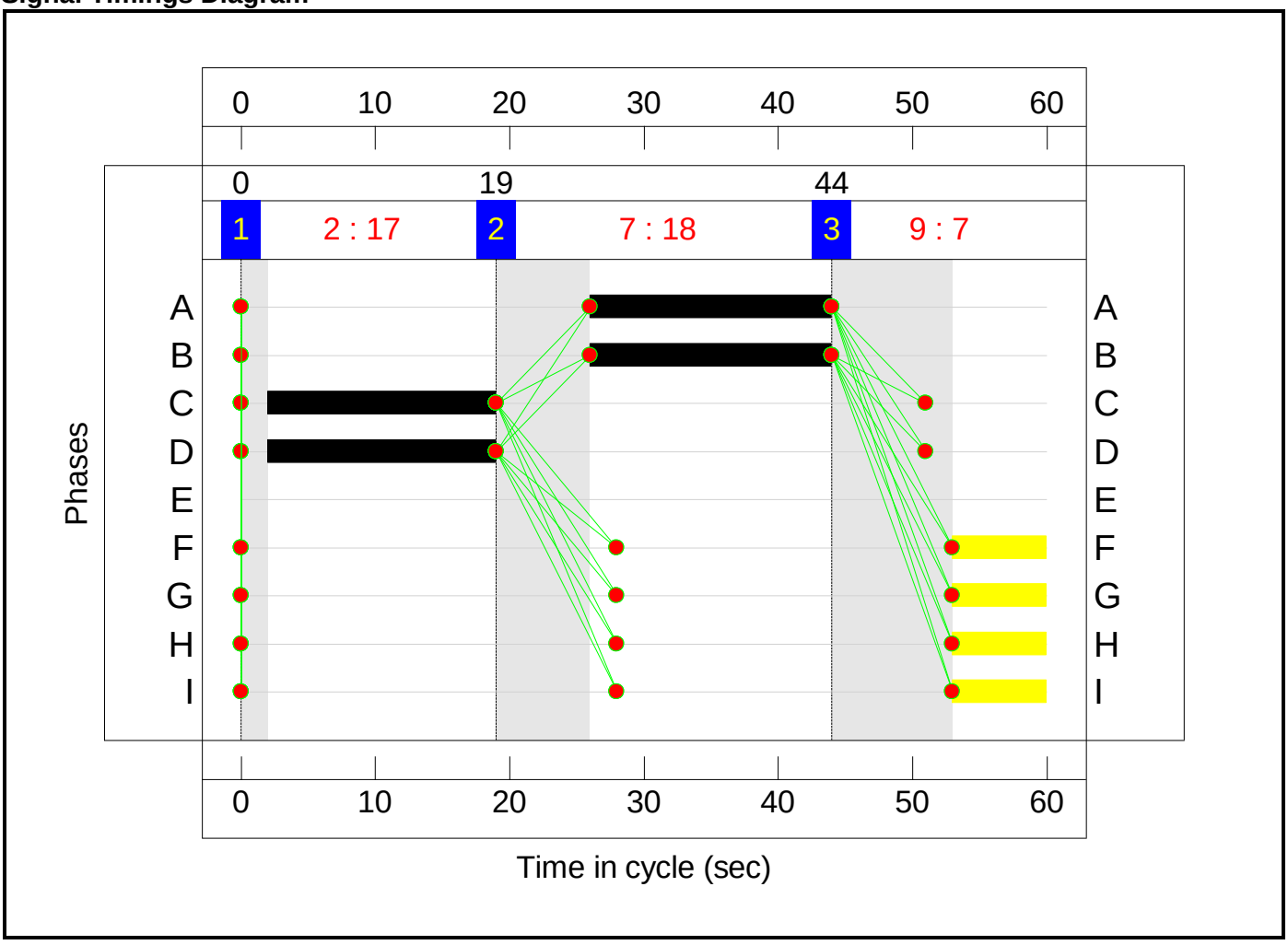
Stage Sequence Diagram



Stage Timings

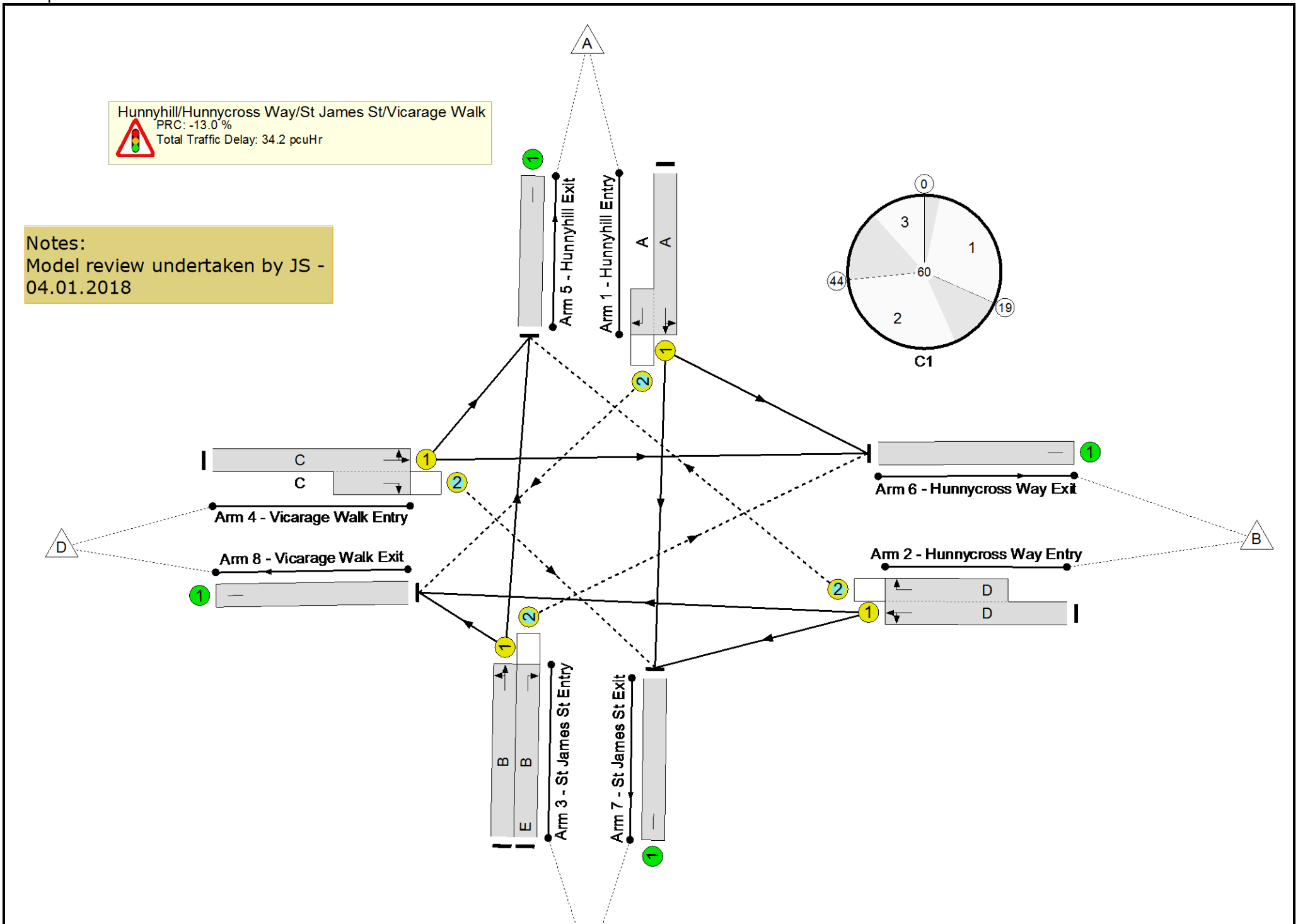
Stage	1	2	3
Duration	17	18	7
Change Point	0	19	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -13.0 %
Total Traffic Delay: 34.2 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
1
2
3
44
60
19

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	18	-	477	1817:1814	703	67.8%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	17	-	393	1853:1750	603	65.1%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	18	-	182	1819	576	31.6%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	18	0	279	1668	288	96.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	17	-	580	1860:1689	570	101.7%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**249**	**193**	**124**	**10.1**	**23.3**	**0.8**	**34.2**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**249**	**193**	**124**	**10.1**	**23.3**	**0.8**	**34.2**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.2	1.0	0.0	3.2	24.4	4.3	1.0	5.4
2/1+2/2	393	393	1	0	44	1.9	0.9	0.2	3.1	28.0	4.9	0.9	5.9
3/1	182	182	-	-	-	0.8	0.2	-	1.0	20.1	2.3	0.2	2.5
3/2	279	279	206	0	73	1.6	6.4	0.5	8.4	108.5	4.6	6.4	10.9
4/1+4/2	580	570	42	0	0	3.6	14.7	0.1	18.5	114.6	9.4	14.7	24.2
5/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -13.0
PRC Over All Lanes (%): -13.0

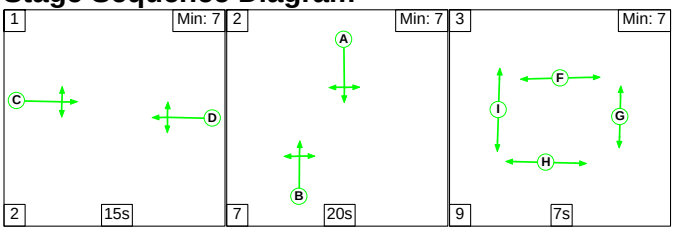
Total Delay for Signalled Lanes (pcuHr): 34.19
Total Delay Over All Lanes(pcuHr): 34.19

Cycle Time (s): 60

Full Input Data And Results

Scenario 4: '2034 - PM - Reassigment 50% North' (FG4: '2034 - PM - Reassignment - 50% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

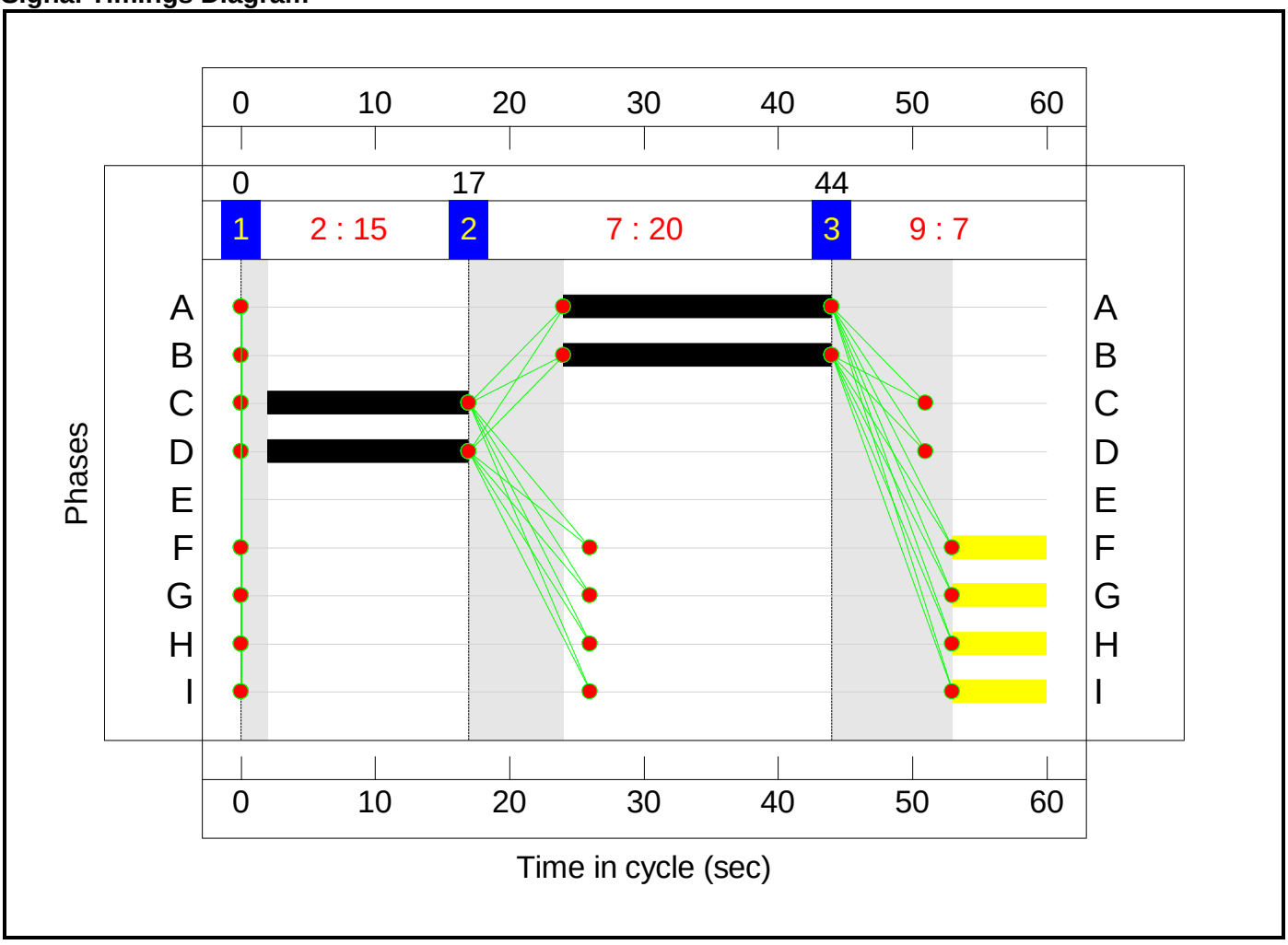
Stage Sequence Diagram



Stage Timings

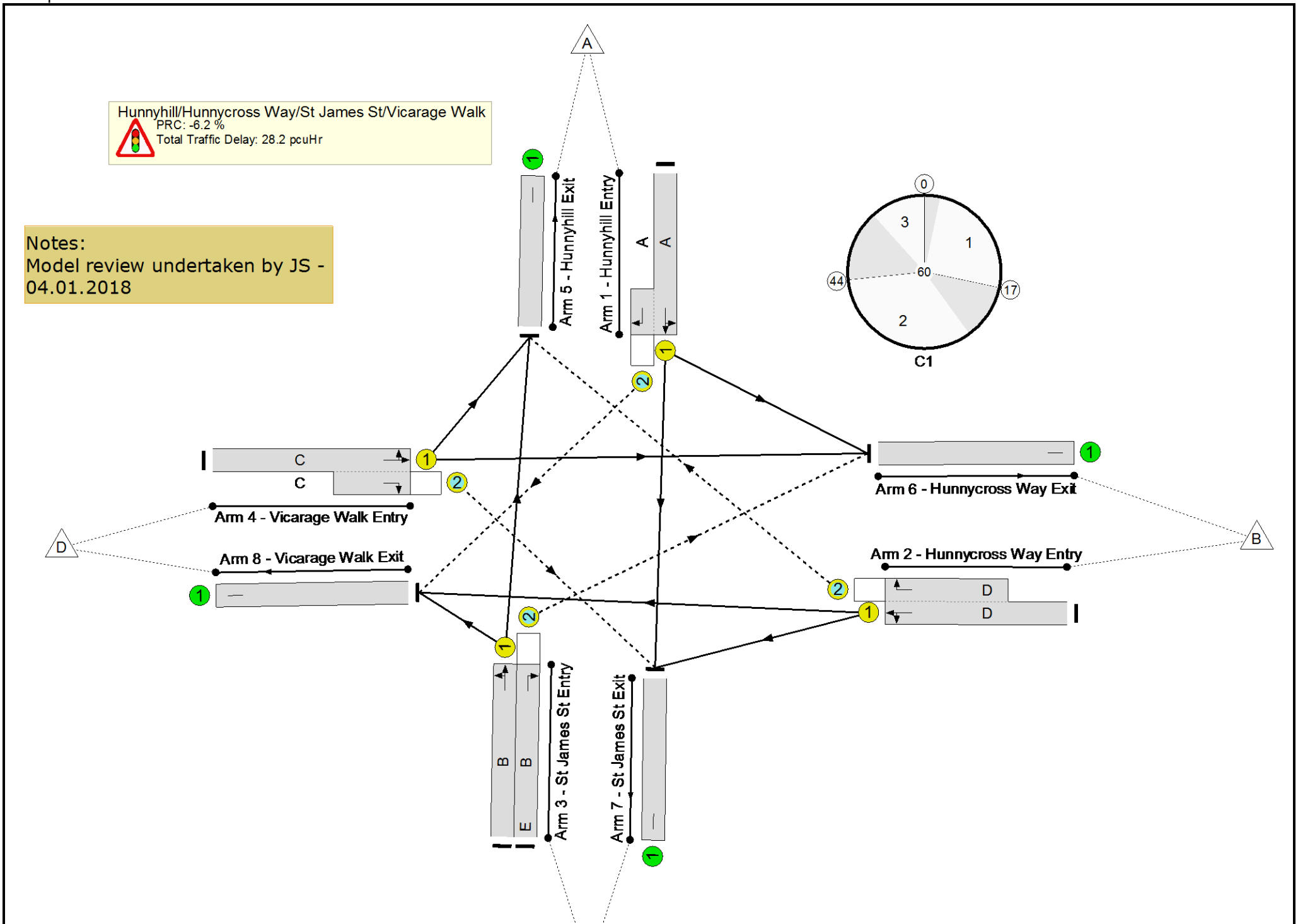
Stage	1	2	3
Duration	15	20	7
Change Point	0	17	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -6.2 %
Total Traffic Delay: 28.2 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
1
2
3
44
60
17

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.5%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.5%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	20	-	491	1822:1814	798	61.5%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	15	-	531	1891:1750	618	85.9%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	20	-	280	1781	623	44.9%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	20	0	358	1668	375	95.5%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	15	-	483	1793:1689	511	94.5%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%

Full Input Data And Results

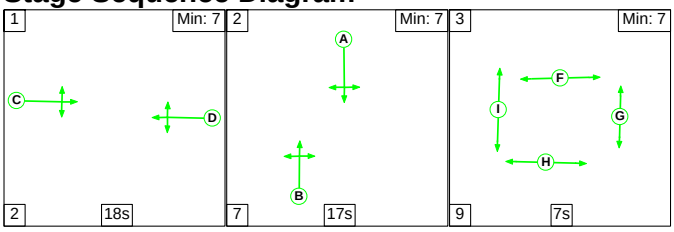
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**358**	**248**	**154**	**10.9**	**16.2**	**1.1**	**28.2**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**358**	**248**	**154**	**10.9**	**16.2**	**1.1**	**28.2**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	2.0	0.8	0.0	2.8	20.9	3.6	0.8	4.4
2/1+2/2	531	531	17	0	81	3.0	2.9	0.4	6.2	42.2	6.9	2.9	9.7
3/1	280	280	-	-	-	1.2	0.4	-	1.6	20.3	3.6	0.4	4.0
3/2	358	358	294	0	64	1.9	6.2	0.5	8.6	86.1	5.8	6.2	11.9
4/1+4/2	483	483	47	0	1	2.8	6.0	0.1	9.0	66.8	7.2	6.0	13.2
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.2 PRC Over All Lanes (%): -6.2 Total Delay for Signalled Lanes (pcuHr): 28.16 Total Delay Over All Lanes(pcuHr): 28.16 Cycle Time (s): 60

Full Input Data And Results

Scenario 5: '2017 - AM - Reassigment 100% North' (FG5: '2017 - AM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

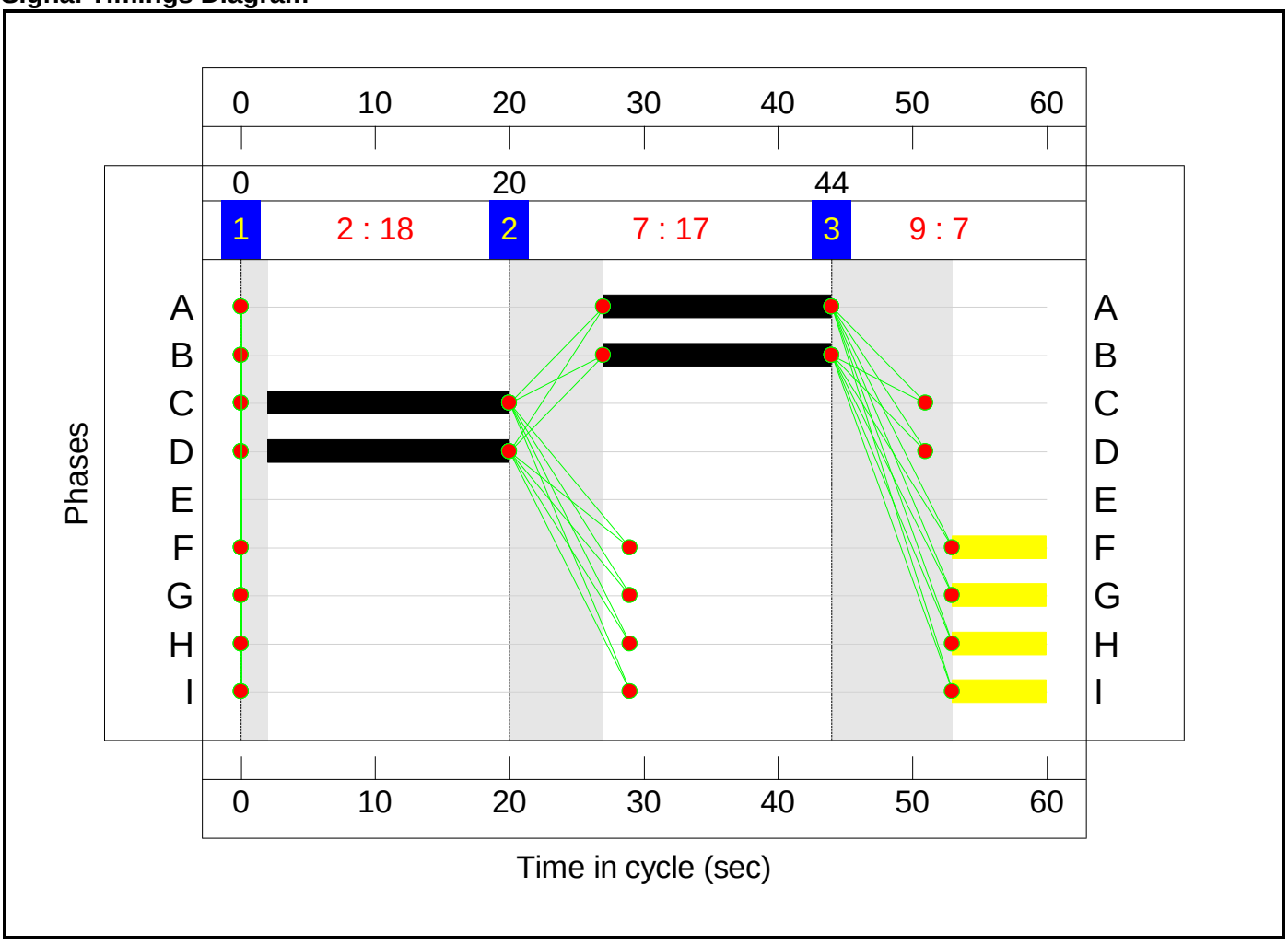
Stage Sequence Diagram



Stage Timings

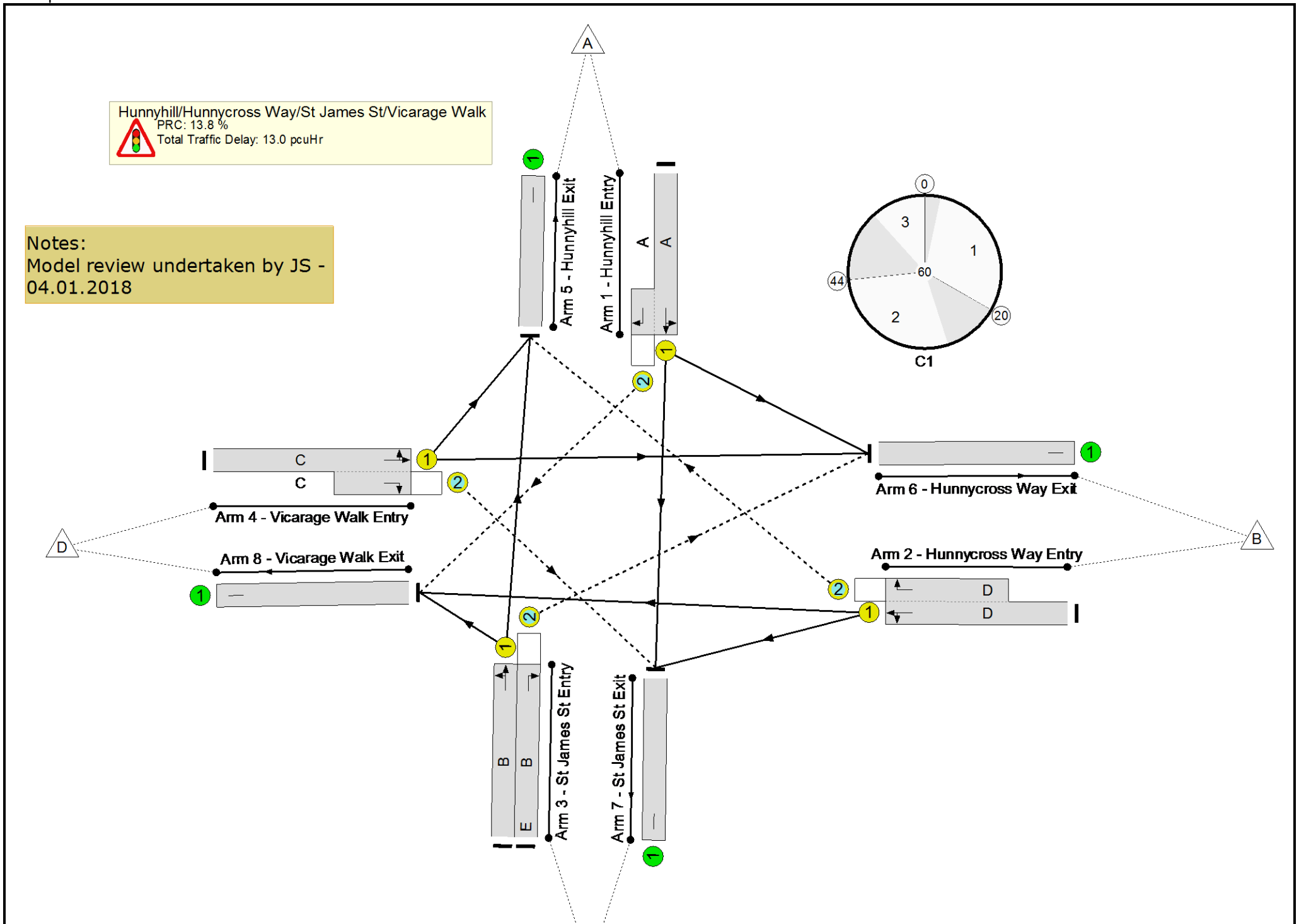
Stage	1	2	3
Duration	18	17	7
Change Point	0	20	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 13.8 %
Total Traffic Delay: 13.0 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
20

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	17	-	390	1817:1814	672	58.0%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	18	-	322	1853:1750	634	50.8%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	17	-	162	1824	547	29.6%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	17	0	242	1668	318	76.2%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	18	-	475	1860:1689	601	79.1%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

Full Input Data And Results

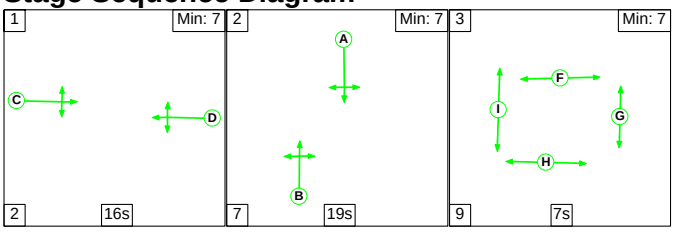
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**309**	**158**	**10**	**7.7**	**4.8**	**0.5**	**13.0**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**309**	**158**	**10**	**7.7**	**4.8**	**0.5**	**13.0**	**-**	**-**	**-**	**-**
1/1+1/2	390	390	0	158	5	1.8	0.7	0.0	2.5	23.1	3.1	0.7	3.8
2/1+2/2	322	322	37	0	0	1.5	0.5	0.1	2.1	23.4	3.8	0.5	4.3
3/1	162	162	-	-	-	0.7	0.2	-	0.9	20.8	2.1	0.2	2.3
3/2	242	242	237	0	5	1.3	1.5	0.3	3.2	47.0	3.7	1.5	5.2
4/1+4/2	475	475	35	0	0	2.4	1.8	0.1	4.3	32.5	6.7	1.8	8.6
5/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 12.98 Cycle Time (s): 60
PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 12.98

Full Input Data And Results

Scenario 6: '2017 - PM - Reassigment 100% North' (FG6: '2017 - PM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

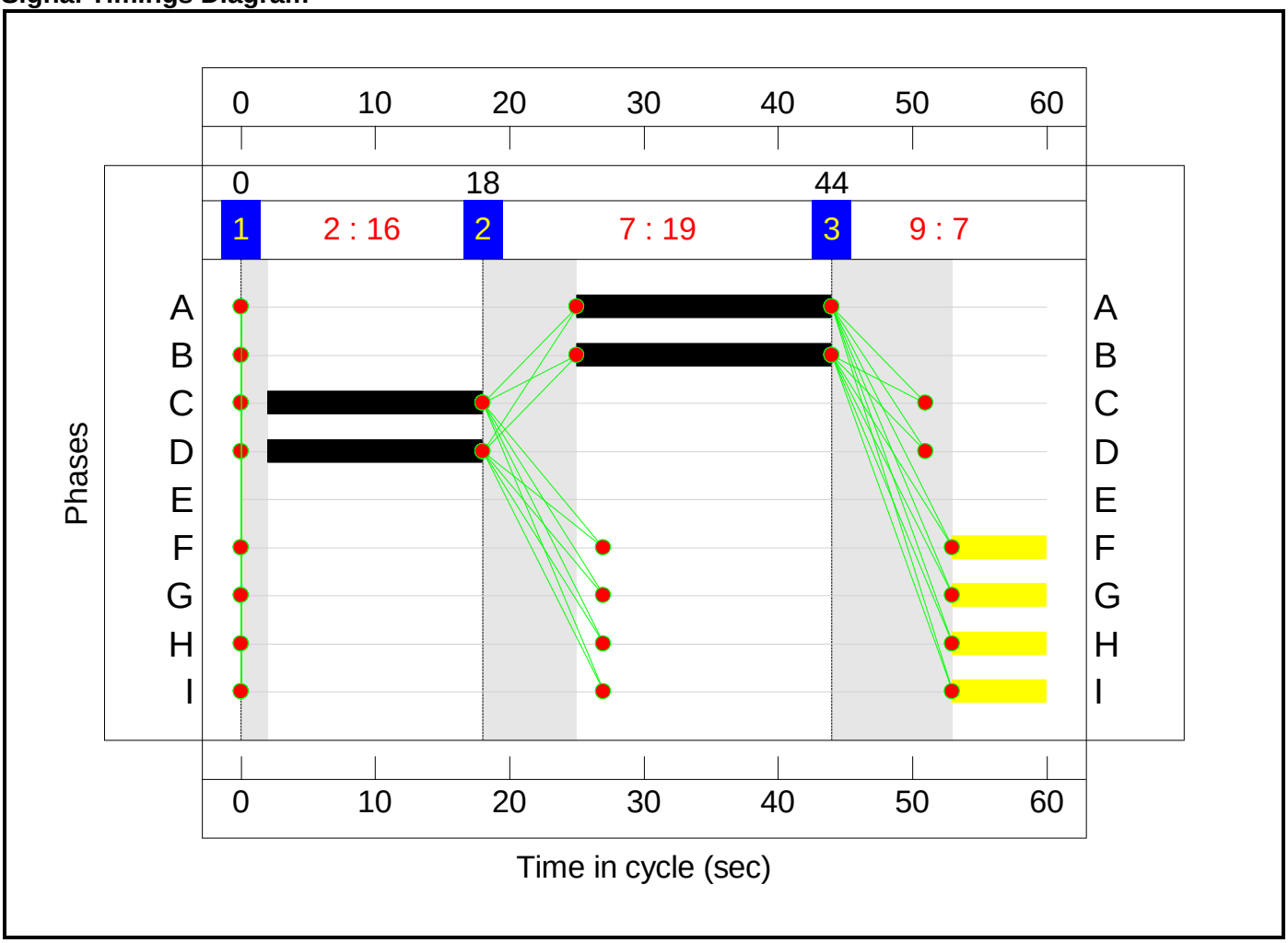
Stage Sequence Diagram



Stage Timings

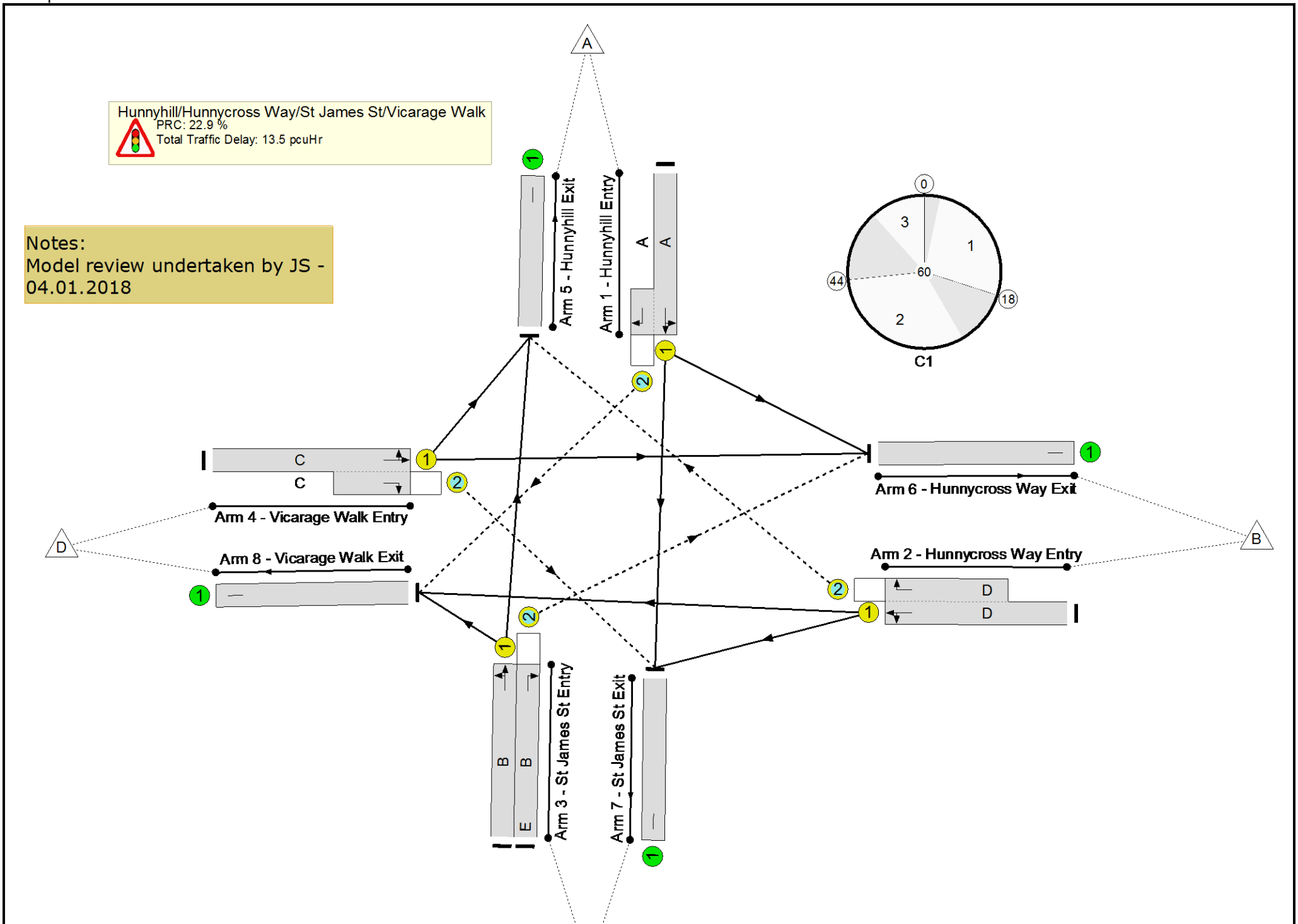
Stage	1	2	3
Duration	16	19	7
Change Point	0	18	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 22.9 %
Total Traffic Delay: 13.5 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
18
2

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	19	-	403	1822:1814	768	52.5%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	16	-	435	1892:1750	650	66.9%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	19	-	254	1789	596	42.6%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	19	0	270	1668	386	69.9%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	16	-	396	1792:1689	541	73.3%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**389**	**204**	**7**	**8.4**	**4.4**	**0.6**	**13.5**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**389**	**204**	**7**	**8.4**	**4.4**	**0.6**	**13.5**	**-**	**-**	**-**	**-**
1/1+1/2	403	403	0	204	7	1.7	0.6	0.0	2.3	20.2	2.6	0.6	3.2
2/1+2/2	435	435	80	0	0	2.2	1.0	0.2	3.5	28.6	5.1	1.0	6.1
3/1	254	254	-	-	-	1.1	0.4	-	1.5	20.8	3.2	0.4	3.6
3/2	270	270	270	0	0	1.3	1.1	0.3	2.8	36.8	4.0	1.1	5.1
4/1+4/2	396	396	39	0	0	2.1	1.3	0.1	3.5	32.0	5.3	1.3	6.7
5/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 22.9
PRC Over All Lanes (%): 22.9

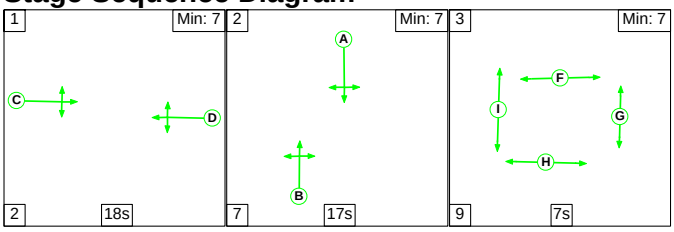
Total Delay for Signalled Lanes (pcuHr): 13.46
Total Delay Over All Lanes(pcuHr): 13.46

Cycle Time (s): 60

Full Input Data And Results

Scenario 7: '2034 - AM - Reassigment 100% North' (FG7: '2034 - AM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

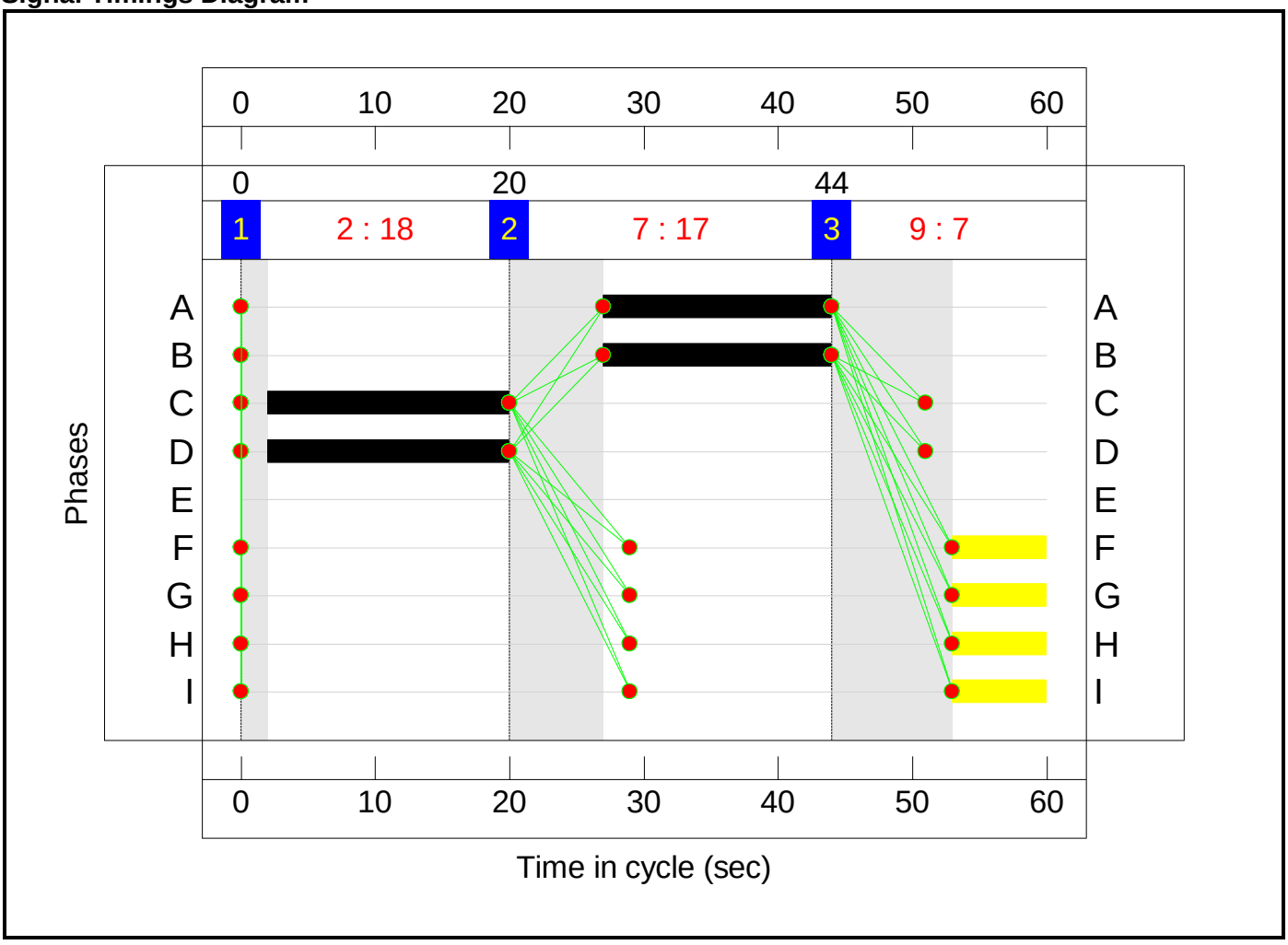
Stage Sequence Diagram



Stage Timings

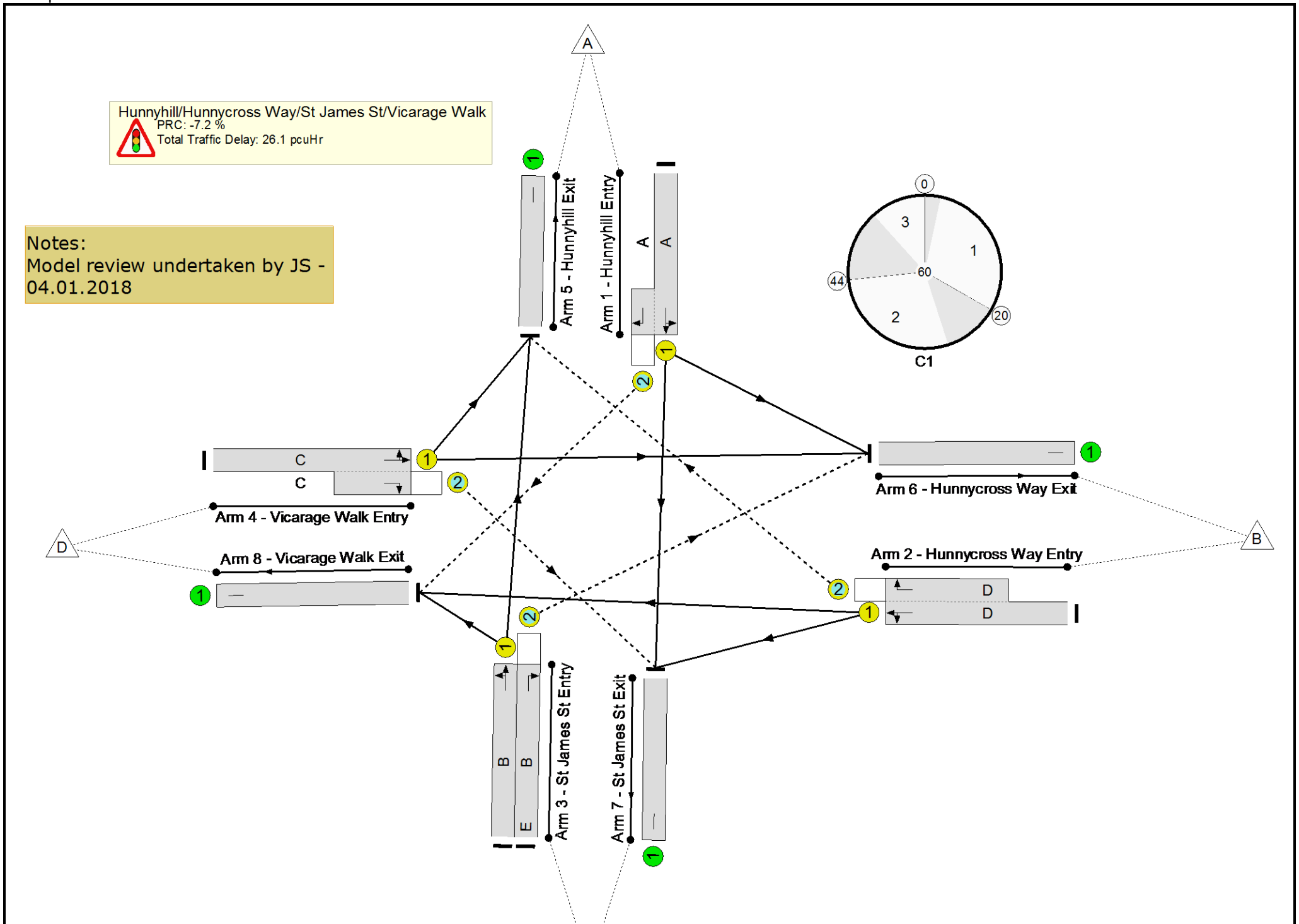
Stage	1	2	3
Duration	18	17	7
Change Point	0	20	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -7.2 %
Total Traffic Delay: 26.1 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
20

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.5%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.5%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	17	-	477	1817:1814	673	70.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	18	-	393	1853:1750	634	62.0%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	17	-	209	1827	548	38.1%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	17	0	252	1668	264	95.4%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	18	-	580	1860:1689	601	96.5%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**240**	**193**	**106**	**9.7**	**15.7**	**0.7**	**26.1**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**240**	**193**	**106**	**9.7**	**15.7**	**0.7**	**26.1**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.3	1.2	0.0	3.5	26.5	4.6	1.2	5.8
2/1+2/2	393	393	15	0	30	1.8	0.8	0.2	2.9	26.1	4.8	0.8	5.6
3/1	209	209	-	-	-	1.0	0.3	-	1.3	21.9	2.7	0.3	3.0
3/2	252	252	182	0	70	1.4	5.5	0.5	7.3	104.8	4.1	5.5	9.6
4/1+4/2	580	580	43	0	0	3.2	7.9	0.1	11.2	69.2	9.1	7.9	17.0
5/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

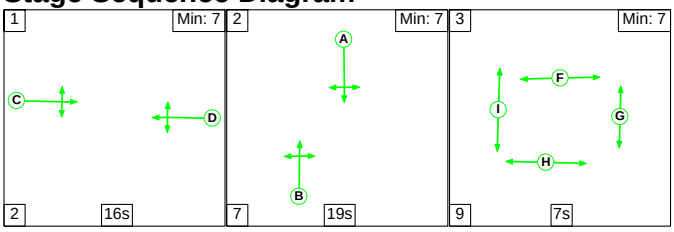
C1 PRC for Signalled Lanes (%): -7.2 Total Delay for Signalled Lanes (pcuHr): 26.12 Cycle Time (s): 60

PRC Over All Lanes (%): -7.2 Total Delay Over All Lanes(pcuHr): 26.12

Full Input Data And Results

Scenario 8: '2034 - PM - Reassigment 100% North' (FG8: '2034 - PM - Reassignment - 100% Traffic Hunnyhill', Plan 1: 'Network Control Plan 1')

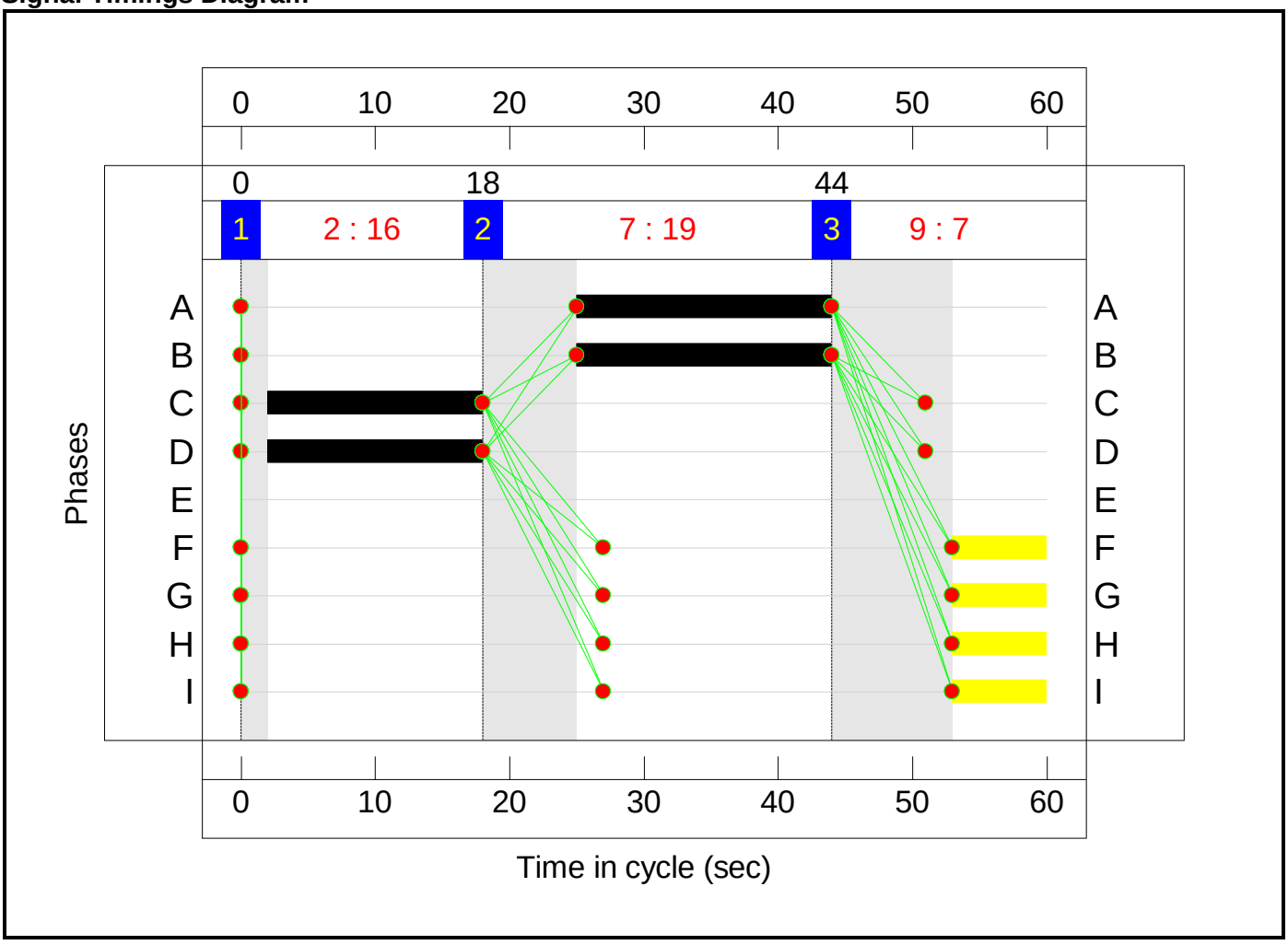
Stage Sequence Diagram



Stage Timings

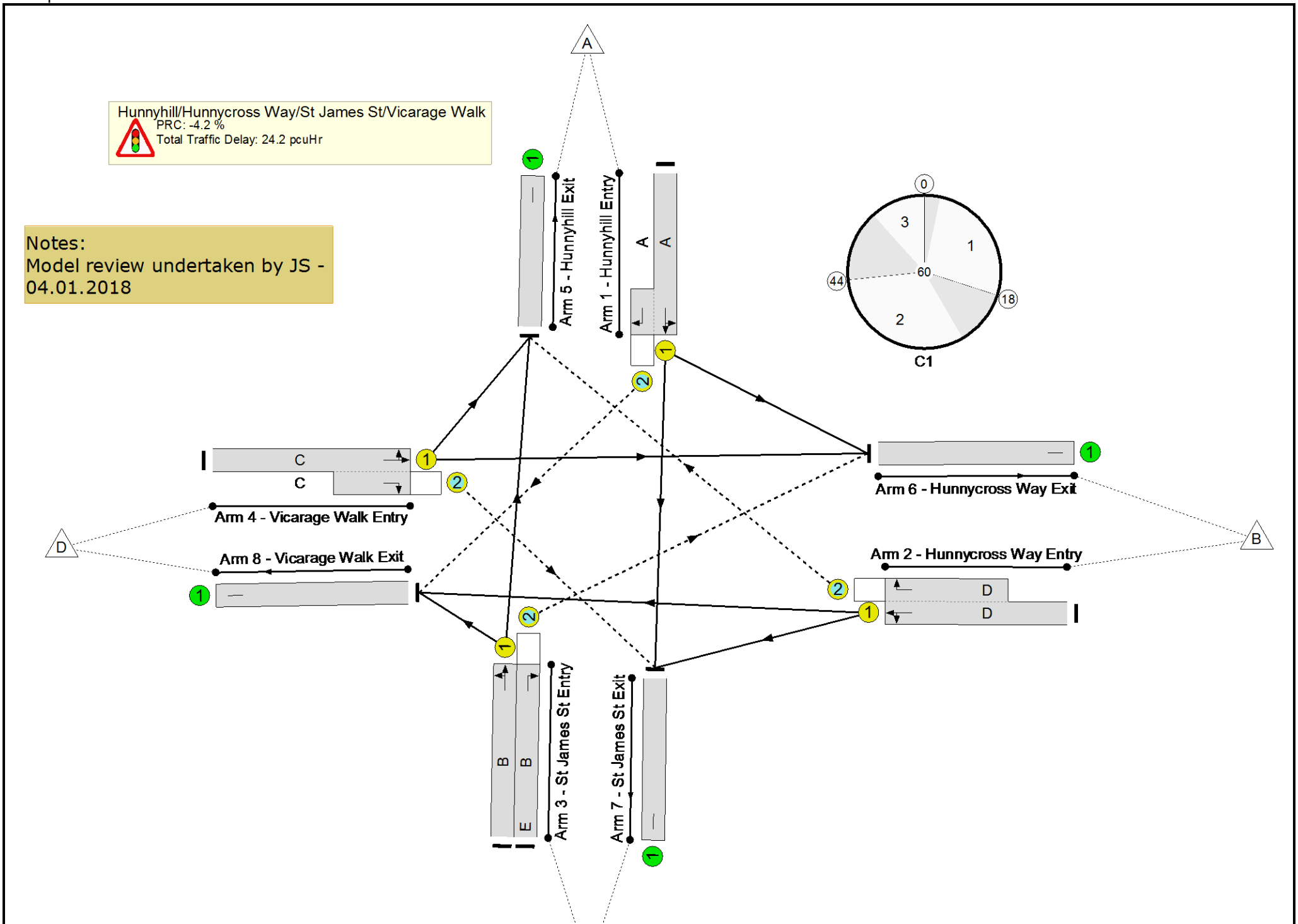
Stage	1	2	3
Duration	16	19	7
Change Point	0	18	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -4.2 %
Total Traffic Delay: 24.2 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
1
2
3
44
60
18

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	19	-	491	1822:1814	768	63.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	16	-	531	1891:1750	651	81.6%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	19	-	309	1790	597	51.8%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	19	0	329	1668	351	93.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	16	-	483	1793:1689	541	89.3%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**360**	**248**	**124**	**10.8**	**12.4**	**1.0**	**24.2**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**360**	**248**	**124**	**10.8**	**12.4**	**1.0**	**24.2**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	2.1	0.9	0.0	3.0	22.3	3.7	0.9	4.6
2/1+2/2	531	531	41	0	57	2.8	2.1	0.4	5.4	36.4	6.6	2.1	8.8
3/1	309	309	-	-	-	1.4	0.5	-	1.9	22.4	4.1	0.5	4.7
3/2	329	329	270	0	59	1.8	5.1	0.5	7.4	80.8	5.3	5.1	10.4
4/1+4/2	483	483	48	0	0	2.7	3.7	0.1	6.5	48.6	7.1	3.7	10.8
5/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -4.2
PRC Over All Lanes (%): -4.2

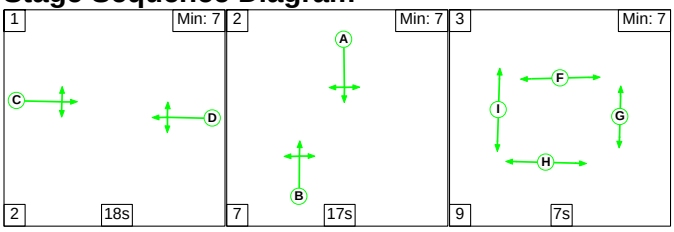
Total Delay for Signalled Lanes (pcuHr): 24.23
Total Delay Over All Lanes(pcuHr): 24.23

Cycle Time (s): 60

Full Input Data And Results

Scenario 9: '2017 - AM - Reassigment 100% East' (FG9: '2017 - AM - Reassignment - 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

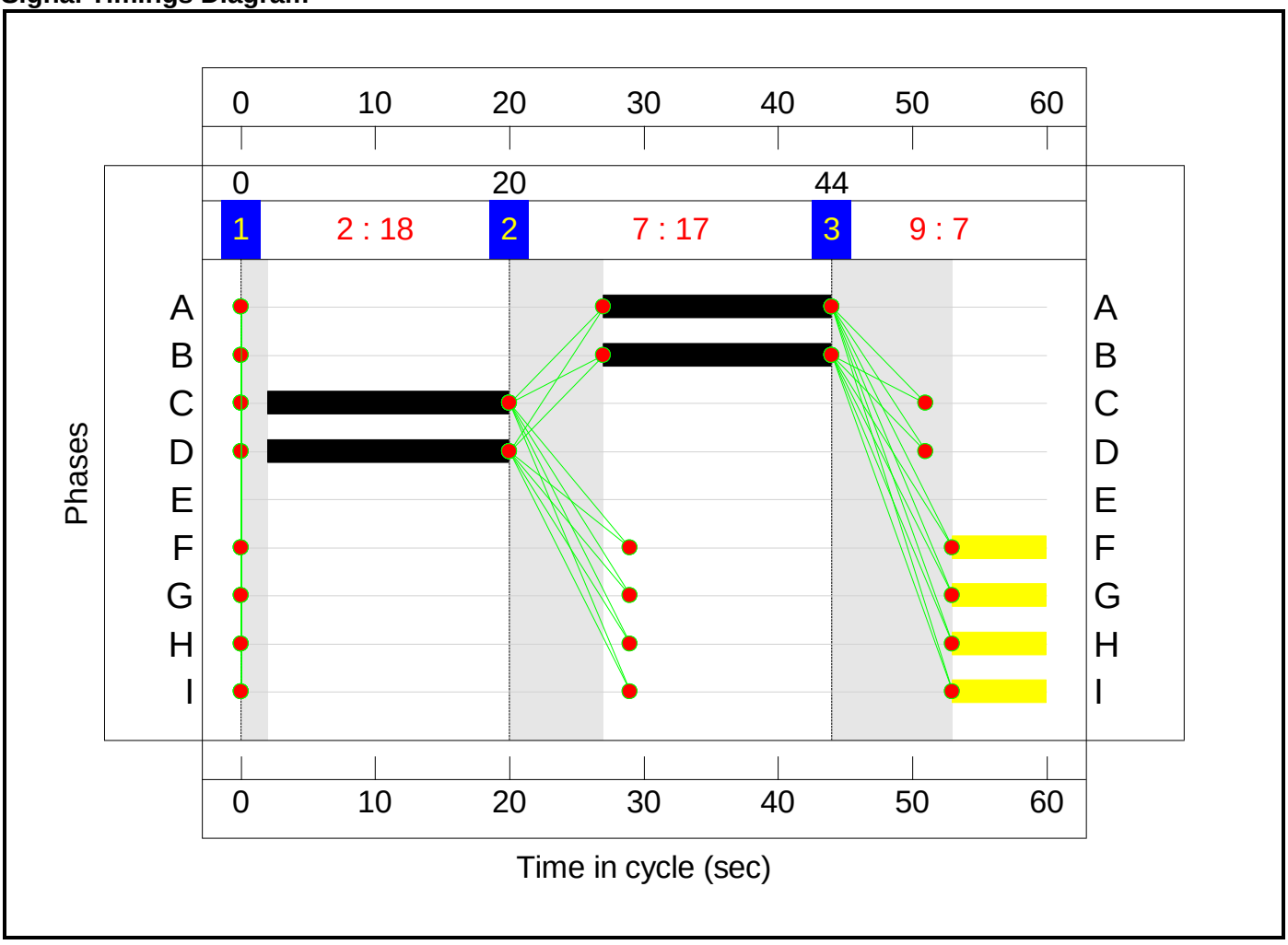
Stage Sequence Diagram



Stage Timings

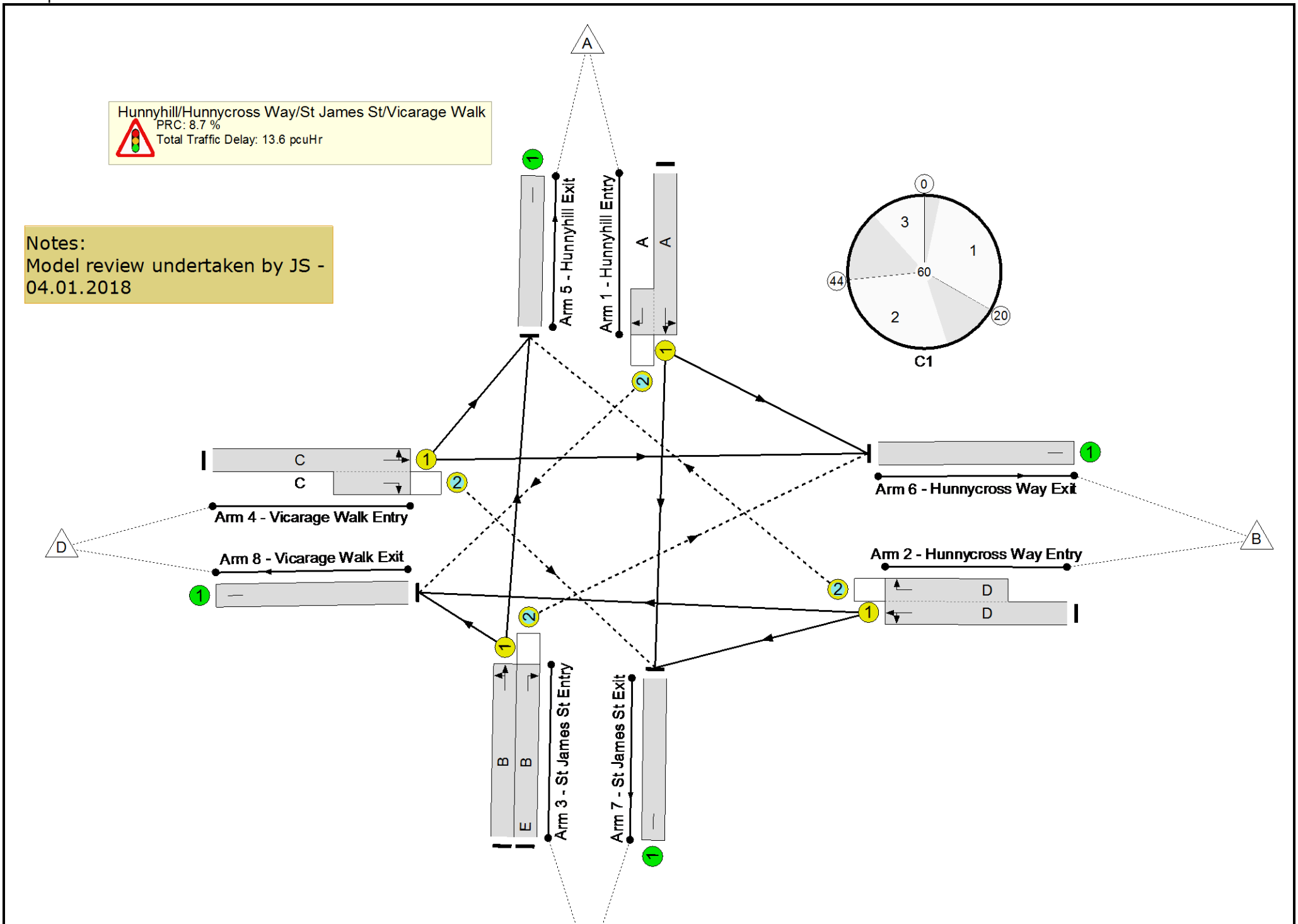
Stage	1	2	3
Duration	18	17	7
Change Point	0	20	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 8.7 %
Total Traffic Delay: 13.6 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
2
20

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	17	-	390	1817:1814	672	58.0%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	18	-	322	1853:1750	634	50.8%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	17	-	126	1808	542	23.2%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	17	0	263	1668	318	82.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	18	-	475	1860:1689	601	79.1%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%

Full Input Data And Results

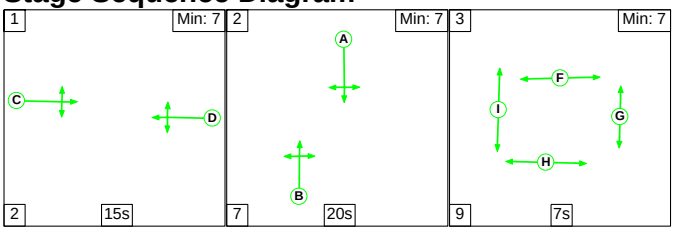
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: HCA Tender IoW	**-**	**-**	**309**	**158**	**31**	**7.7**	**5.4**	**0.5**	**13.6**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**309**	**158**	**31**	**7.7**	**5.4**	**0.5**	**13.6**	**-**	**-**	**-**	**-**
1/1+1/2	390	390	0	158	5	1.8	0.7	0.0	2.5	23.1	3.1	0.7	3.8
2/1+2/2	322	322	37	0	0	1.5	0.5	0.1	2.1	23.4	3.8	0.5	4.3
3/1	126	126	-	-	-	0.6	0.2	-	0.7	20.1	1.6	0.2	1.7
3/2	263	263	237	0	26	1.5	2.2	0.3	4.0	55.0	4.1	2.2	6.3
4/1+4/2	475	475	35	0	0	2.4	1.8	0.1	4.3	32.5	6.7	1.8	8.6
5/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 13.61 Cycle Time (s): 60
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 13.61

Full Input Data And Results

Scenario 10: '2017 - PM - Reassigment 100% East' (FG10: '2017 - PM - Reassignment - 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

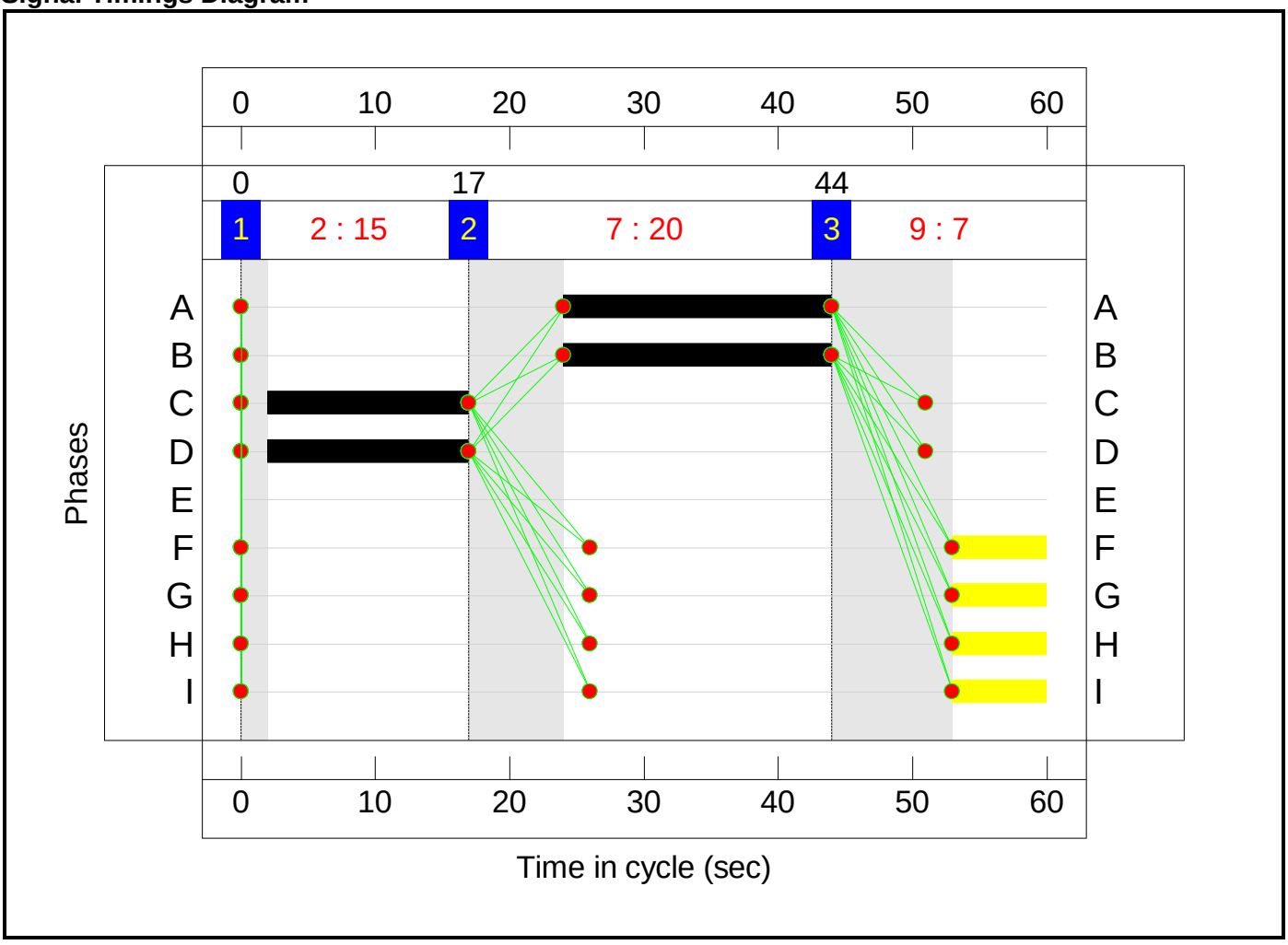
Stage Sequence Diagram



Stage Timings

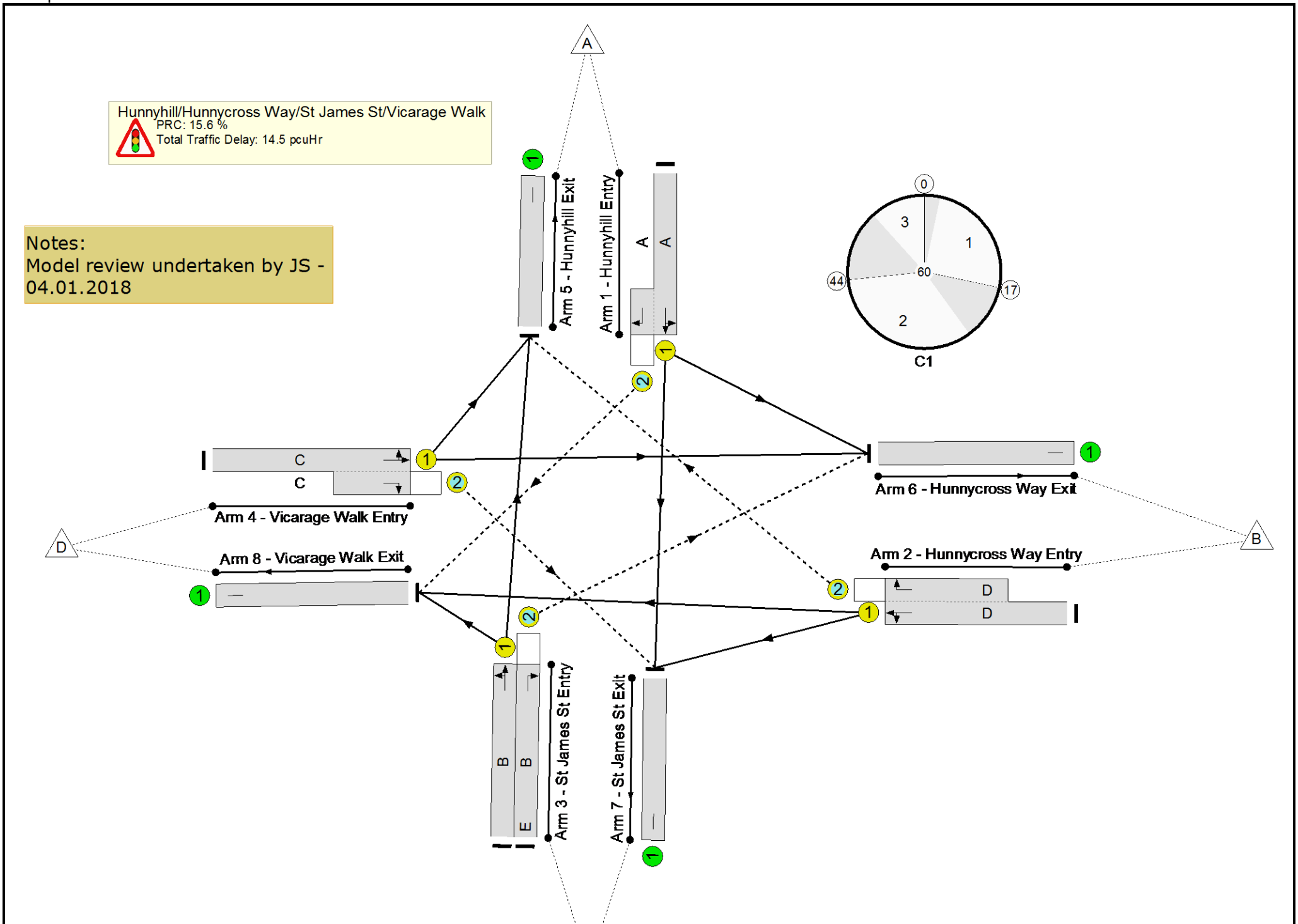
Stage	1	2	3
Duration	15	20	7
Change Point	0	17	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 15.6 %
Total Traffic Delay: 14.5 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
17
2

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	20	-	403	1822:1814	798	50.5%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	15	-	435	1892:1750	618	70.4%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	20	-	203	1767	618	32.8%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	20	0	319	1668	410	77.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	15	-	396	1792:1689	511	77.5%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**438**	**204**	**7**	**8.5**	**5.3**	**0.7**	**14.5**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**438**	**204**	**7**	**8.5**	**5.3**	**0.7**	**14.5**	**-**	**-**	**-**	**-**
1/1+1/2	403	403	0	204	7	1.6	0.5	0.0	2.1	19.1	2.6	0.5	3.1
2/1+2/2	435	435	80	0	0	2.3	1.2	0.2	3.7	30.9	5.3	1.2	6.5
3/1	203	203	-	-	-	0.8	0.2	-	1.1	18.7	2.5	0.2	2.7
3/2	319	319	319	0	0	1.6	1.7	0.4	3.6	40.8	4.8	1.7	6.5
4/1+4/2	396	396	39	0	0	2.2	1.7	0.1	3.9	35.9	5.5	1.7	7.2
5/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 15.6
PRC Over All Lanes (%): 15.6

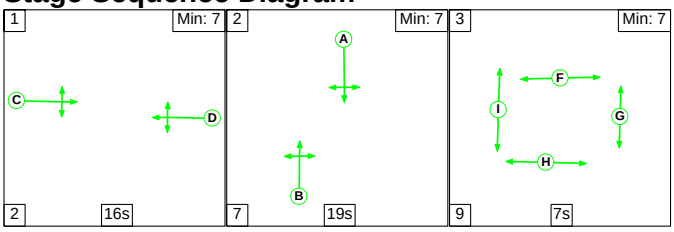
Total Delay for Signalled Lanes (pcuHr): 14.49
Total Delay Over All Lanes(pcuHr): 14.49

Cycle Time (s): 60

Full Input Data And Results

Scenario 11: '2034 - AM - Reassigment 100% East' (FG11: '2034 - AM - Reassignment - Scenario C 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

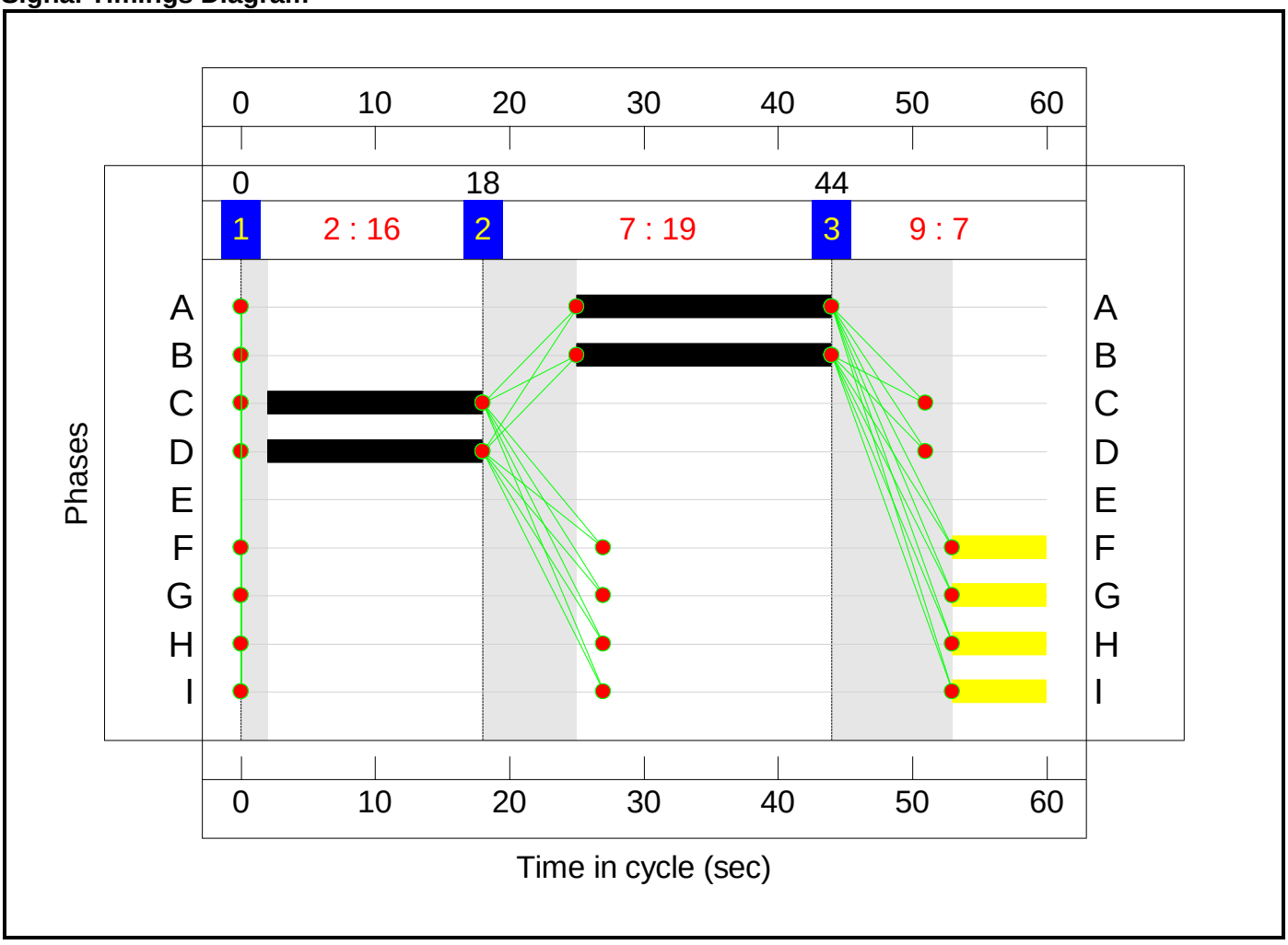
Stage Sequence Diagram



Stage Timings

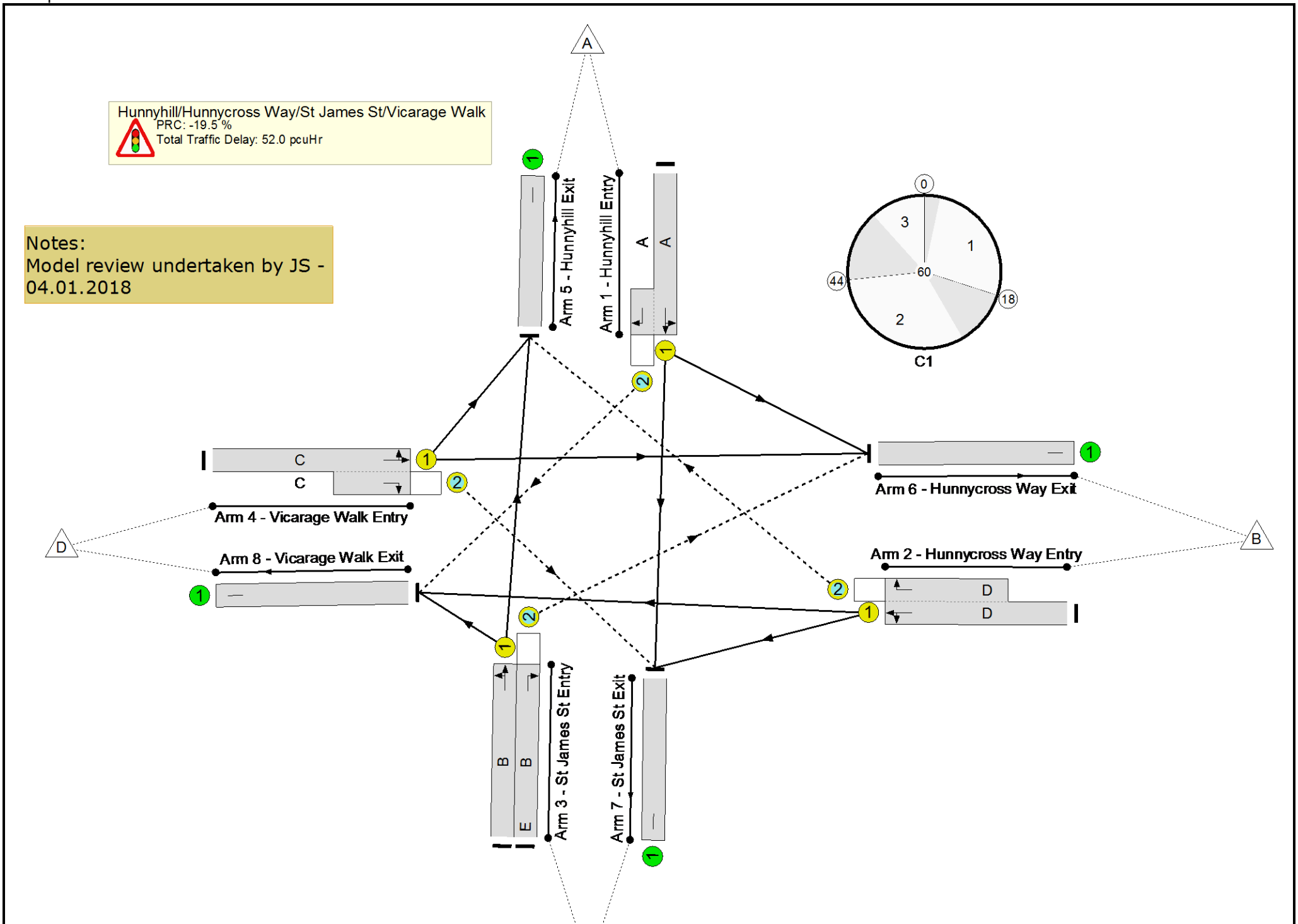
Stage	1	2	3
Duration	16	19	7
Change Point	0	18	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -19.5 %
Total Traffic Delay: 52.0 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
18
2

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.5%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.5%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	19	-	477	1817:1814	734	65.0%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	16	-	393	1853:1750	573	68.6%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	19	-	154	1808	603	25.6%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	19	0	322	1668	312	103.2%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	16	-	580	1860:1689	539	107.5%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**271**	**193**	**133**	**11.4**	**39.8**	**0.8**	**52.0**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**271**	**193**	**133**	**11.4**	**39.8**	**0.8**	**52.0**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.1	0.9	0.0	3.0	22.7	4.2	0.9	5.1
2/1+2/2	393	393	1	0	44	2.0	1.1	0.2	3.3	30.2	5.0	1.1	6.1
3/1	154	154	-	-	-	0.6	0.2	-	0.8	18.6	1.8	0.2	2.0
3/2	322	312	230	0	82	2.0	11.8	0.5	14.3	159.9	5.5	11.8	17.3
4/1+4/2	580	539	40	0	0	4.6	25.9	0.1	30.6	190.0	10.4	25.9	36.3
5/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -19.5
PRC Over All Lanes (%): -19.5

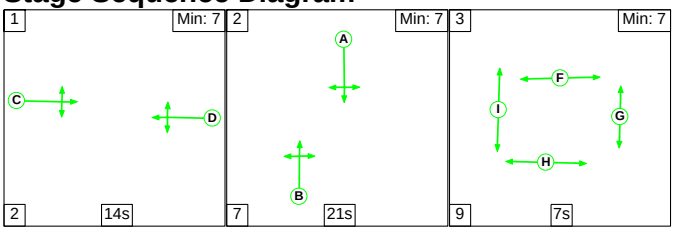
Total Delay for Signalled Lanes (pcuHr): 52.02
Total Delay Over All Lanes(pcuHr): 52.02

Cycle Time (s): 60

Full Input Data And Results

Scenario 12: '2034 - PM - Reassigment 100% East' (FG12: '2034 - PM - Reassignment - Scenario C 100% Traffic Hunnycross', Plan 1: 'Network Control Plan 1')

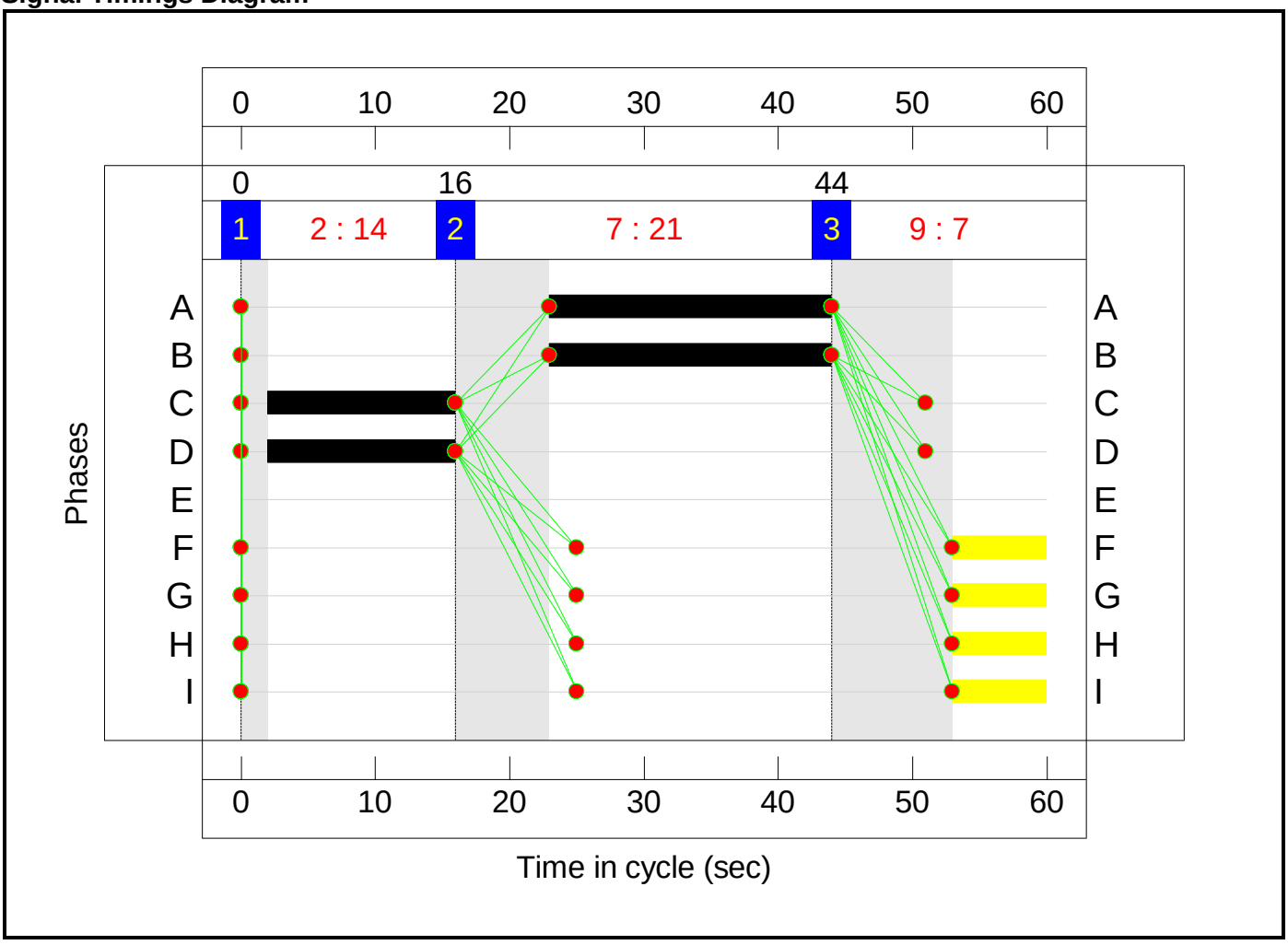
Stage Sequence Diagram



Stage Timings

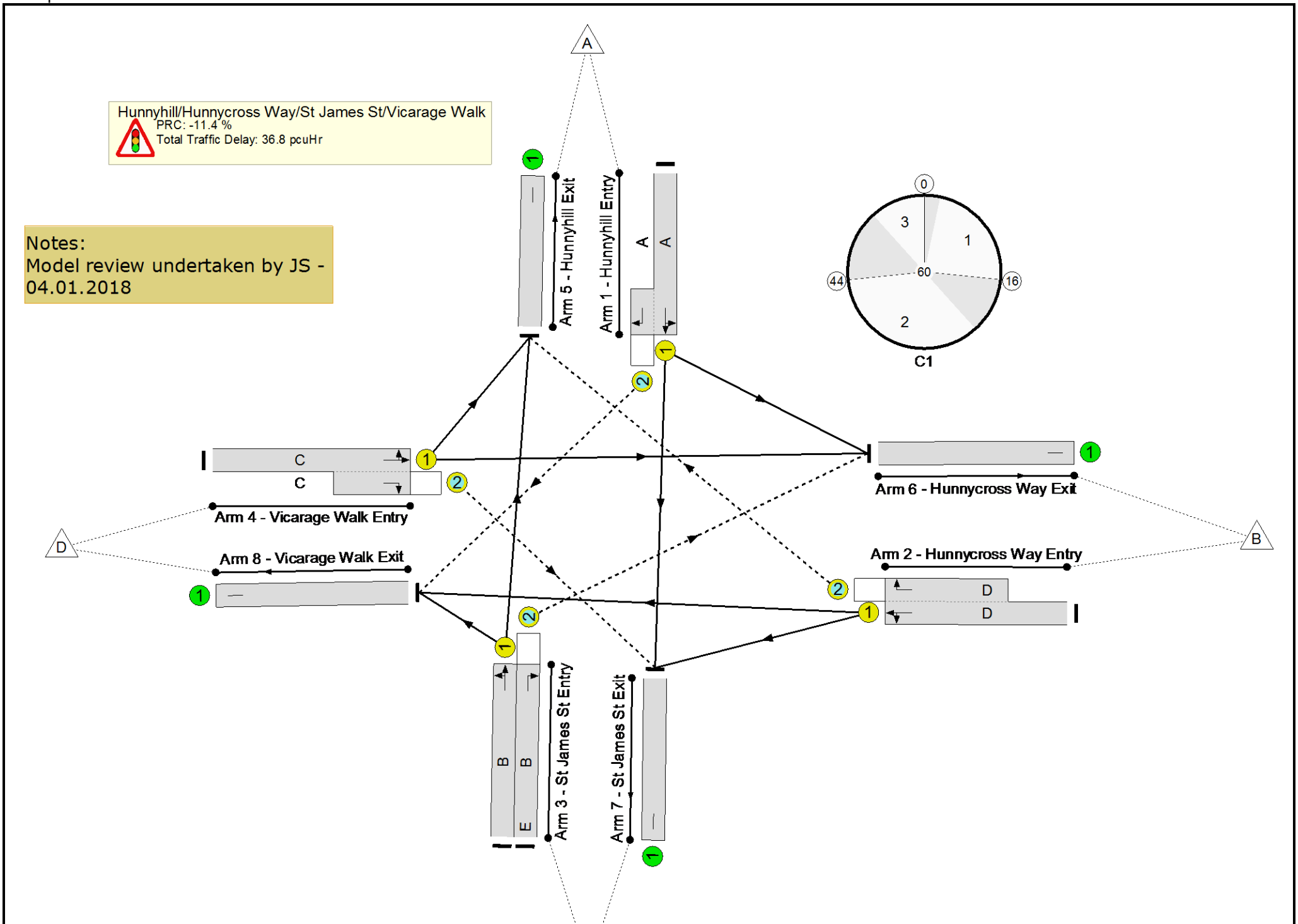
Stage	1	2	3
Duration	14	21	7
Change Point	0	16	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: -11.4 %
Total Traffic Delay: 36.8 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
1
2
3
16
44
60

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	21	-	491	1822:1814	829	59.3%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	14	-	531	1891:1750	580	91.6%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	21	-	246	1767	648	38.0%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	21	0	389	1668	399	97.6%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	14	-	483	1793:1689	482	100.3%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**341**	**248**	**203**	**11.1**	**24.7**	**1.1**	**36.8**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**341**	**248**	**203**	**11.1**	**24.7**	**1.1**	**36.8**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	1.9	0.7	0.0	2.7	19.6	3.4	0.7	4.1
2/1+2/2	531	531	0	0	98	3.1	4.6	0.4	8.1	54.8	7.0	4.6	11.6
3/1	246	246	-	-	-	1.0	0.3	-	1.3	18.5	3.0	0.3	3.3
3/2	389	389	318	0	71	2.0	7.7	0.5	10.3	95.2	6.4	7.7	14.1
4/1+4/2	483	482	23	0	25	3.0	11.3	0.1	14.5	108.2	7.5	11.3	18.9
5/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -11.4
PRC Over All Lanes (%): -11.4

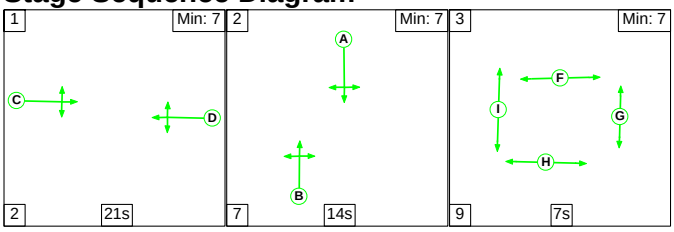
Total Delay for Signalled Lanes (pcuHr): 36.83
Total Delay Over All Lanes(pcuHr): 36.83

Cycle Time (s): 60

Full Input Data And Results

Scenario 13: '2034 - AM - Scenario A (100% East)' (FG13: '2034 - AM - Reassignment - Scenario A (100% East)', Plan 1: 'Network Control Plan 1')

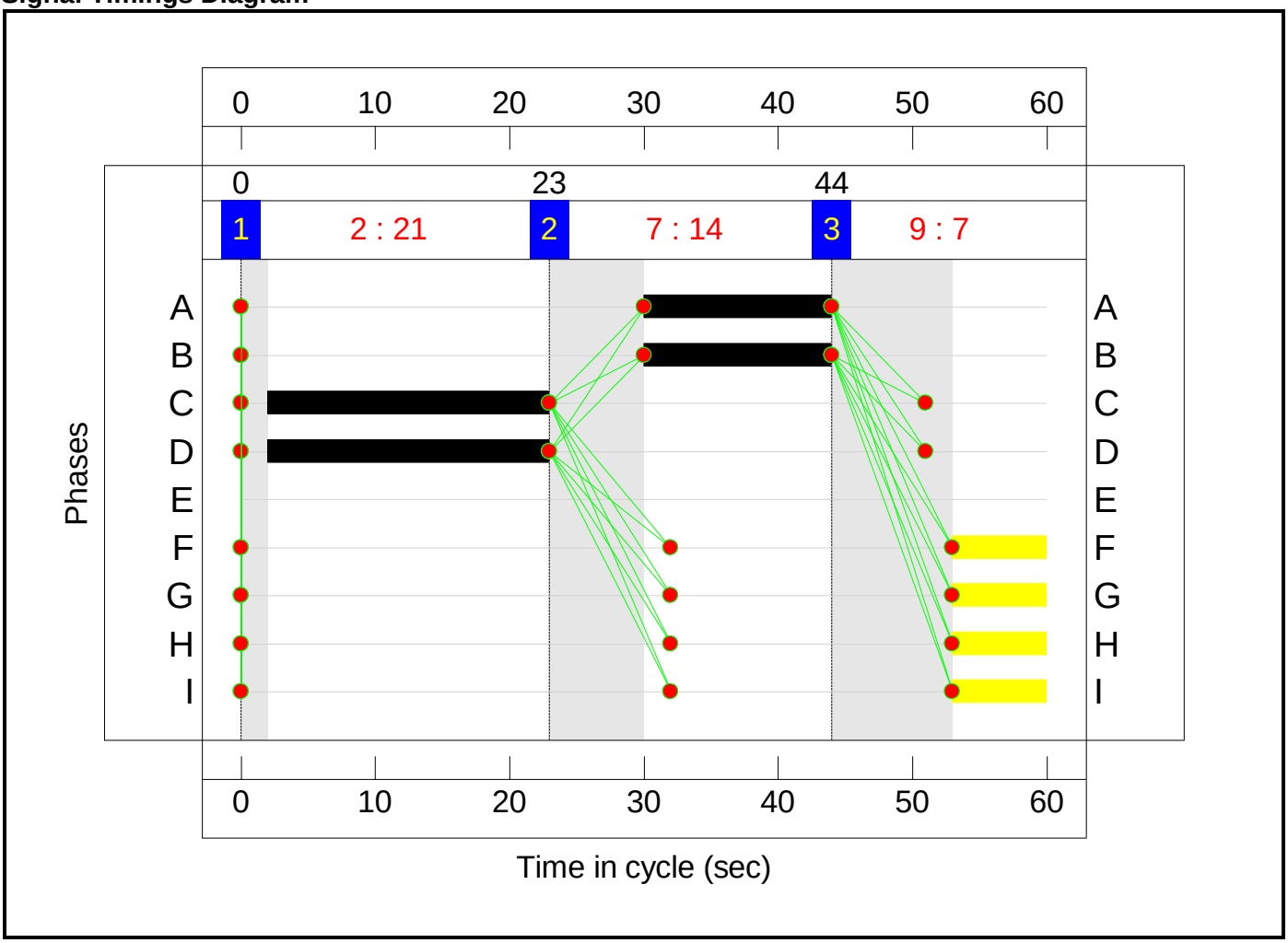
Stage Sequence Diagram



Stage Timings

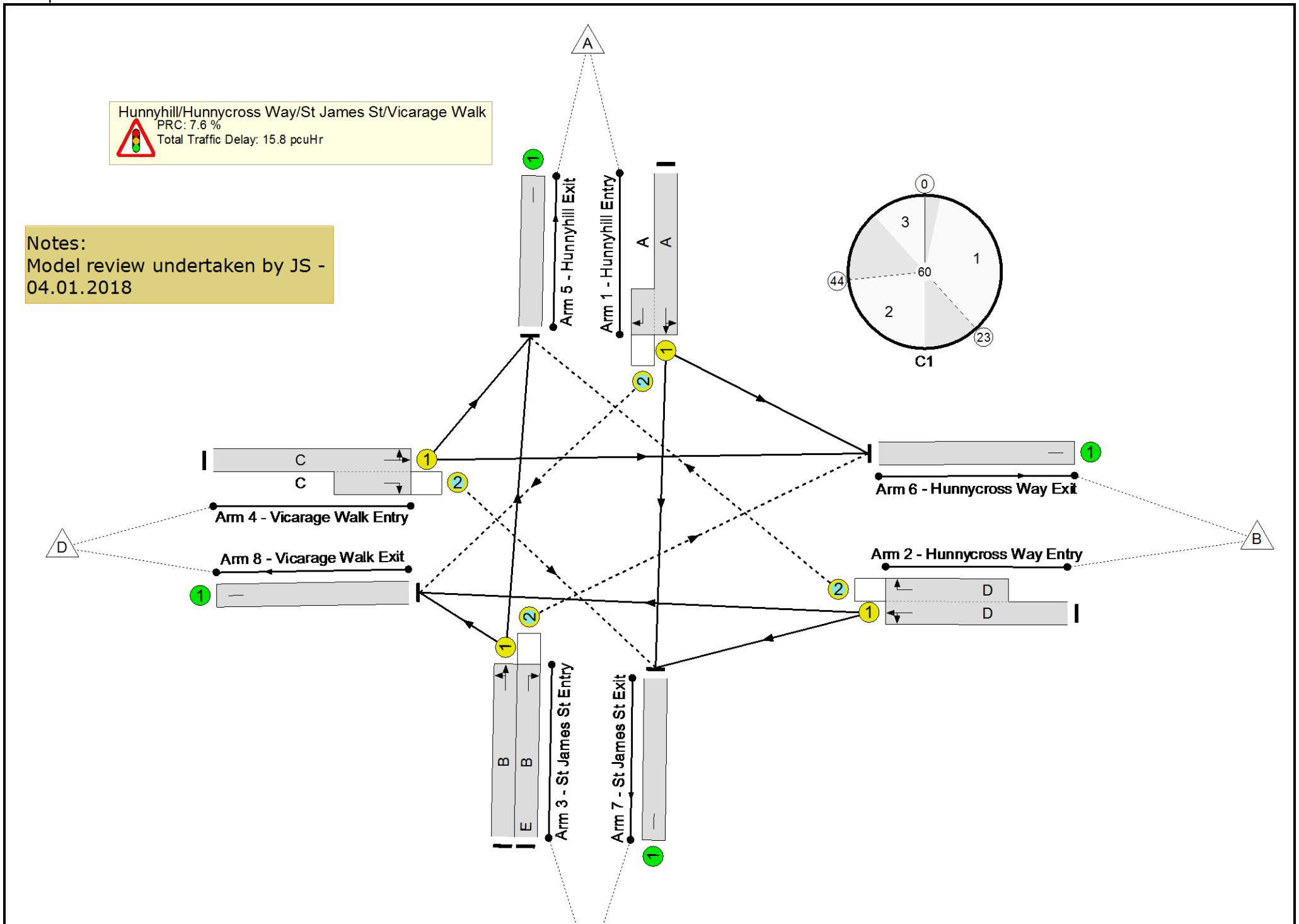
Stage	1	2	3
Duration	21	14	7
Change Point	0	23	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 7.6 %
Total Traffic Delay: 15.8 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
2
23

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	14	-	477	1817:1814	582	81.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	21	-	393	1853:1750	726	54.1%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	14	-	154	1808	452	34.1%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	14	0	140	1668	192	72.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	21	-	580	1860:1689	693	83.7%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**198**	**193**	**37**	**8.5**	**6.8**	**0.6**	**15.8**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**198**	**193**	**37**	**8.5**	**6.8**	**0.6**	**15.8**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.6	2.2	0.0	4.8	36.5	5.1	2.2	7.3
2/1+2/2	393	393	45	0	0	1.6	0.6	0.2	2.3	21.5	4.4	0.6	5.0
3/1	154	154	-	-	-	0.8	0.3	-	1.0	24.5	2.1	0.3	2.4
3/2	140	140	110	0	30	0.7	1.3	0.4	2.4	60.5	1.9	1.3	3.2
4/1+4/2	580	580	43	0	0	2.7	2.5	0.1	5.2	32.6	8.3	2.5	10.8
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 7.6
PRC Over All Lanes (%): 7.6

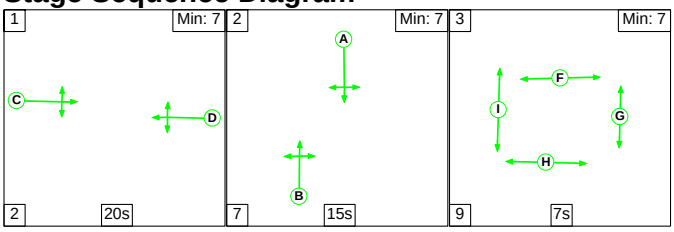
Total Delay for Signalled Lanes (pcuHr): 15.83
Total Delay Over All Lanes(pcuHr): 15.83

Cycle Time (s): 60

Full Input Data And Results

Scenario 14: '2034 - PM - Scenario A (100% East)' (FG14: '2034 - PM - Reassignment - Scenario A (100% East)', Plan 1: 'Network Control Plan 1')

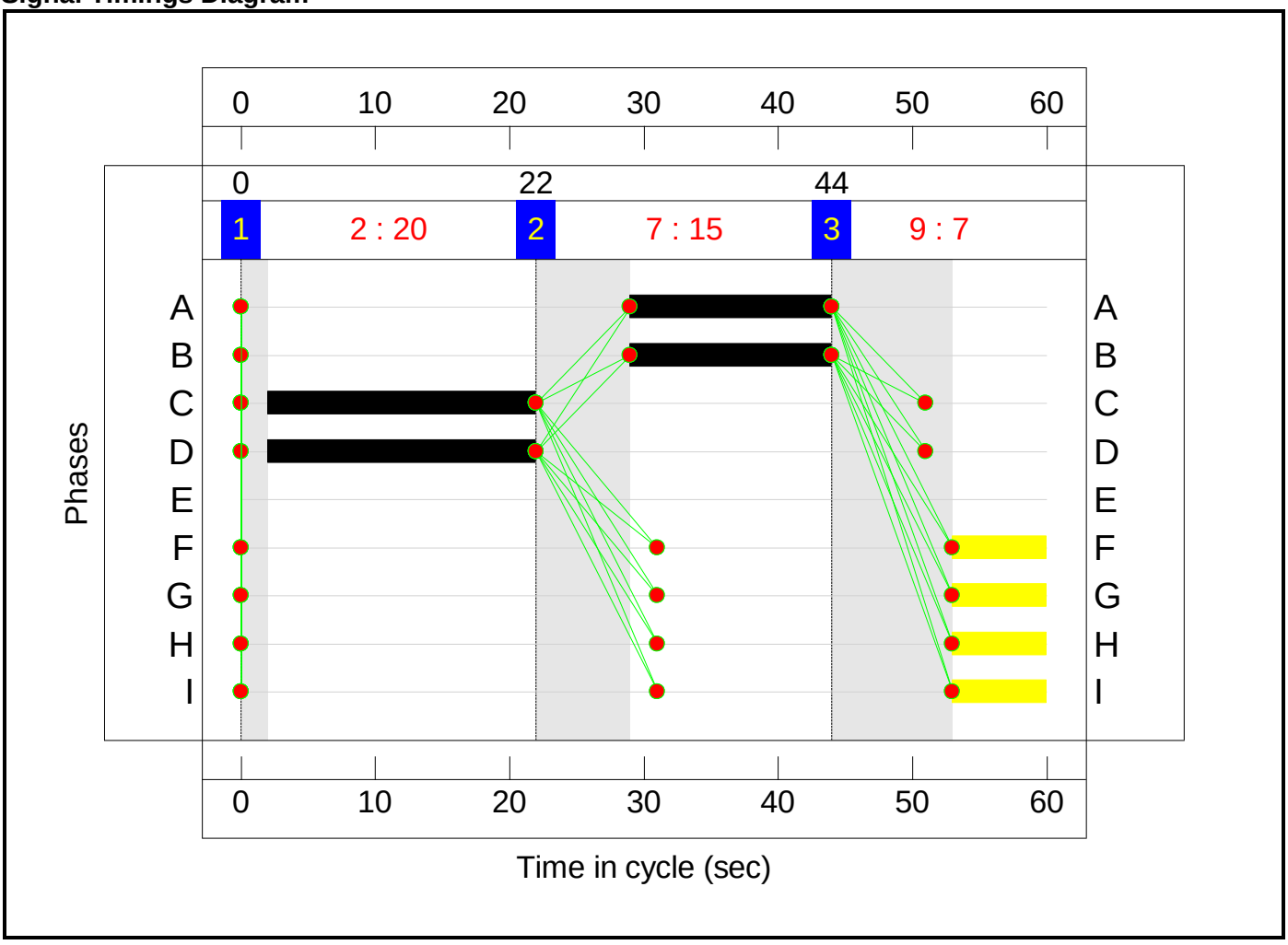
Stage Sequence Diagram



Stage Timings

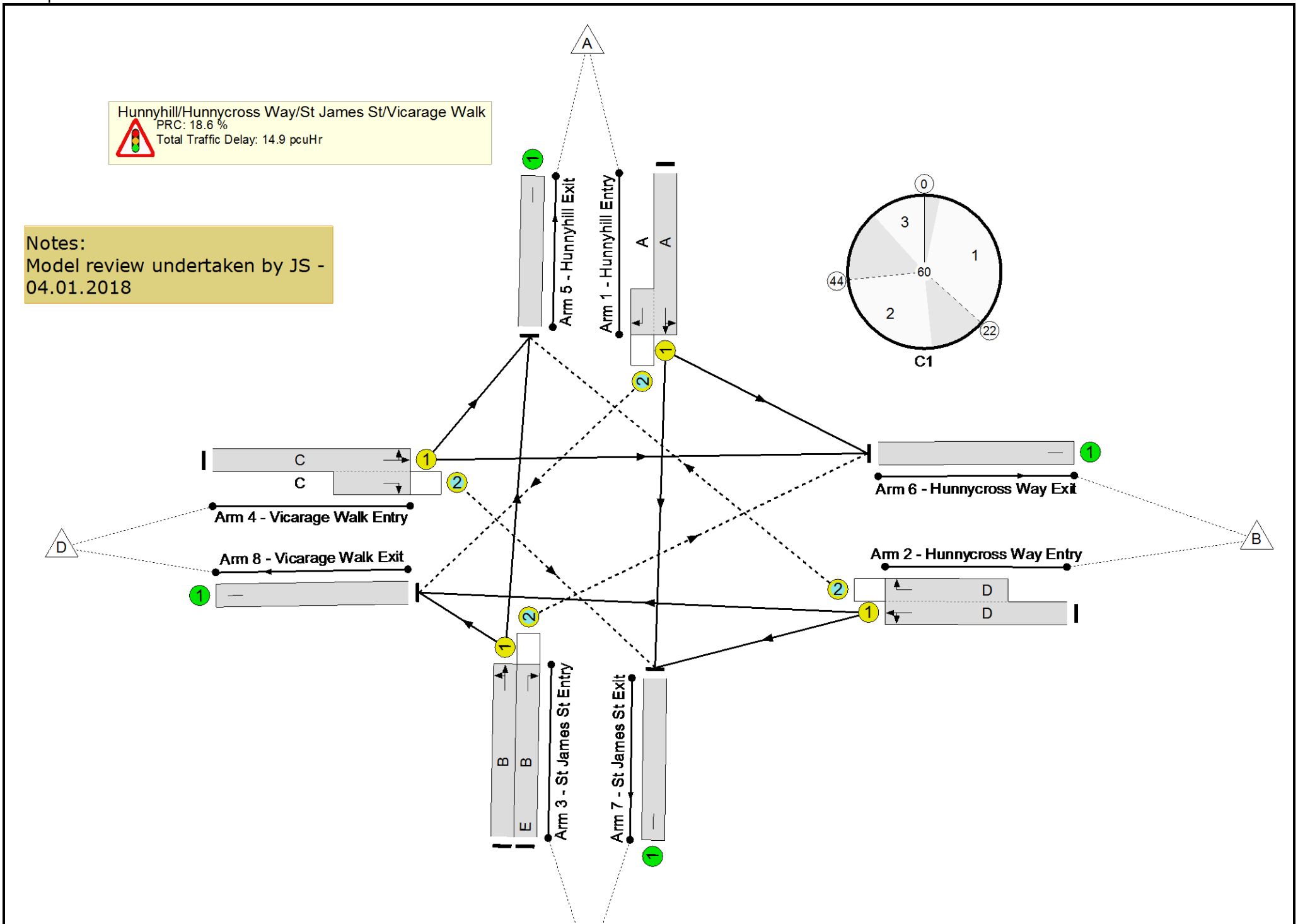
Stage	1	2	3
Duration	20	15	7
Change Point	0	22	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 18.6 %
Total Traffic Delay: 14.9 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
22

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	15	-	491	1822:1814	647	75.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	20	-	531	1891:1750	775	68.5%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	15	-	246	1767	471	52.2%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	15	0	137	1668	255	53.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	20	-	483	1793:1689	660	73.2%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**283**	**248**	**9**	**9.1**	**5.1**	**0.7**	**14.9**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**283**	**248**	**9**	**9.1**	**5.1**	**0.7**	**14.9**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	2.6	1.5	0.1	4.2	30.5	4.4	1.5	5.9
2/1+2/2	531	531	98	0	0	2.3	1.1	0.3	3.7	25.4	6.0	1.1	7.1
3/1	246	246	-	-	-	1.3	0.5	-	1.8	26.7	3.5	0.5	4.0
3/2	137	137	137	0	0	0.7	0.6	0.3	1.5	39.5	1.8	0.6	2.4
4/1+4/2	483	483	48	0	0	2.2	1.3	0.1	3.7	27.4	6.3	1.3	7.6
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 18.6
PRC Over All Lanes (%): 18.6

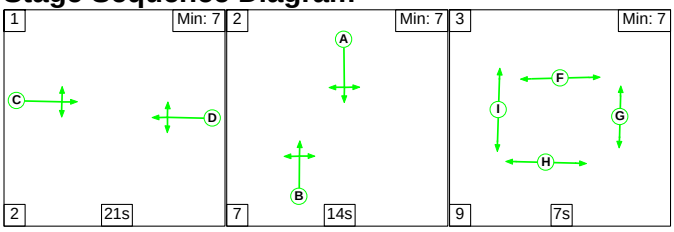
Total Delay for Signalled Lanes (pcuHr): 14.91
Total Delay Over All Lanes(pcuHr): 14.91

Cycle Time (s): 60

Full Input Data And Results

Scenario 15: '2034 - AM - Scenario A (50% North)' (FG15: '2034 - AM - Reassignment - Scenario A - 50% Hunnyhill', Plan 1: 'Network Control Plan 1')

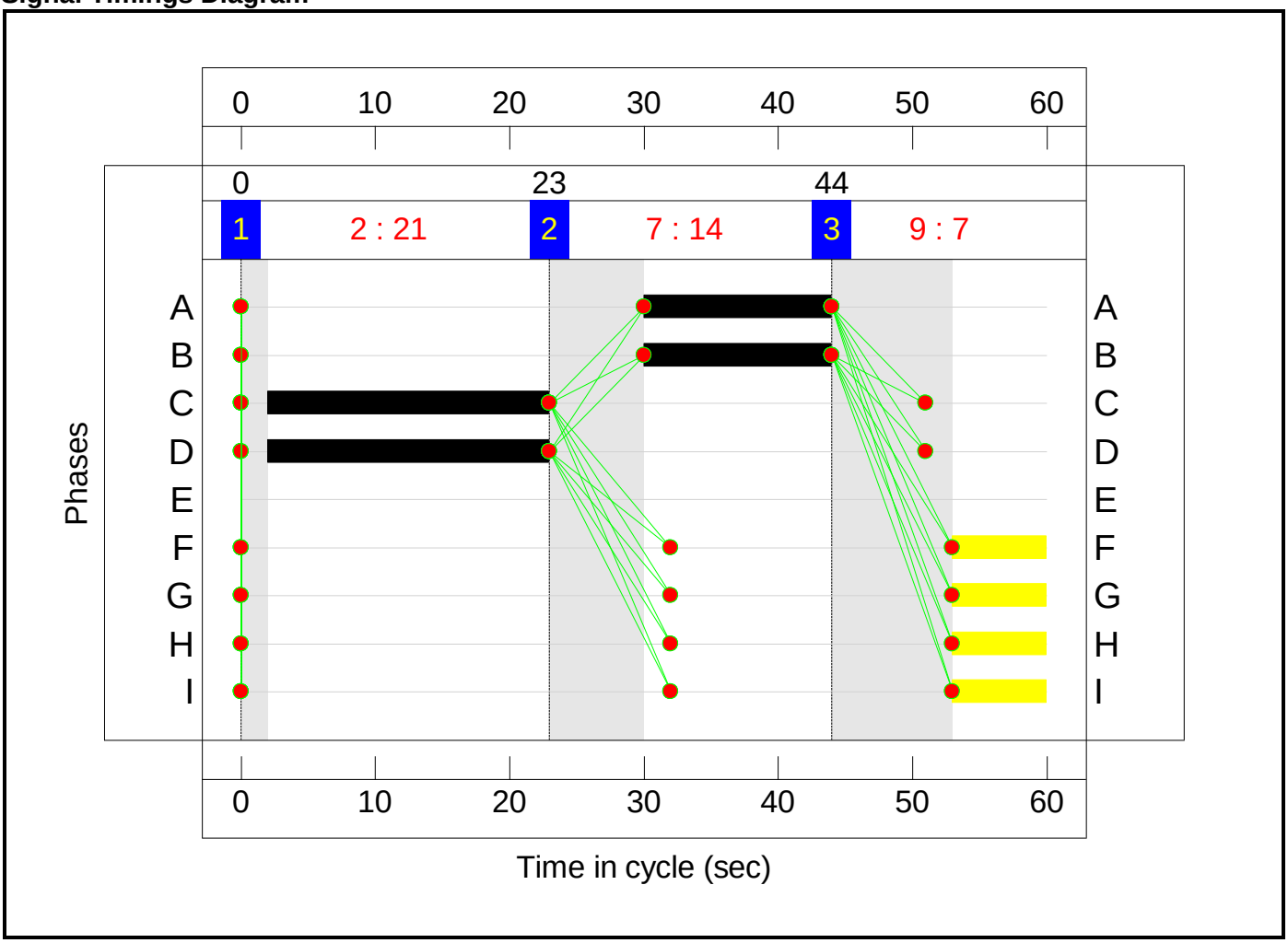
Stage Sequence Diagram



Stage Timings

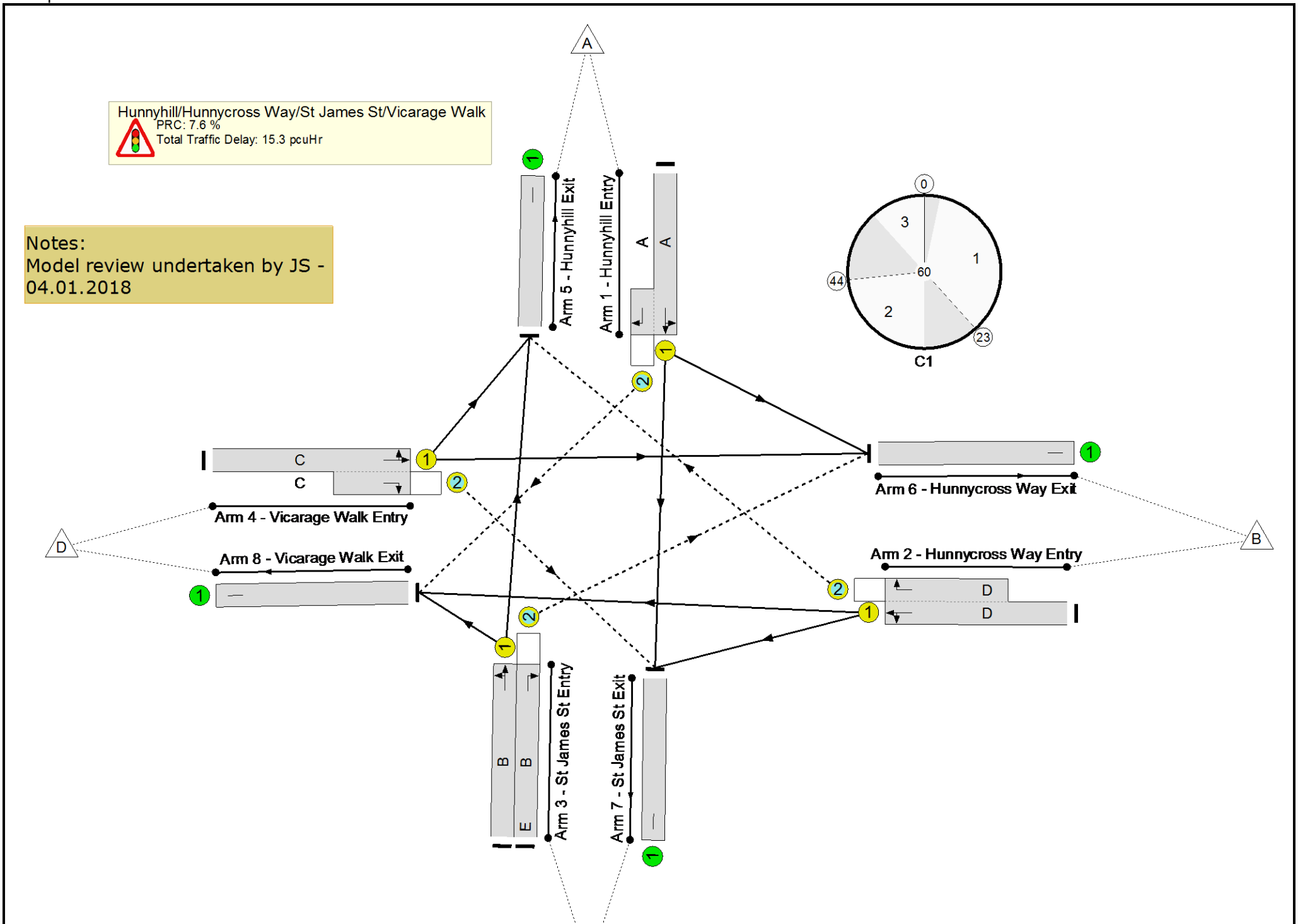
Stage	1	2	3
Duration	21	14	7
Change Point	0	23	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 7.6 %
Total Traffic Delay: 15.3 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
2
23

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	14	-	477	1817:1814	582	81.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	21	-	393	1853:1750	726	54.1%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	14	-	185	1820	455	40.7%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	14	0	113	1668	192	58.8%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	21	-	580	1860:1689	693	83.7%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**198**	**193**	**10**	**8.5**	**6.3**	**0.5**	**15.3**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**198**	**193**	**10**	**8.5**	**6.3**	**0.5**	**15.3**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.6	2.2	0.0	4.8	36.5	5.1	2.2	7.3
2/1+2/2	393	393	45	0	0	1.6	0.6	0.2	2.3	21.5	4.4	0.6	5.0
3/1	185	185	-	-	-	1.0	0.3	-	1.3	25.4	2.6	0.3	2.9
3/2	113	113	110	0	3	0.6	0.7	0.3	1.5	49.2	1.5	0.7	2.2
4/1+4/2	580	580	43	0	0	2.7	2.5	0.1	5.2	32.6	8.3	2.5	10.8
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 7.6

PRC Over All Lanes (%): 7.6

Total Delay for Signalled Lanes (pcuHr): 15.29

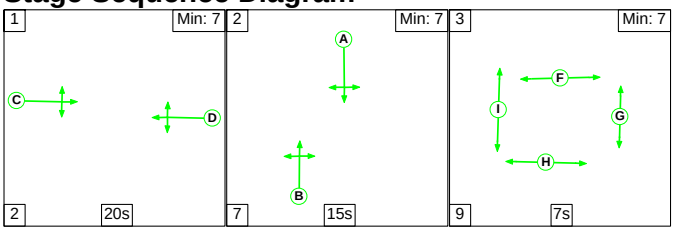
Total Delay Over All Lanes(pcuHr): 15.29

Cycle Time (s): 60

Full Input Data And Results

Scenario 16: ' 2034 - PM - Scenario A (50% North)' (FG16: '2034 - PM - Reassignment - Scenario A - 50% Hunnyhill', Plan 1: 'Network Control Plan 1')

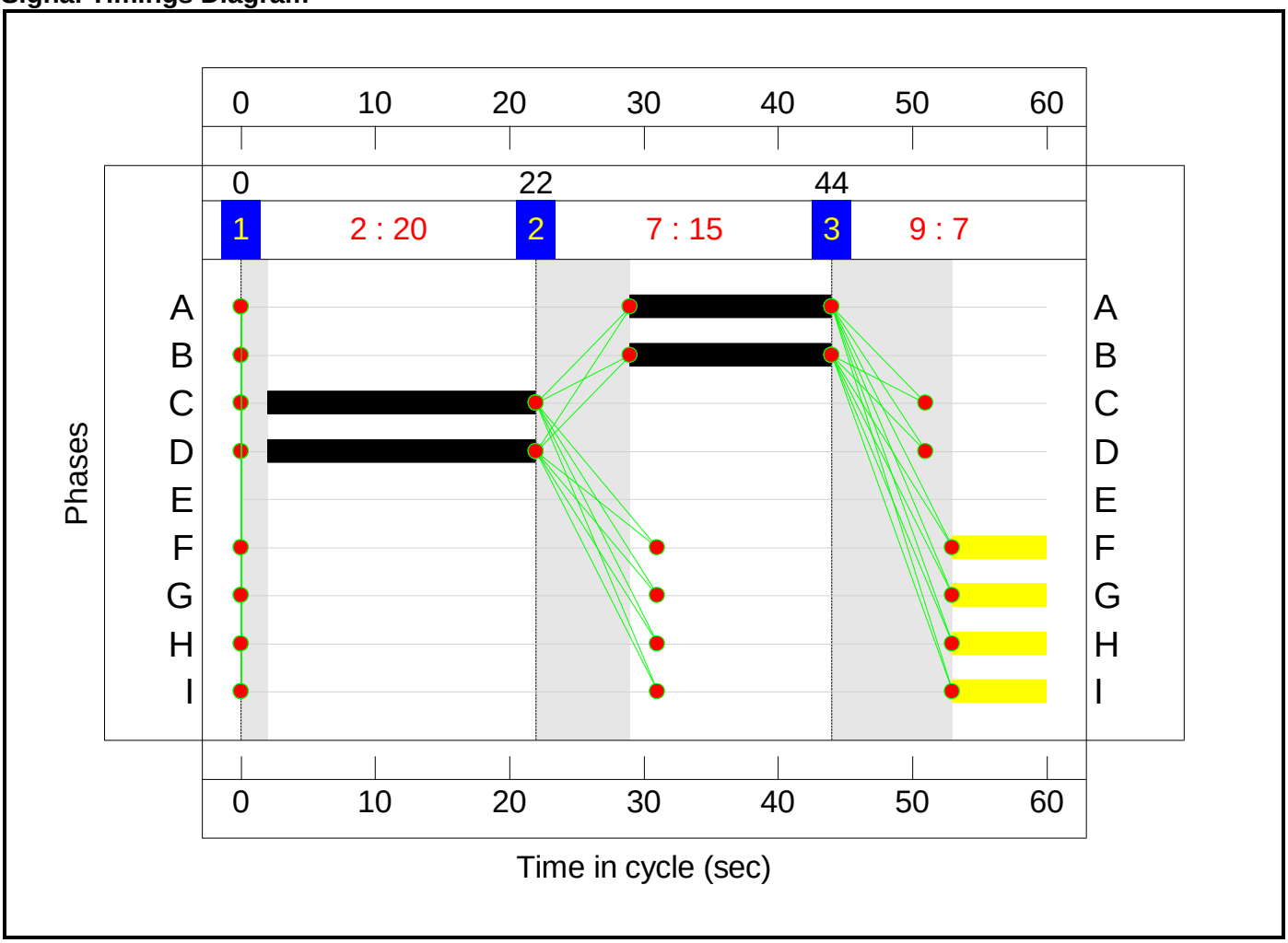
Stage Sequence Diagram



Stage Timings

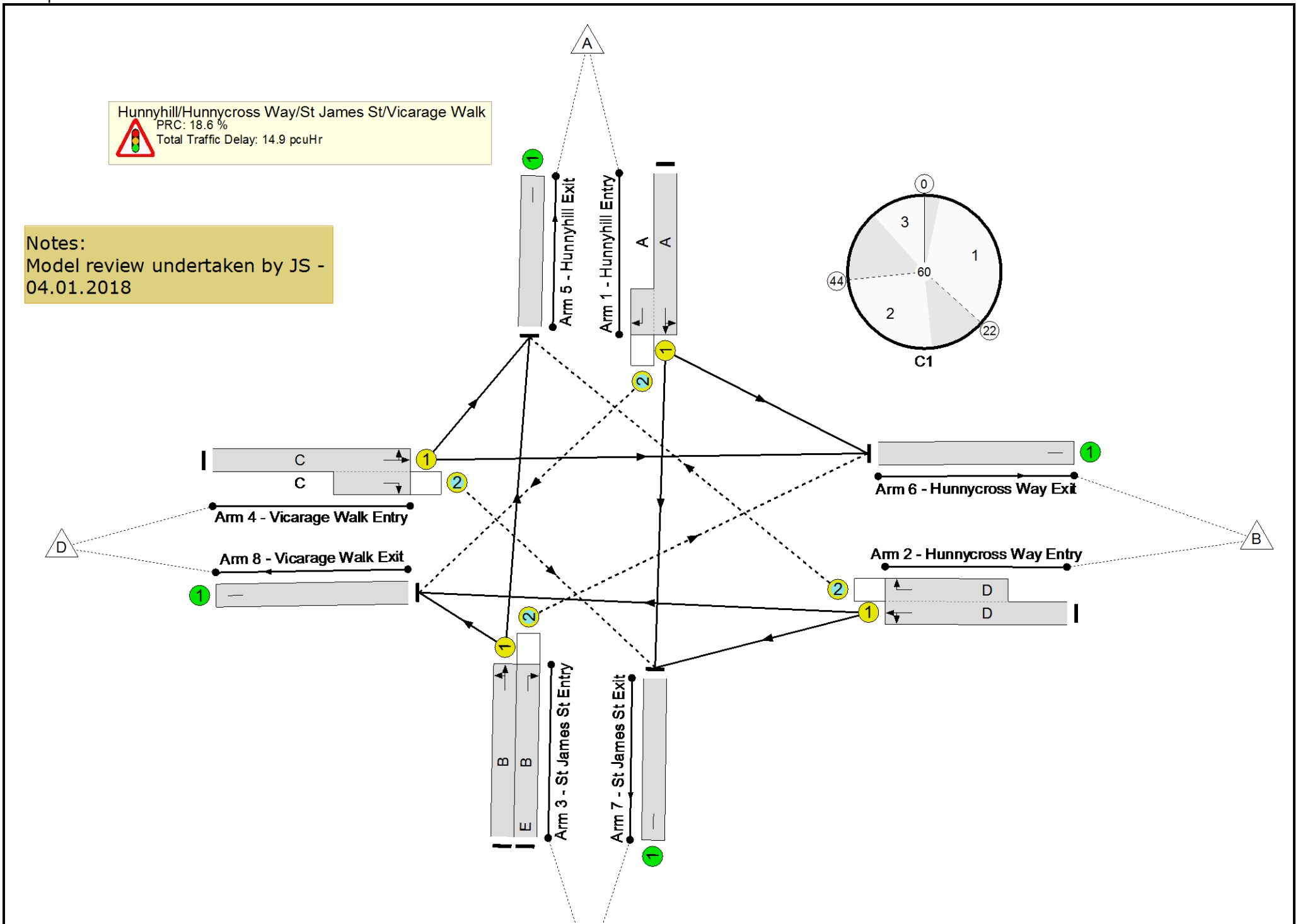
Stage	1	2	3
Duration	20	15	7
Change Point	0	22	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 18.6 %
Total Traffic Delay: 14.9 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
22

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	15	-	491	1822:1814	647	75.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	20	-	531	1891:1750	775	68.5%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	15	-	282	1780	475	59.4%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	15	0	108	1668	255	42.4%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	20	-	483	1793:1689	660	73.2%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	740	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**254**	**248**	**9**	**9.1**	**5.1**	**0.7**	**14.9**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**254**	**248**	**9**	**9.1**	**5.1**	**0.7**	**14.9**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	2.6	1.5	0.1	4.2	30.5	4.4	1.5	5.9
2/1+2/2	531	531	98	0	0	2.3	1.1	0.3	3.7	25.4	6.0	1.1	7.1
3/1	282	282	-	-	-	1.5	0.7	-	2.2	28.5	4.1	0.7	4.8
3/2	108	108	108	0	0	0.5	0.4	0.2	1.1	35.8	1.4	0.4	1.8
4/1+4/2	483	483	48	0	0	2.2	1.3	0.1	3.7	27.4	6.3	1.3	7.6
5/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 18.6
PRC Over All Lanes (%): 18.6

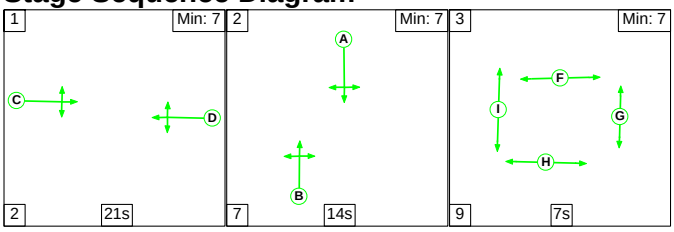
Total Delay for Signalled Lanes (pcuHr): 14.88
Total Delay Over All Lanes(pcuHr): 14.88

Cycle Time (s): 60

Full Input Data And Results

Scenario 17: '2034 - AM - Without Reassignment' (FG17: '2034 - AM - Without Reassignment ', Plan 1: 'Network Control Plan 1')

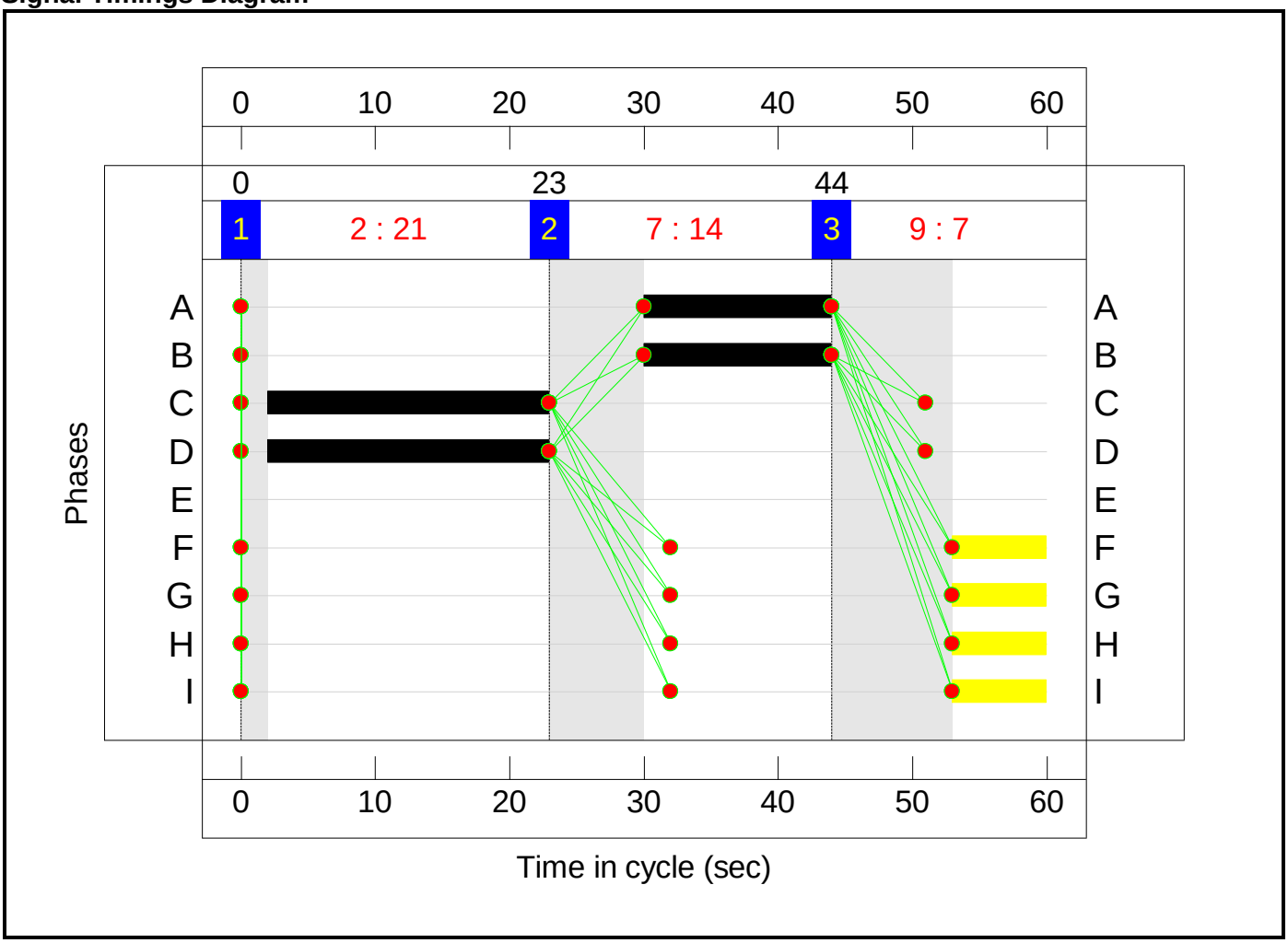
Stage Sequence Diagram



Stage Timings

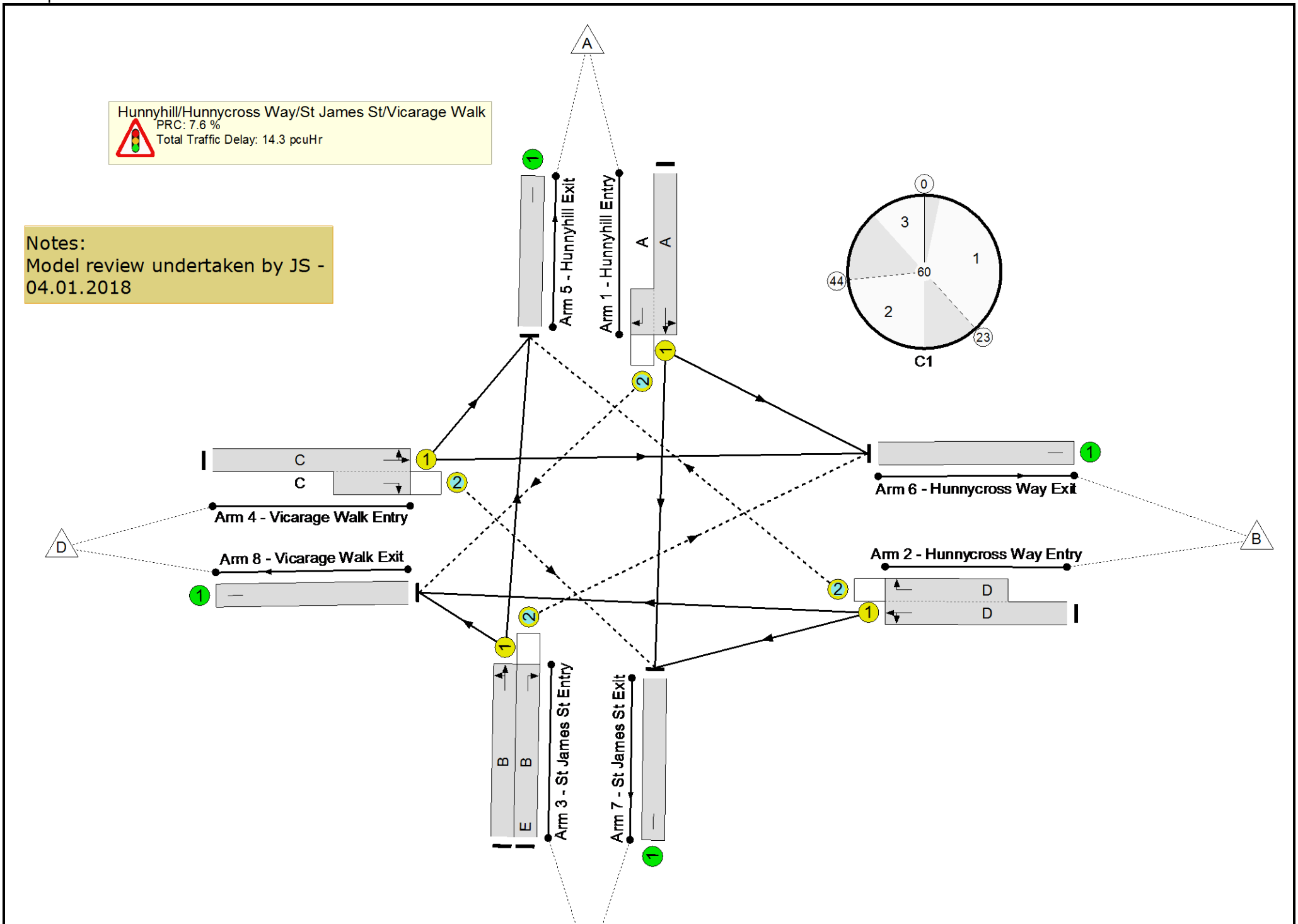
Stage	1	2	3
Duration	21	14	7
Change Point	0	23	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 7.6 %
Total Traffic Delay: 14.3 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
44
60
2
23

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	14	-	477	1817:1814	582	81.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	21	-	393	1853:1750	726	54.1%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	14	-	154	1808	452	34.1%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	14	0	70	1668	192	36.4%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	21	-	580	1860:1689	693	83.7%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**158**	**193**	**7**	**8.1**	**5.8**	**0.4**	**14.3**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**158**	**193**	**7**	**8.1**	**5.8**	**0.4**	**14.3**	**-**	**-**	**-**	**-**
1/1+1/2	477	477	0	193	7	2.6	2.2	0.0	4.8	36.5	5.1	2.2	7.3
2/1+2/2	393	393	45	0	0	1.6	0.6	0.2	2.3	21.5	4.4	0.6	5.0
3/1	154	154	-	-	-	0.8	0.3	-	1.0	24.5	2.1	0.3	2.4
3/2	70	70	70	0	0	0.3	0.3	0.2	0.8	40.3	0.9	0.3	1.2
4/1+4/2	580	580	43	0	0	2.7	2.5	0.1	5.2	32.6	8.3	2.5	10.8
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 7.6
PRC Over All Lanes (%): 7.6

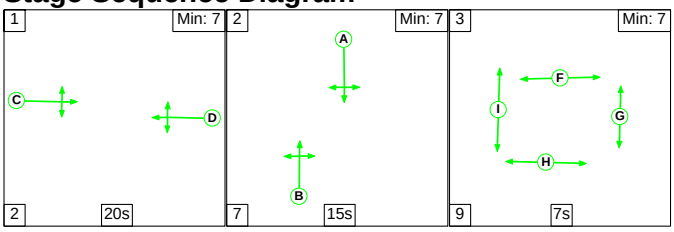
Total Delay for Signalled Lanes (pcuHr): 14.26
Total Delay Over All Lanes(pcuHr): 14.26

Cycle Time (s): 60

Full Input Data And Results

Scenario 18: '2034 - PM - Without Reassignment' (FG18: '2034 - PM - Without Reassignment', Plan 1: 'Network Control Plan 1')

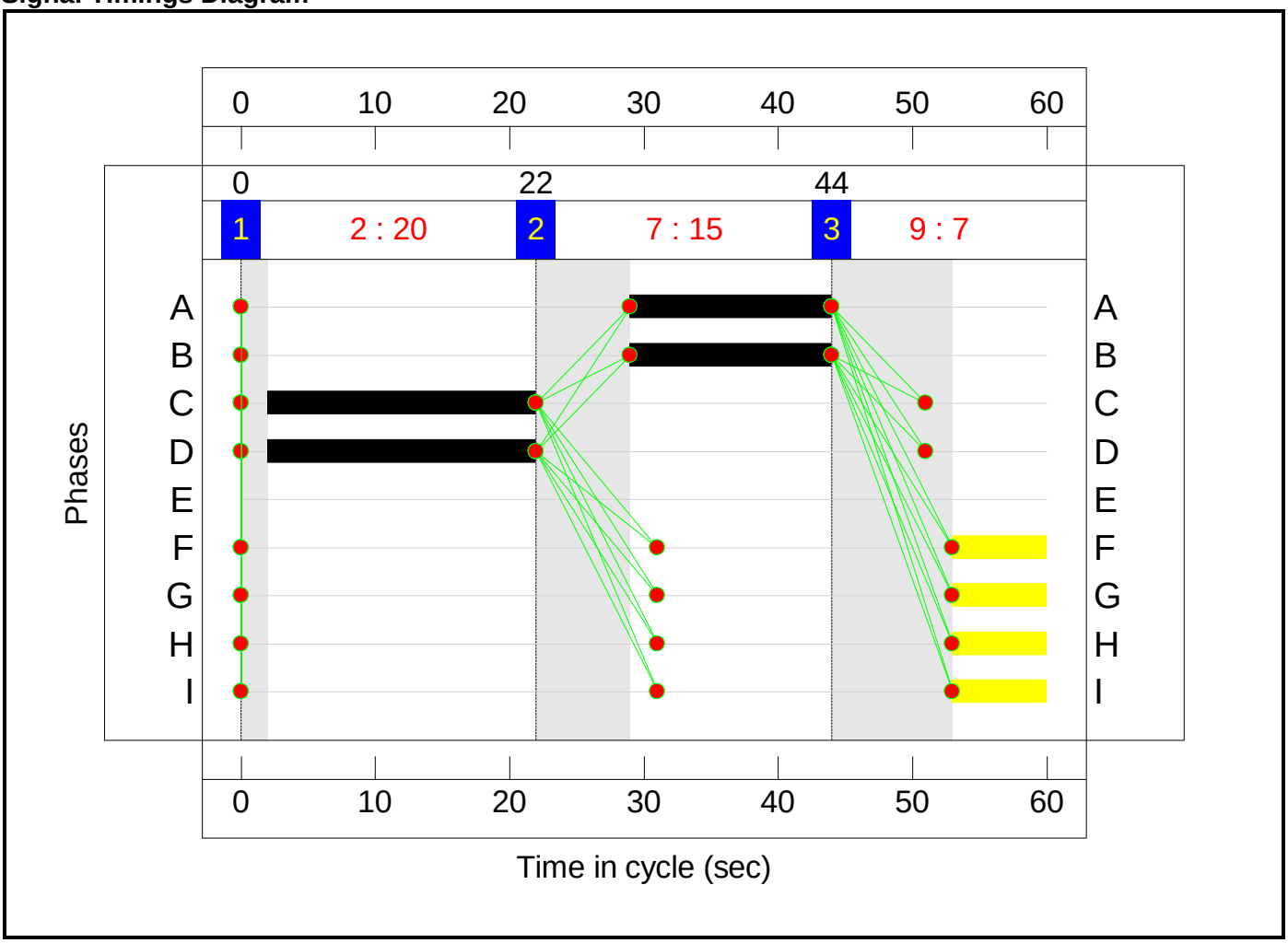
Stage Sequence Diagram



Stage Timings

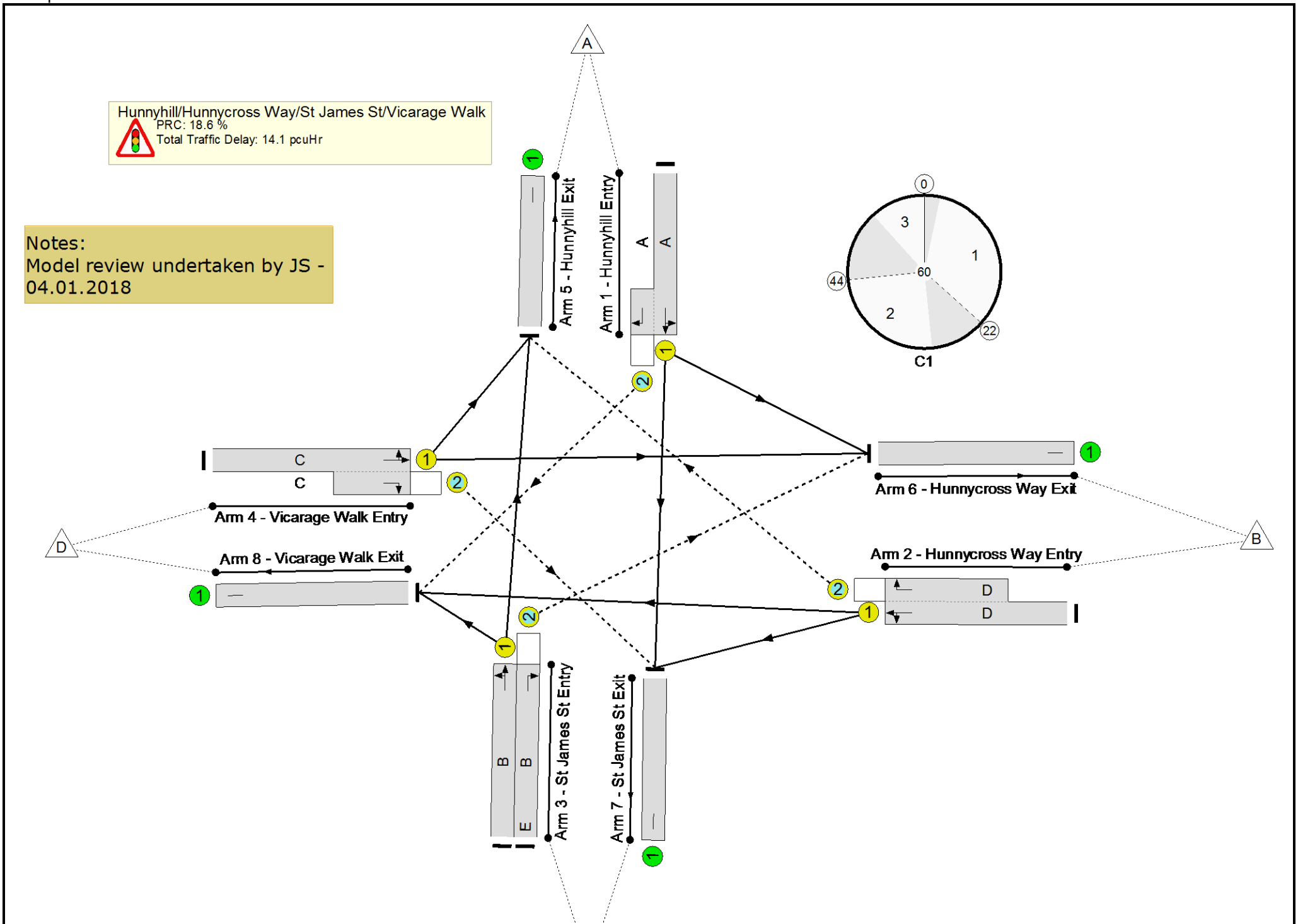
Stage	1	2	3
Duration	20	15	7
Change Point	0	22	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Hunnyhill/Hunnycross Way/St James St/Vicarage Walk
PRC: 18.6 %
Total Traffic Delay: 14.1 pcuHr
Notes:
Model review undertaken by JS - 04.01.2018
A
B
D
Arm 5 - Hunnyhill Exit
Arm 1 - Hunnyhill Entry
Arm 4 - Vicarage Walk Entry
Arm 6 - Hunnycross Way Exit
Arm 8 - Vicarage Walk Exit
Arm 2 - Hunnycross Way Entry
Arm 3 - St James St Entry
Arm 7 - St James St Exit
C1
0
3
1
60
44
2
22

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: HCA Tender IoW	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1+1/2	Hunnyhill Entry Left Ahead Right	U+O	N/A	N/A	A		1	15	-	491	1822:1814	647	75.9%
2/1+2/2	Hunnycross Way Entry Right Left Ahead	U+O	N/A	N/A	D		1	20	-	531	1891:1750	775	68.5%
3/1	St James St Entry Ahead Left	U	N/A	N/A	B		1	15	-	246	1767	471	52.2%
3/2	St James St Entry Right	O	N/A	N/A	B	E	1	15	0	73	1668	255	28.7%
4/1+4/2	Vicarage Walk Entry Left Ahead Right	U+O	N/A	N/A	C		1	20	-	483	1793:1689	660	73.2%
5/1	Hunnyhill Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	Hunnycross Way Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
7/1	St James St Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Vicarage Walk Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	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: HCA Tender IoW	**-**	**-**	**219**	**248**	**9**	**8.7**	**4.7**	**0.6**	**14.1**	**-**	**-**	**-**	**-**
Hunnyhill/Hunnycross Way/St James St/Vicarage Walk	**-**	**-**	**219**	**248**	**9**	**8.7**	**4.7**	**0.6**	**14.1**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	248	9	2.6	1.5	0.1	4.2	30.5	4.4	1.5	5.9
2/1+2/2	531	531	98	0	0	2.3	1.1	0.3	3.7	25.4	6.0	1.1	7.1
3/1	246	246	-	-	-	1.3	0.5	-	1.8	26.7	3.5	0.5	4.0
3/2	73	73	73	0	0	0.3	0.2	0.1	0.7	32.6	0.9	0.2	1.1
4/1+4/2	483	483	48	0	0	2.2	1.3	0.1	3.7	27.4	6.3	1.3	7.6
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 18.6
PRC Over All Lanes (%): 18.6

Total Delay for Signalled Lanes (pcuHr): 14.06
Total Delay Over All Lanes(pcuHr): 14.06

Cycle Time (s): 60

Appendix C
MODELLING OUTPUT RESULTS JUNCTION 4

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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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: Junction 4 (ALL JUNCTIONS) - Riverway Hunnycross Way AG - JS 20.04.18.j9
Path: X:\Projects\2012\A090000\A090129-99 - IoW Junction Assessment and Design\30 Technical\31 Modelling\2017 Base Models\Junction 4\12.01.18
Report generation date: 20/04/2018 16:24:52

Summary of junction performance

	AM					PM				
	Q (PCU)	Delay (s)	RFC	LOS	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Res
	2017									
1 - Riverway/Hunnycross Way - 1 - A3020 Eastbound Slip Road	0.2	5.52	0.16	A	5 % [1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction]	0.1	5.15	0.10	A	6 [Riverway/ Way - 1 Holyrood
1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	3.6	17.72	0.79	C		1.1	8.00	0.53	A	
1 - Riverway/Hunnycross Way - 3 - Riverway	0.5	8.16	0.34	A		1.6	14.37	0.62	B	
2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	3.1	17.63	0.76	C		3.2	18.83	0.77	C	
2 - Riverway/Hunnycross Way - 2 - Hunnycross Way	3.1	20.80	0.76	C		1.1	9.81	0.53	A	
2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	0.3	6.14	0.26	A		0.4	6.36	0.29	A	
3 - Riverway/Hunnycross Way - 1 - A3020 Westbound Slip Road	1.6	8.37	0.62	A		1.2	7.09	0.55	A	
3 - Riverway/Hunnycross Way - 2 - Holyrood Street	0.5	7.84	0.33	A		0.4	7.65	0.30	A	
3 - Riverway/Hunnycross Way - 3 - Access to Discount Supermarket	0.1	5.52	0.13	A		0.3	6.05	0.24	A	
3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	0.3	4.78	0.24	A		0.3	4.88	0.24	A	
	2034									
1 - Riverway/Hunnycross Way - 1 - A3020 Eastbound Slip Road	0.3	5.88	0.20	A	-8 % [2 - Riverway/Hunnycross Way - 2 - Hunnycross Way]	0.2	5.81	0.13	A	-4 [Riverway/ Way - 1 Holyrood
1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	12.0	49.26	0.95	E		1.8	10.54	0.65	B	
1 - Riverway/Hunnycross Way - 3 - Riverway	0.8	9.79	0.43	A		3.8	28.62	0.80	D	
2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	10.9	52.91	0.94	F		12.9	62.88	0.96	F	
2 - Riverway/Hunnycross Way - 2 - Hunnycross Way	16.5	89.87	0.99	F		2.0	14.43	0.67	B	
2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	0.5	6.78	0.32	A		0.6	7.29	0.36	A	
3 - Riverway/Hunnycross Way - 1 - A3020 Westbound Slip Road	3.3	14.12	0.77	B		2.1	10.33	0.68	B	
3 - Riverway/Hunnycross Way - 2 - Holyrood Street	0.8	10.16	0.43	B		0.7	9.61	0.40	A	
3 - Riverway/Hunnycross Way - 3 - Access to Discount Supermarket	0.2	6.53	0.18	A		0.5	7.47	0.32	A	
3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	0.4	5.21	0.29	A		0.4	5.42	0.30	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 Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\philip.eveleigh
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Q Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9		✓	Delay	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	2017	AM	ONE HOUR	08:00	09:30	15
D2	2017	PM	ONE HOUR	17:00	18:30	15
D3	2034	AM	ONE HOUR	08:00	09:30	15
D4	2034	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	14.32	B
2	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	17.20	C
3	Riverway/Hunnycross Way	Standard Roundabout	1, 2, 3, 4	7.37	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		5	1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction

Arms

Arms

Junction	Arm	Name	Description
1 - Riverway/Hunnycross Way	1	A3020 Eastbound Slip Road	
	2	Link to Hunnycross Way Junction	
	3	Riverway	
2 - Riverway/Hunnycross Way	1	Link to Holyrood st Junction	
	2	Hunnycross Way	
	3	Link to Riverway Junction	
3 - Riverway/Hunnycross Way	1	A3020 Westbound Slip Road	
	2	Holyrood Street	
	3	Access to Discount Supermarket	
	4	Link to Hunnycross Way Junction	

Roundabout Geometry

Junction	Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Exit only
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	3.68	4.80	0.1	50.0	14.0	9.0	
	2 - Holyrood Street	3.43	4.39	1.9	5.0	14.0	44.0	
	3 - Access to Discount Supermarket	3.60	4.24	0.1	14.0	14.0	22.0	
	4 - Link to Hunnycross Way Junction	3.10	5.10	1.0	12.4	14.0	12.0	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	3.65	3.65	4.40	3.0	14.60	12.52	0.0	
	2 - Link to Hunnycross Way Junction	3.21	3.21	3.60	1.1	17.17	17.11	0.0	
	3 - Riverway	2.68	2.68	5.20	1.9	12.80	8.89	0.0	✓
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	3.76	3.66	3.78	0.1	10.45	7.88	0.0	
	2 - Hunnycross Way	3.71	3.62	3.83	0.1	12.22	10.48	0.0	
	3 - Link to Riverway Junction	3.60	3.13	3.28	0.1	11.09	9.76	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	0.638	887
	2 - Link to Hunnycross Way Junction	0.677	993
	3 - Riverway	0.487	821
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	0.617	907
	2 - Hunnycross Way	0.617	932
	3 - Link to Riverway Junction	0.487	858
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	0.603	1239
	2 - Holyrood Street	0.445	926
	3 - Access to Discount Supermarket	0.546	1107
	4 - Link to Hunnycross Way Junction	0.542	1051

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	2017	AM	ONE HOUR	08:00	09:30	15

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 - Riverway/Hunnycross Way	2 - Link to Hunnycross Way Junction	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	3	4	Simple (vertical queueing)	Normal	0	100.00	
	3 - Link to Riverway Junction	1	2	Simple (vertical queueing)	Normal	0	100.00	
3 - Riverway/Hunnycross Way	4 - Link to Hunnycross Way Junction	2	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road		✓	121	100.000
	2 - Link to Hunnycross Way Junction	✓			
	3 - Riverway		✓	213	100.000
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	✓			
	2 - Hunnycross Way		✓	499	100.000
	3 - Link to Riverway Junction	✓			
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road		✓	635	100.000
	2 - Holyrood Street		✓	201	100.000
	3 - Access to Discount Supermarket		✓	89	100.000
	4 - Link to Hunnycross Way Junction	✓			

Origin-Destination Data

1 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	95	26
	2 - Link to Hunnycross Way Junction	243	0	458
	3 - Riverway	122	91	0

2 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	281	309
	2 - Hunnycross Way	108	0	391
	3 - Link to Riverway Junction	107	78	0

3 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	1	180	38	416
	2 - Holyrood Street	67	0	24	110
	3 - Access to Discount Supermarket	8	17	0	64
	4 - Link to Hunnycross Way Junction	73	96	47	0

Vehicle Mix

1 - Riverway/Hunnycross Way

HV %s

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	4	13
	2 - Link to Hunnycross Way Junction	1	0	2
	3 - Riverway	4	3	0

2 - Riverway/Hunnycross Way

HV %s

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	0	2
	2 - Hunnycross Way	1	0	1
	3 - Link to Riverway Junction	2	1	0

3 - Riverway/Hunnycross Way

HV %s

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	0	1	0	1
	2 - Holyrood Street	0	0	0	0
	3 - Access to Discount Supermarket	0	0	0	0
	4 - Link to Hunnycross Way Junction	1	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	0.16	5.52	0.2	A
	2 - Link to Hunnycross Way Junction	0.79	17.72	3.6	C
	3 - Riverway	0.34	8.16	0.5	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	0.76	17.63	3.1	C
	2 - Hunnycross Way	0.76	20.80	3.1	C
	3 - Link to Riverway Junction	0.26	6.14	0.3	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	0.62	8.37	1.6	A
	2 - Holyrood Street	0.33	7.84	0.5	A
	3 - Access to Discount Supermarket	0.13	5.52	0.1	A
	4 - Link to Hunnycross Way Junction	0.24	4.78	0.3	A

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	91	68	844	0.108	91	0.1	5.054	A
	2 - Link to Hunnycross Way Junction	521	19	980	0.532	516	1.1	7.823	A
	3 - Riverway	160	179	734	0.218	159	0.3	6.473	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	442	58	871	0.507	438	1.0	8.309	A
	2 - Hunnycross Way	376	229	791	0.475	372	0.9	8.616	A
	3 - Link to Riverway Junction	139	81	818	0.170	138	0.2	5.369	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	478	119	1168	0.409	475	0.7	5.227	A
	2 - Holyrood Street	151	375	759	0.199	150	0.2	5.903	A
	3 - Access to Discount Supermarket	67	445	865	0.077	67	0.1	4.508	A
	4 - Link to Hunnycross Way Junction	161	70	1013	0.158	160	0.2	4.247	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	109	82	835	0.130	109	0.2	5.244	A
	2 - Link to Hunnycross Way Junction	626	23	977	0.641	624	1.8	10.279	B
	3 - Riverway	191	216	716	0.267	191	0.4	7.100	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	529	70	864	0.613	527	1.6	10.729	B
	2 - Hunnycross Way	449	276	762	0.589	447	1.4	11.465	B
	3 - Link to Riverway Junction	167	97	811	0.206	167	0.3	5.678	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	571	143	1153	0.495	570	1.0	6.217	A
	2 - Holyrood Street	181	450	726	0.249	180	0.3	6.595	A
	3 - Access to Discount Supermarket	80	533	817	0.098	80	0.1	4.887	A
	4 - Link to Hunnycross Way Junction	193	83	1006	0.192	193	0.2	4.461	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	133	100	823	0.162	133	0.2	5.517	A
	2 - Link to Hunnycross Way Junction	762	29	973	0.783	755	3.4	16.302	C
	3 - Riverway	235	262	694	0.338	234	0.5	8.099	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	648	86	854	0.758	642	2.9	16.693	C
	2 - Hunnycross Way	549	336	725	0.758	543	2.9	19.435	C
	3 - Link to Riverway Junction	204	118	800	0.255	204	0.3	6.129	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	699	174	1134	0.617	697	1.6	8.263	A
	2 - Holyrood Street	221	550	681	0.325	221	0.5	7.806	A
	3 - Access to Discount Supermarket	98	652	752	0.130	98	0.1	5.504	A
	4 - Link to Hunnycross Way Junction	236	102	996	0.237	235	0.3	4.771	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	133	100	823	0.162	133	0.2	5.520	A
	2 - Link to Hunnycross Way Junction	770	29	973	0.791	769	3.6	17.725	C
	3 - Riverway	235	267	691	0.339	234	0.5	8.160	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	650	86	854	0.761	649	3.1	17.628	C
	2 - Hunnycross Way	549	340	722	0.761	549	3.1	20.803	C
	3 - Link to Riverway Junction	205	119	800	0.256	205	0.3	6.144	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	699	176	1133	0.617	699	1.6	8.366	A
	2 - Holyrood Street	221	553	680	0.325	221	0.5	7.842	A
	3 - Access to Discount Supermarket	98	654	751	0.131	98	0.1	5.516	A
	4 - Link to Hunnycross Way Junction	237	102	996	0.238	237	0.3	4.783	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	109	82	835	0.130	109	0.2	5.251	A
	2 - Link to Hunnycross Way Junction	638	23	977	0.653	645	2.0	11.229	B
	3 - Riverway	191	224	712	0.269	192	0.4	7.176	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	532	71	864	0.616	538	1.7	11.355	B
	2 - Hunnycross Way	449	282	758	0.592	455	1.5	12.221	B
	3 - Link to Riverway Junction	168	98	810	0.207	168	0.3	5.701	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	571	145	1152	0.496	573	1.0	6.308	A
	2 - Holyrood Street	181	453	724	0.249	181	0.3	6.634	A
	3 - Access to Discount Supermarket	80	536	815	0.098	80	0.1	4.900	A
	4 - Link to Hunnycross Way Junction	196	84	1006	0.194	196	0.2	4.482	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	91	69	843	0.108	91	0.1	5.067	A
	2 - Link to Hunnycross Way Junction	531	20	979	0.542	534	1.2	8.263	A
	3 - Riverway	160	185	731	0.219	161	0.3	6.540	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	445	59	871	0.511	448	1.1	8.644	A
	2 - Hunnycross Way	376	234	787	0.477	378	0.9	8.931	A
	3 - Link to Riverway Junction	140	82	818	0.172	141	0.2	5.399	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	478	121	1166	0.410	479	0.7	5.297	A
	2 - Holyrood Street	151	379	758	0.200	152	0.3	5.944	A
	3 - Access to Discount Supermarket	67	448	863	0.078	67	0.1	4.524	A
	4 - Link to Hunnycross Way Junction	163	70	1013	0.161	163	0.2	4.269	A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 92% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	10.39	B
2	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	13.71	B
3	Riverway/Hunnycross Way	Standard Roundabout	1, 2, 3, 4	6.61	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		6	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction

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	2017	PM	ONE HOUR	17:00	18:30	15

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 - Riverway/Hunnycross Way	2 - Link to Hunnycross Way Junction	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	3	4	Simple (vertical queueing)	Normal	0	100.00	
	3 - Link to Riverway Junction	1	2	Simple (vertical queueing)	Normal	0	100.00	
3 - Riverway/Hunnycross Way	4 - Link to Hunnycross Way Junction	2	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road		✓	73	100.000
	2 - Link to Hunnycross Way Junction	✓			
	3 - Riverway		✓	378	100.000
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	✓			
	2 - Hunnycross Way		✓	375	100.000
	3 - Link to Riverway Junction	✓			
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road		✓	567	100.000
	2 - Holyrood Street		✓	184	100.000
	3 - Access to Discount Supermarket		✓	169	100.000
	4 - Link to Hunnycross Way Junction	✓			

Origin-Destination Data

1 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	55	18
	2 - Link to Hunnycross Way Junction	290	0	183
	3 - Riverway	225	152	1

2 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	365	217
	2 - Hunnycross Way	119	1	255
	3 - Link to Riverway Junction	95	112	0

3 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	1	121	63	382
	2 - Holyrood Street	63	0	23	98
	3 - Access to Discount Supermarket	42	25	0	102
	4 - Link to Hunnycross Way Junction	83	67	64	0

Vehicle Mix

1 - Riverway/Hunnycross Way

HV %s

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	0	0
	2 - Link to Hunnycross Way Junction	1	0	4
	3 - Riverway	0	0	0

2 - Riverway/Hunnycross Way

HV %s

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	0	1
	2 - Hunnycross Way	0	0	2
	3 - Link to Riverway Junction	0	0	0

3 - Riverway/Hunnycross Way

HV %s

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	0	0	0	1
	2 - Holyrood Street	2	0	0	0
	3 - Access to Discount Supermarket	0	0	0	0
	4 - Link to Hunnycross Way Junction	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	0.10	5.15	0.1	A
	2 - Link to Hunnycross Way Junction	0.53	8.00	1.1	A
	3 - Riverway	0.62	14.37	1.6	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	0.77	18.83	3.2	C
	2 - Hunnycross Way	0.53	9.81	1.1	A
	3 - Link to Riverway Junction	0.29	6.36	0.4	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	0.55	7.09	1.2	A
	2 - Holyrood Street	0.30	7.65	0.4	A
	3 - Access to Discount Supermarket	0.24	6.05	0.3	A
	4 - Link to Hunnycross Way Junction	0.24	4.88	0.3	A

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	55	114	814	0.067	55	0.1	4.738	A
	2 - Link to Hunnycross Way Junction	352	14	983	0.358	349	0.6	5.782	A
	3 - Riverway	285	214	717	0.397	282	0.6	8.230	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	436	84	856	0.509	432	1.0	8.418	A
	2 - Hunnycross Way	282	161	833	0.339	280	0.5	6.581	A
	3 - Link to Riverway Junction	155	90	814	0.190	154	0.2	5.443	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	427	116	1169	0.365	425	0.6	4.852	A
	2 - Holyrood Street	139	381	756	0.183	138	0.2	5.849	A
	3 - Access to Discount Supermarket	127	407	885	0.144	127	0.2	4.742	A
	4 - Link to Hunnycross Way Junction	159	98	998	0.160	159	0.2	4.286	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	66	137	800	0.082	66	0.1	4.904	A
	2 - Link to Hunnycross Way Junction	423	17	981	0.431	422	0.8	6.564	A
	3 - Riverway	340	259	695	0.489	339	0.9	10.062	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	522	101	845	0.618	520	1.6	11.047	B
	2 - Hunnycross Way	337	194	812	0.415	336	0.7	7.652	A
	3 - Link to Riverway Junction	186	108	805	0.230	185	0.3	5.804	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	510	140	1155	0.441	509	0.8	5.603	A
	2 - Holyrood Street	165	458	723	0.229	165	0.3	6.499	A
	3 - Access to Discount Supermarket	152	488	841	0.181	152	0.2	5.222	A
	4 - Link to Hunnycross Way Junction	192	118	987	0.194	192	0.2	4.522	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	80	167	780	0.103	80	0.1	5.142	A
	2 - Link to Hunnycross Way Junction	516	21	979	0.527	514	1.1	7.895	A
	3 - Riverway	416	315	668	0.623	414	1.6	14.022	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	639	124	831	0.769	633	3.1	17.711	C
	2 - Hunnycross Way	413	236	786	0.525	411	1.1	9.689	A
	3 - Link to Riverway Junction	227	132	794	0.286	226	0.4	6.343	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	624	171	1136	0.549	623	1.2	7.034	A
	2 - Holyrood Street	203	560	677	0.299	202	0.4	7.621	A
	3 - Access to Discount Supermarket	186	597	781	0.238	186	0.3	6.039	A
	4 - Link to Hunnycross Way Junction	234	144	973	0.241	234	0.3	4.869	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	80	168	780	0.103	80	0.1	5.147	A
	2 - Link to Hunnycross Way Junction	519	21	979	0.531	519	1.1	8.002	A
	3 - Riverway	416	318	666	0.625	416	1.6	14.372	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	641	124	831	0.771	640	3.2	18.832	C
	2 - Hunnycross Way	413	239	785	0.526	413	1.1	9.806	A
	3 - Link to Riverway Junction	228	132	793	0.287	228	0.4	6.365	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	624	172	1136	0.550	624	1.2	7.086	A
	2 - Holyrood Street	203	561	676	0.300	203	0.4	7.648	A
	3 - Access to Discount Supermarket	186	599	781	0.238	186	0.3	6.054	A
	4 - Link to Hunnycross Way Junction	236	144	973	0.242	236	0.3	4.881	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	66	139	799	0.082	66	0.1	4.911	A
	2 - Link to Hunnycross Way Junction	428	17	981	0.436	430	0.8	6.684	A
	3 - Riverway	340	263	693	0.490	342	1.0	10.343	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	525	102	844	0.622	531	1.7	11.751	B
	2 - Hunnycross Way	337	198	810	0.416	339	0.7	7.769	A
	3 - Link to Riverway Junction	187	108	805	0.233	188	0.3	5.836	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	510	141	1154	0.442	511	0.8	5.653	A
	2 - Holyrood Street	165	460	721	0.229	166	0.3	6.532	A
	3 - Access to Discount Supermarket	152	491	840	0.181	152	0.2	5.241	A
	4 - Link to Hunnycross Way Junction	194	118	987	0.196	194	0.2	4.541	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	55	116	813	0.068	55	0.1	4.747	A
	2 - Link to Hunnycross Way Junction	357	14	983	0.363	358	0.6	5.890	A
	3 - Riverway	285	219	714	0.398	286	0.7	8.427	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	439	86	855	0.514	442	1.1	8.799	A
	2 - Hunnycross Way	282	165	830	0.340	283	0.5	6.676	A
	3 - Link to Riverway Junction	156	91	814	0.192	157	0.2	5.484	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	427	118	1168	0.365	428	0.6	4.901	A
	2 - Holyrood Street	139	385	755	0.184	139	0.2	5.887	A
	3 - Access to Discount Supermarket	127	410	883	0.144	127	0.2	4.763	A
	4 - Link to Hunnycross Way Junction	162	99	998	0.162	162	0.2	4.308	A

2034, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	36.06	E
2	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	60.69	F
3	Riverway/Hunnycross Way	Standard Roundabout	1, 2, 3, 4	11.14	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-8	2 - Riverway/Hunnycross Way - 2 - Hunnycross Way

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	2034	AM	ONE HOUR	08:00	09:30	15

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 - Riverway/Hunnycross Way	2 - Link to Hunnycross Way Junction	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	3	4	Simple (vertical queueing)	Normal	0	100.00	
	3 - Link to Riverway Junction	1	2	Simple (vertical queueing)	Normal	0	100.00	
3 - Riverway/Hunnycross Way	4 - Link to Hunnycross Way Junction	2	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road		✓	147	100.000
	2 - Link to Hunnycross Way Junction	✓			
	3 - Riverway		✓	260	100.000
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	✓			
	2 - Hunnycross Way		✓	611	100.000
	3 - Link to Riverway Junction	✓			
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road		✓	776	100.000
	2 - Holyrood Street		✓	247	100.000
	3 - Access to Discount Supermarket		✓	109	100.000
	4 - Link to Hunnycross Way Junction	✓			

Origin-Destination Data

1 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	116	31
	2 - Link to Hunnycross Way Junction	297	0	560
	3 - Riverway	150	111	0

2 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	343	378
	2 - Hunnycross Way	133	0	478
	3 - Link to Riverway Junction	131	96	0

3 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	1	220	47	508
	2 - Holyrood Street	82	0	30	135
	3 - Access to Discount Supermarket	10	21	0	78
	4 - Link to Hunnycross Way Junction	89	117	58	0

Vehicle Mix

1 - Riverway/Hunnycross Way

HV %s

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	4	13
	2 - Link to Hunnycross Way Junction	1	0	2
	3 - Riverway	4	3	0

2 - Riverway/Hunnycross Way

HV %s

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	0	2
	2 - Hunnycross Way	1	0	1
	3 - Link to Riverway Junction	2	1	0

3 - Riverway/Hunnycross Way

HV %s

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	0	1	0	1
	2 - Holyrood Street	0	0	0	0
	3 - Access to Discount Supermarket	0	0	0	0
	4 - Link to Hunnycross Way Junction	1	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	0.20	5.88	0.3	A
	2 - Link to Hunnycross Way Junction	0.95	49.26	12.0	E
	3 - Riverway	0.43	9.79	0.8	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	0.94	52.91	10.9	F
	2 - Hunnycross Way	0.99	89.87	16.5	F
	3 - Link to Riverway Junction	0.32	6.78	0.5	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	0.77	14.12	3.3	B
	2 - Holyrood Street	0.43	10.16	0.8	B
	3 - Access to Discount Supermarket	0.18	6.53	0.2	A
	4 - Link to Hunnycross Way Junction	0.29	5.21	0.4	A

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	111	83	834	0.133	110	0.2	5.255	A
	2 - Link to Hunnycross Way Junction	635	23	977	0.650	627	1.8	10.269	B
	3 - Riverway	196	217	715	0.274	195	0.4	7.138	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	539	71	864	0.625	533	1.6	10.797	B
	2 - Hunnycross Way	460	279	760	0.605	454	1.5	11.677	B
	3 - Link to Riverway Junction	170	98	810	0.209	169	0.3	5.694	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	584	145	1152	0.508	580	1.0	6.312	A
	2 - Holyrood Street	186	459	722	0.257	184	0.3	6.681	A
	3 - Access to Discount Supermarket	82	543	811	0.101	82	0.1	4.931	A
	4 - Link to Hunnycross Way Junction	196	85	1005	0.195	195	0.2	4.474	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	132	99	824	0.161	132	0.2	5.505	A
	2 - Link to Hunnycross Way Junction	762	28	974	0.782	756	3.4	16.300	C
	3 - Riverway	234	262	694	0.338	234	0.5	8.094	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	647	86	855	0.757	641	2.9	16.653	C
	2 - Hunnycross Way	549	336	724	0.758	543	2.9	19.484	C
	3 - Link to Riverway Junction	204	118	800	0.254	203	0.3	6.123	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	698	175	1134	0.616	696	1.6	8.255	A
	2 - Holyrood Street	222	550	681	0.326	221	0.5	7.815	A
	3 - Access to Discount Supermarket	98	651	752	0.130	98	0.1	5.500	A
	4 - Link to Hunnycross Way Junction	236	102	996	0.237	235	0.3	4.770	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	162	122	809	0.200	162	0.3	5.880	A
	2 - Link to Hunnycross Way Junction	901	34	970	0.929	879	8.8	34.191	D
	3 - Riverway	287	305	673	0.426	286	0.8	9.611	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	789	105	843	0.937	766	8.8	38.618	E
	2 - Hunnycross Way	673	401	684	0.983	638	11.6	55.831	F
	3 - Link to Riverway Junction	249	138	790	0.315	249	0.5	6.746	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	855	210	1112	0.768	848	3.2	13.451	B
	2 - Holyrood Street	272	670	628	0.433	271	0.7	10.038	B
	3 - Access to Discount Supermarket	120	795	674	0.178	120	0.2	6.495	A
	4 - Link to Hunnycross Way Junction	282	125	983	0.287	282	0.4	5.171	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	162	122	809	0.200	162	0.3	5.883	A
	2 - Link to Hunnycross Way Junction	923	34	970	0.952	910	12.0	49.261	E
	3 - Riverway	287	315	668	0.430	287	0.8	9.786	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	794	105	842	0.942	786	10.9	52.907	F
	2 - Hunnycross Way	673	412	678	0.992	653	16.5	89.869	F
	3 - Link to Riverway Junction	250	142	789	0.317	250	0.5	6.784	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	855	213	1111	0.770	854	3.3	14.115	B
	2 - Holyrood Street	272	675	626	0.434	272	0.8	10.160	B
	3 - Access to Discount Supermarket	120	799	671	0.179	120	0.2	6.531	A
	4 - Link to Hunnycross Way Junction	286	125	983	0.291	286	0.4	5.205	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	132	100	823	0.161	132	0.2	5.516	A
	2 - Link to Hunnycross Way Junction	828	28	974	0.850	849	6.6	32.558	D
	3 - Riverway	234	294	678	0.345	235	0.6	8.437	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	653	86	854	0.765	683	3.6	24.122	C
	2 - Hunnycross Way	549	358	711	0.772	600	3.9	41.482	E
	3 - Link to Riverway Junction	204	130	794	0.257	205	0.4	6.208	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	698	184	1128	0.619	704	1.7	8.696	A
	2 - Holyrood Street	222	559	677	0.328	223	0.5	7.942	A
	3 - Access to Discount Supermarket	98	658	748	0.131	98	0.2	5.542	A
	4 - Link to Hunnycross Way Junction	249	103	995	0.250	249	0.3	4.864	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	111	84	834	0.133	111	0.2	5.270	A
	2 - Link to Hunnycross Way Junction	657	24	977	0.672	674	2.2	12.745	B
	3 - Riverway	196	234	707	0.277	197	0.4	7.311	A
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	545	72	863	0.632	552	1.8	11.964	B
	2 - Hunnycross Way	460	290	753	0.610	469	1.6	13.149	B
	3 - Link to Riverway Junction	171	102	808	0.212	171	0.3	5.746	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	584	150	1149	0.509	587	1.1	6.494	A
	2 - Holyrood Street	186	465	719	0.258	186	0.4	6.760	A
	3 - Access to Discount Supermarket	82	549	808	0.102	82	0.1	4.962	A
	4 - Link to Hunnycross Way Junction	201	86	1004	0.200	201	0.3	4.520	A

2034, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Riverway/Hunnycross Way	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Riverway/Hunnycross Way - 2 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Riverway/Hunnycross Way - 3 - Link to Riverway Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3 - Riverway/Hunnycross Way - 4 - Link to Hunnycross Way Junction	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	17.55	C
2	Riverway/Hunnycross Way	Mini-roundabout	1, 2, 3	37.37	E
3	Riverway/Hunnycross Way	Standard Roundabout	1, 2, 3, 4	8.86	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-4	2 - Riverway/Hunnycross Way - 1 - Link to Holyrood st Junction

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	2034	PM	ONE HOUR	17:00	18:30	15

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 - Riverway/Hunnycross Way	2 - Link to Hunnycross Way Junction	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	3	4	Simple (vertical queueing)	Normal	0	100.00	
	3 - Link to Riverway Junction	1	2	Simple (vertical queueing)	Normal	0	100.00	
3 - Riverway/Hunnycross Way	4 - Link to Hunnycross Way Junction	2	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road		✓	90	100.000
	2 - Link to Hunnycross Way Junction	✓			
	3 - Riverway		✓	460	100.000
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	✓			
	2 - Hunnycross Way		✓	457	100.000
	3 - Link to Riverway Junction	✓			
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road		✓	692	100.000
	2 - Holyrood Street		✓	224	100.000
	3 - Access to Discount Supermarket		✓	206	100.000
	4 - Link to Hunnycross Way Junction	✓			

Origin-Destination Data

1 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	68	22
	2 - Link to Hunnycross Way Junction	353	0	223
	3 - Riverway	274	185	1

2 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	445	265
	2 - Hunnycross Way	145	1	311
	3 - Link to Riverway Junction	116	137	0

3 - Riverway/Hunnycross Way

Demand (PCU/hr)

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	1	148	77	465
	2 - Holyrood Street	76	0	29	120
	3 - Access to Discount Supermarket	51	30	0	125
	4 - Link to Hunnycross Way Junction	101	82	78	0

Vehicle Mix

1 - Riverway/Hunnycross Way

HV %s

		To		
		1 - A3020 Eastbound Slip Road	2 - Link to Hunnycross Way Junction	3 - Riverway
From	1 - A3020 Eastbound Slip Road	0	4	13
	2 - Link to Hunnycross Way Junction	1	0	2
	3 - Riverway	4	3	0

2 - Riverway/Hunnycross Way

HV %s

		To		
		1 - Link to Holyrood st Junction	2 - Hunnycross Way	3 - Link to Riverway Junction
From	1 - Link to Holyrood st Junction	0	0	2
	2 - Hunnycross Way	1	0	1
	3 - Link to Riverway Junction	2	1	0

3 - Riverway/Hunnycross Way

HV %s

		To			
		1 - A3020 Westbound Slip Road	2 - Holyrood Street	3 - Access to Discount Supermarket	4 - Link to Hunnycross Way Junction
From	1 - A3020 Westbound Slip Road	0	1	0	1
	2 - Holyrood Street	0	0	0	0
	3 - Access to Discount Supermarket	0	0	0	0
	4 - Link to Hunnycross Way Junction	1	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	0.13	5.81	0.2	A
	2 - Link to Hunnycross Way Junction	0.65	10.54	1.8	B
	3 - Riverway	0.80	28.62	3.8	D
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	0.96	62.88	12.9	F
	2 - Hunnycross Way	0.67	14.43	2.0	B
	3 - Link to Riverway Junction	0.36	7.29	0.6	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	0.68	10.33	2.1	B
	2 - Holyrood Street	0.40	9.61	0.7	A
	3 - Access to Discount Supermarket	0.32	7.47	0.5	A
	4 - Link to Hunnycross Way Junction	0.30	5.42	0.4	A

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	68	139	799	0.085	68	0.1	5.223	A
	2 - Link to Hunnycross Way Junction	428	18	981	0.436	425	0.8	6.525	A
	3 - Riverway	346	260	694	0.499	342	1.0	10.479	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	531	102	844	0.629	524	1.7	11.119	B
	2 - Hunnycross Way	344	196	811	0.424	341	0.7	7.692	A
	3 - Link to Riverway Junction	189	109	805	0.234	187	0.3	5.905	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	521	141	1154	0.451	518	0.8	5.681	A
	2 - Holyrood Street	169	465	719	0.235	168	0.3	6.511	A
	3 - Access to Discount Supermarket	155	495	837	0.186	155	0.2	5.268	A
	4 - Link to Hunnycross Way Junction	194	119	987	0.197	193	0.2	4.564	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	81	166	781	0.104	81	0.1	5.458	A
	2 - Link to Hunnycross Way Junction	514	21	978	0.526	513	1.1	7.818	A
	3 - Riverway	414	314	668	0.619	411	1.6	14.374	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	637	123	831	0.766	631	3.1	17.612	C
	2 - Hunnycross Way	411	236	787	0.523	410	1.1	9.609	A
	3 - Link to Riverway Junction	226	131	794	0.285	226	0.4	6.427	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	622	171	1136	0.547	620	1.2	7.017	A
	2 - Holyrood Street	202	558	678	0.298	201	0.4	7.542	A
	3 - Access to Discount Supermarket	186	594	783	0.237	185	0.3	6.018	A
	4 - Link to Hunnycross Way Junction	234	143	974	0.240	234	0.3	4.897	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	100	202	758	0.131	99	0.2	5.795	A
	2 - Link to Hunnycross Way Junction	620	26	975	0.636	618	1.7	10.140	B
	3 - Riverway	507	379	637	0.796	499	3.6	25.668	D
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	778	150	815	0.955	750	10.1	43.607	E
	2 - Hunnycross Way	503	280	759	0.663	500	1.9	13.860	B
	3 - Link to Riverway Junction	275	160	780	0.353	275	0.5	7.222	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	762	208	1114	0.684	758	2.1	10.104	B
	2 - Holyrood Street	247	681	623	0.396	246	0.6	9.526	A
	3 - Access to Discount Supermarket	227	726	711	0.320	227	0.5	7.421	A
	4 - Link to Hunnycross Way Junction	285	175	957	0.298	284	0.4	5.390	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	100	205	757	0.132	100	0.2	5.812	A
	2 - Link to Hunnycross Way Junction	630	26	975	0.646	629	1.8	10.535	B
	3 - Riverway	507	386	633	0.800	505	3.8	28.619	D
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	781	152	814	0.960	770	12.9	62.883	F
	2 - Hunnycross Way	503	287	755	0.667	503	2.0	14.427	B
	3 - Link to Riverway Junction	278	161	779	0.357	278	0.6	7.286	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	762	210	1113	0.685	762	2.1	10.330	B
	2 - Holyrood Street	247	685	622	0.397	247	0.7	9.610	A
	3 - Access to Discount Supermarket	227	729	709	0.320	227	0.5	7.465	A
	4 - Link to Hunnycross Way Junction	287	175	956	0.301	287	0.4	5.419	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	81	171	778	0.104	81	0.1	5.482	A
	2 - Link to Hunnycross Way Junction	535	21	978	0.547	537	1.2	8.317	A
	3 - Riverway	414	329	661	0.626	422	1.8	16.079	C
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	641	126	830	0.773	678	3.8	28.225	D
	2 - Hunnycross Way	411	253	776	0.530	414	1.2	10.146	B
	3 - Link to Riverway Junction	231	133	793	0.291	231	0.4	6.507	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	622	174	1135	0.548	626	1.2	7.186	A
	2 - Holyrood Street	202	563	676	0.299	203	0.4	7.626	A
	3 - Access to Discount Supermarket	186	599	781	0.238	186	0.3	6.064	A
	4 - Link to Hunnycross Way Junction	238	144	973	0.244	238	0.3	4.933	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Riverway/Hunnycross Way	1 - A3020 Eastbound Slip Road	68	141	797	0.085	68	0.1	5.243	A
	2 - Link to Hunnycross Way Junction	438	18	981	0.447	440	0.8	6.769	A
	3 - Riverway	346	270	690	0.502	349	1.1	11.043	B
2 - Riverway/Hunnycross Way	1 - Link to Holyrood st Junction	536	105	843	0.636	544	1.8	12.428	B
	2 - Hunnycross Way	344	203	807	0.427	346	0.8	7.916	A
	3 - Link to Riverway Junction	192	111	804	0.239	192	0.3	5.974	A
3 - Riverway/Hunnycross Way	1 - A3020 Westbound Slip Road	521	145	1152	0.452	522	0.8	5.785	A
	2 - Holyrood Street	169	470	717	0.236	169	0.3	6.582	A
	3 - Access to Discount Supermarket	155	500	834	0.186	156	0.2	5.306	A
	4 - Link to Hunnycross Way Junction	198	120	986	0.201	198	0.3	4.604	A

Appendix D
MODELLING OUTPUT RESULTS JUNCTION 5

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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Filename: Junction 5 - St George Way St George Approach AG - Copy.j9
Path: X:\Projects\2012\A090000\A090129-99 - IoW Junction Assessment and Design\30 Technical\31 Modelling\2017 Base Models\Junction 5
Report generation date: 17/04/2018 17:45:36

Summary of junction performance

	AM					PM				
	Q (PCU)	Delay (s)	RFC	LOS	Res Cap	Q (PCU)	Delay (s)	RFC	LOS	Res Cap
2017										
1 - A3020 St George Way (South)	1.2	5.04	0.55	A	53 % [1 - A3020 St George Way (South)]	0.6	3.61	0.38	A	28 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.2	3.28	0.17	A		0.7	4.18	0.40	A	
3 - A3020 St George Way (North)	1.2	4.37	0.53	A		2.6	7.83	0.72	A	
2034 - DN										
1 - A3020 St George Way (South)	2.3	8.01	0.70	A	25 % [1 - A3020 St George Way (South)]	0.9	4.52	0.48	A	5 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.3	3.75	0.22	A		1.0	5.36	0.51	A	
3 - A3020 St George Way (North)	1.9	5.96	0.65	A		8.1	20.78	0.90	C	
2017 - with Trafalgar Road link										
1 - A3020 St George Way (South)	1.2	5.04	0.55	A	53 % [1 - A3020 St George Way (South)]	0.6	3.61	0.38	A	28 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.4	3.79	0.28	A		1.0	4.92	0.49	A	
3 - A3020 St George Way (North)	1.1	4.33	0.52	A		2.6	7.83	0.71	A	
2034 - with Trafalgar Road link										
1 - A3020 St George Way (South)	2.3	8.00	0.70	A	25 % [1 - A3020 St George Way (South)]	0.9	4.51	0.48	A	5 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.6	4.62	0.37	A		1.7	6.99	0.62	A	
3 - A3020 St George Way (North)	1.9	5.89	0.64	A		7.9	20.65	0.89	C	
2017 - Scenario B, C + D (with Trafalgar Road link)										
1 - A3020 St George Way (South)	1.2	4.97	0.54	A	54 % [1 - A3020 St George Way (South)]	0.6	3.58	0.37	A	31 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.5	3.99	0.32	A		1.7	6.67	0.62	A	
3 - A3020 St George Way (North)	1.1	4.28	0.52	A		2.3	7.32	0.69	A	
2034 - Scenario B, C + D (with Trafalgar Road link)										
1 - A3020 St George Way (South)	2.3	7.79	0.69	A	26 % [1 - A3020 St George Way (South)]	0.9	4.46	0.48	A	7 % [3 - A3020 St George Way (North)]
2 - St George Approach	0.7	5.00	0.42	A		3.8	12.80	0.80	B	
3 - A3020 St George Way (North)	1.8	5.77	0.64	A		6.4	17.25	0.87	C	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\philip.eveleigh
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
✓	✓	Delay	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	2017	AM	ONE HOUR	08:00	09:30	15
D2	2017	PM	ONE HOUR	17:00	18:30	15
D5	2034 - DN	AM	ONE HOUR	08:00	09:30	15
D6	2034 - DN	PM	ONE HOUR	17:00	18:30	15
D7	2017 - with Trafalgar Road link	AM	ONE HOUR	08:00	09:30	15
D8	2017 - with Trafalgar Road link	PM	ONE HOUR	17:00	18:30	15
D9	2034 - with Trafalgar Road link	AM	ONE HOUR	08:00	09:30	15
D10	2034 - with Trafalgar Road link	PM	ONE HOUR	17:00	18:30	15
D11	2017 - Scenario B, C + D (with Trafalgar Road link)	AM	ONE HOUR	08:00	09:30	15
D12	2017 - Scenario B, C + D (with Trafalgar Road link)	PM	ONE HOUR	17:00	18:30	15
D13	2034 - Scenario B, C + D (with Trafalgar Road link)	AM	ONE HOUR	08:00	09:30	15
D14	2034 - Scenario B, C + D (with Trafalgar Road link)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	4.53	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	53	1 - A3020 St George Way (South)

Arms

Arms

Arm	Name	Description
1	A3020 St George Way (South)	
2	St George Approach	
3	A3020 St George Way (North)	

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - A3020 St George Way (South)	3.75	8.18	14.6	48.3	52.0	22.0	
2 - St George Approach	3.65	8.38	12.5	32.1	52.2	34.0	
3 - A3020 St George Way (North)	3.68	8.33	14.9	18.3	52.2	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3020 St George Way (South)	0.656	1920
2 - St George Approach	0.611	1763
3 - A3020 St George Way (North)	0.641	1880

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	2017	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	792	100.000
2 - St George Approach		✓	206	100.000
3 - A3020 St George Way (North)		✓	867	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	9	192	591
	2 - St George Approach	92	0	114
	3 - A3020 St George Way (North)	414	444	9

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.55	5.04	1.2	1.5	A
2 - St George Approach	0.17	3.28	0.2	0.5	A
3 - A3020 St George Way (North)	0.53	4.37	1.2	1.5	A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	5.88	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	28	3 - A3020 St George Way (North)

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	2017	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	560	100.000
2 - St George Approach		✓	526	100.000
3 - A3020 St George Way (North)		✓	1104	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	7	158	395
	2 - St George Approach	252	0	274
	3 - A3020 St George Way (North)	694	364	46

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.38	3.61	0.6	2.8	A
2 - St George Approach	0.40	4.18	0.7	2.8	A
3 - A3020 St George Way (North)	0.72	7.83	2.6	5.2	A

2034 - DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	6.59	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	25	1 - A3020 St George Way (South)

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	2034 - DN	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	969	100.000
2 - St George Approach		✓	252	100.000
3 - A3020 St George Way (North)		✓	1059	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	11	235	723
	2 - St George Approach	113	0	139
	3 - A3020 St George Way (North)	506	542	11

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.70	8.01	2.3	4.4	A
2 - St George Approach	0.22	3.75	0.3	1.2	A
3 - A3020 St George Way (North)	0.65	5.96	1.9	3.2	A

2034 - DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	12.92	B

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	5	3 - A3020 St George Way (North)

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	2034 - DN	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	684	100.000
2 - St George Approach		✓	641	100.000
3 - A3020 St George Way (North)		✓	1347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	9	193	482
	2 - St George Approach	307	0	334
	3 - A3020 St George Way (North)	846	444	57

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.48	4.52	0.9	1.9	A
2 - St George Approach	0.51	5.36	1.0	1.8	A
3 - A3020 St George Way (North)	0.90	20.78	8.1	41.9	C

2017 - with Trafalgar Road link, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	4.52	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	53	1 - A3020 St George Way (South)

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	2017 - with Trafalgar Road link	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	792	100.000
2 - St George Approach		✓	343	100.000
3 - A3020 St George Way (North)		✓	851	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	9	192	591
	2 - St George Approach	108	0	235
	3 - A3020 St George Way (North)	398	444	9

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.55	5.04	1.2	1.5	A
2 - St George Approach	0.28	3.79	0.4	1.3	A
3 - A3020 St George Way (North)	0.52	4.33	1.1	1.5	A

2017 - with Trafalgar Road link, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	5.98	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	28	3 - A3020 St George Way (North)

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	2017 - with Trafalgar Road link	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	560	100.000
2 - St George Approach		✓	646	100.000
3 - A3020 St George Way (North)		✓	1088	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	7	158	395
	2 - St George Approach	277	0	369
	3 - A3020 St George Way (North)	678	364	46

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.38	3.61	0.6	2.8	A
2 - St George Approach	0.49	4.92	1.0	1.8	A
3 - A3020 St George Way (North)	0.71	7.83	2.6	5.1	A

2034 - with Trafalgar Road link, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	6.51	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	25	1 - A3020 St George Way (South)

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	2034 - with Trafalgar Road link	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	968	100.000
2 - St George Approach		✓	419	100.000
3 - A3020 St George Way (North)		✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	11	234	723
	2 - St George Approach	132	0	287
	3 - A3020 St George Way (North)	487	543	11

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.70	8.00	2.3	4.3	A
2 - St George Approach	0.37	4.62	0.6	2.8	A
3 - A3020 St George Way (North)	0.64	5.89	1.9	3.0	A

2034 - with Trafalgar Road link, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	12.86	B

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	5	3 - A3020 St George Way (North)

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	2034 - with Trafalgar Road link	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	683	100.000
2 - St George Approach		✓	788	100.000
3 - A3020 St George Way (North)		✓	1326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	9	193	481
	2 - St George Approach	338	0	450
	3 - A3020 St George Way (North)	826	444	56

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.48	4.51	0.9	1.9	A
2 - St George Approach	0.62	6.99	1.7	2.0	A
3 - A3020 St George Way (North)	0.89	20.65	7.9	40.7	C

2017 - Scenario B, C + D (with Trafalgar Road link), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	4.49	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	54	1 - A3020 St George Way (South)

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	2017 - Scenario B, C + D (with Trafalgar Road link)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	783	100.000
2 - St George Approach		✓	393	100.000
3 - A3020 St George Way (North)		✓	843	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	0	192	591
	2 - St George Approach	116	0	277
	3 - A3020 St George Way (North)	390	444	9

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.54	4.97	1.2	1.5	A
2 - St George Approach	0.32	3.99	0.5	2.0	A
3 - A3020 St George Way (North)	0.52	4.28	1.1	1.5	A

2017 - Scenario B, C + D (with Trafalgar Road link), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	6.24	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	31	3 - A3020 St George Way (North)

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	2017 - Scenario B, C + D (with Trafalgar Road link)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	553	100.000
2 - St George Approach		✓	829	100.000
3 - A3020 St George Way (North)		✓	1035	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	0	158	395
	2 - St George Approach	320	0	509
	3 - A3020 St George Way (North)	625	364	46

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.37	3.58	0.6	2.8	A
2 - St George Approach	0.62	6.67	1.7	2.1	A
3 - A3020 St George Way (North)	0.69	7.32	2.3	3.9	A

2034 - Scenario B, C + D (with Trafalgar Road link), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	6.41	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	26	1 - A3020 St George Way (South)

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	2034 - Scenario B, C + D (with Trafalgar Road link)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	958	100.000
2 - St George Approach		✓	481	100.000
3 - A3020 St George Way (North)		✓	1030	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	0	235	723
	2 - St George Approach	142	0	339
	3 - A3020 St George Way (North)	477	542	11

Vehicle Mix

HV %s

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.69	7.79	2.3	3.7	A
2 - St George Approach	0.42	5.00	0.7	3.0	A
3 - A3020 St George Way (North)	0.64	5.77	1.8	2.9	A

2034 - Scenario B, C + D (with Trafalgar Road link), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	St George Way/ St George Approach	Standard Roundabout	1, 2, 3	12.80	B

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	7	3 - A3020 St George Way (North)

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	2034 - Scenario B, C + D (with Trafalgar Road link)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - A3020 St George Way (South)		✓	675	100.000
2 - St George Approach		✓	1011	100.000
3 - A3020 St George Way (North)		✓	1263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	0	193	482
	2 - St George Approach	391	0	620
	3 - A3020 St George Way (North)	762	444	57

Vehicle Mix

HV %s

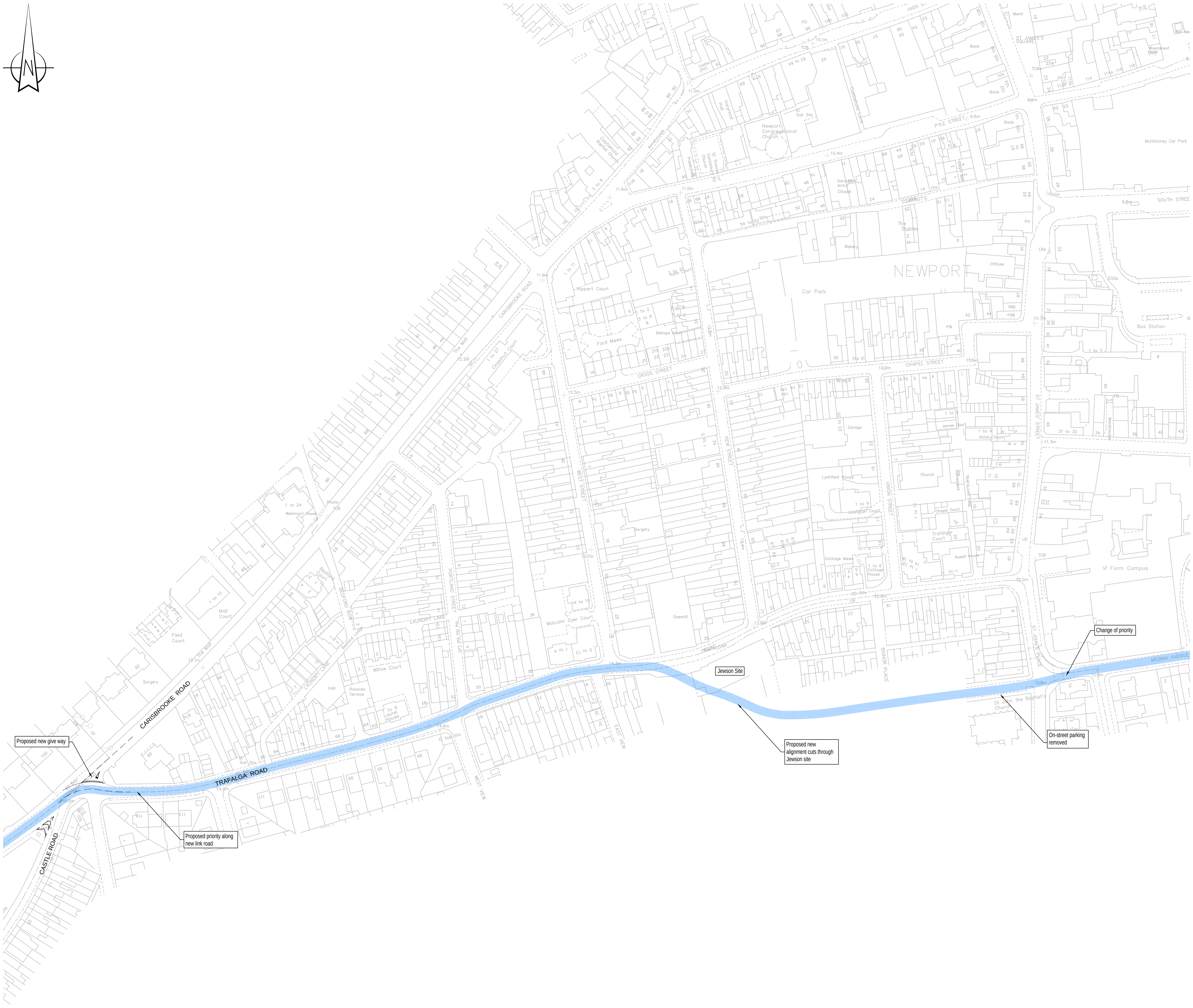
		To		
		1 - A3020 St George Way (South)	2 - St George Approach	3 - A3020 St George Way (North)
From	1 - A3020 St George Way (South)	3	4	0
	2 - St George Approach	2	0	3
	3 - A3020 St George Way (North)	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max Q95 (PCU)	Max LOS
1 - A3020 St George Way (South)	0.48	4.46	0.9	1.9	A
2 - St George Approach	0.80	12.80	3.8	17.6	B
3 - A3020 St George Way (North)	0.87	17.25	6.4	32.8	C

Appendix E
TRAFALGAR ROAD LINK



Notes:

General
1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

Key:

New link road alignment

REV	DETAILS	DRAWN BY	CHECKED BY	DATE

CLIENT:
Isle of Wight Council

PROJECT:
Isle of Wight Junction Improvement Assessment

DRAWING TITLE:
Trafalga Link
Newport

SCALES: 1:1000		SHEET SIZE: A1
DRAWN: SJR	CHECKED: GS	DATE: 15.08.2018

WYG Transport
part of WYG group
11th Floor 1 Angel Court London EC2R 7HJ
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWING NUMBER: A090129-99-031 | REVISION: Rev

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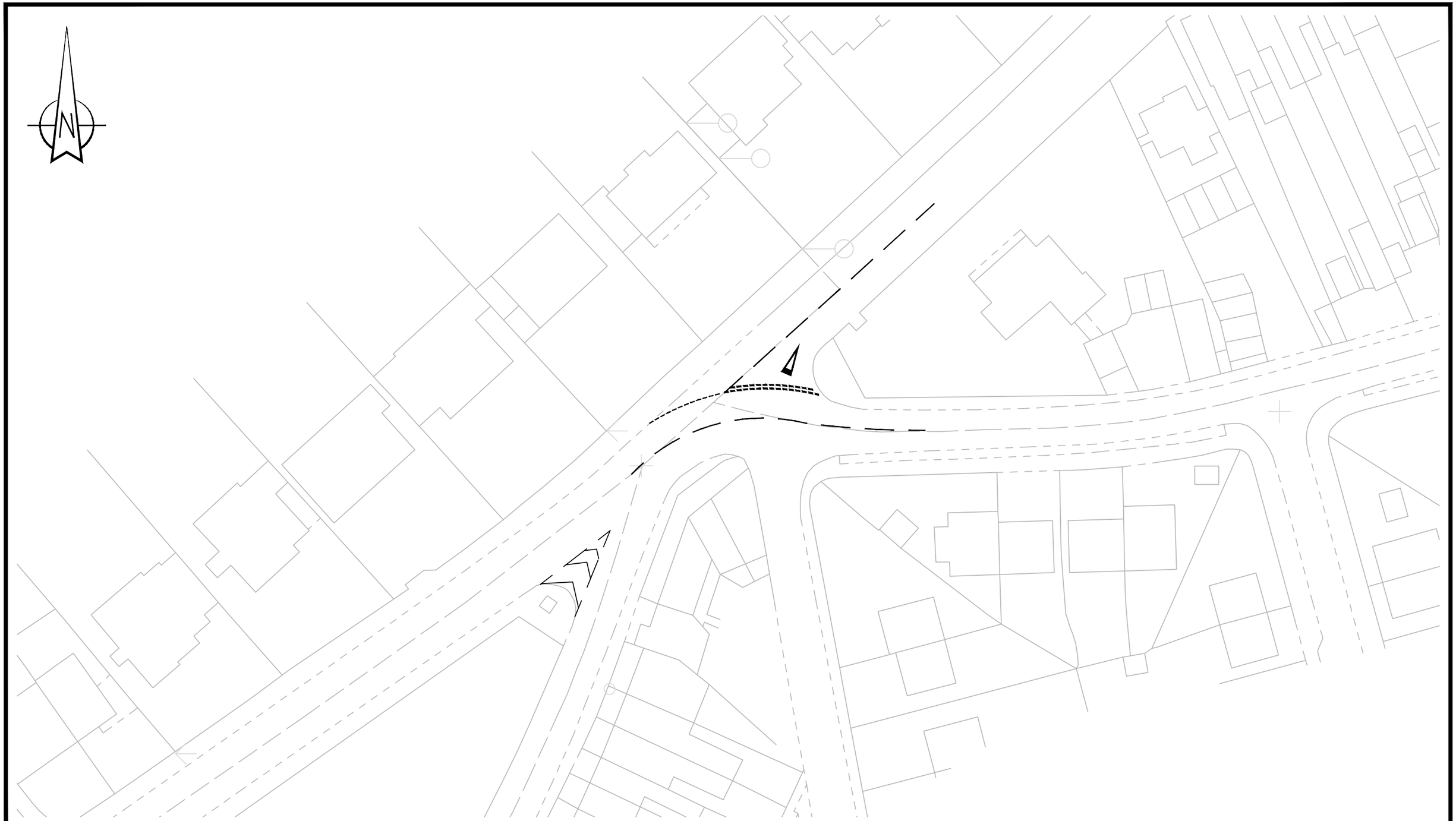

REV	DETAILS	DRAWN	CHECKED	DATE

Notes:

General

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2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

PROJECT: Isle of Wight

CLIENT: Isle of Wight Council

DRAWING TITLE: Carisbrooke Road - Priority Junction Arrangement

WYG Transport
part of WYG group
11th Floor 1 Angel Court London EC2R 7HJ
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
SJR	GS	14.08.2018	1:500	A3	A090129-99-32	Rev

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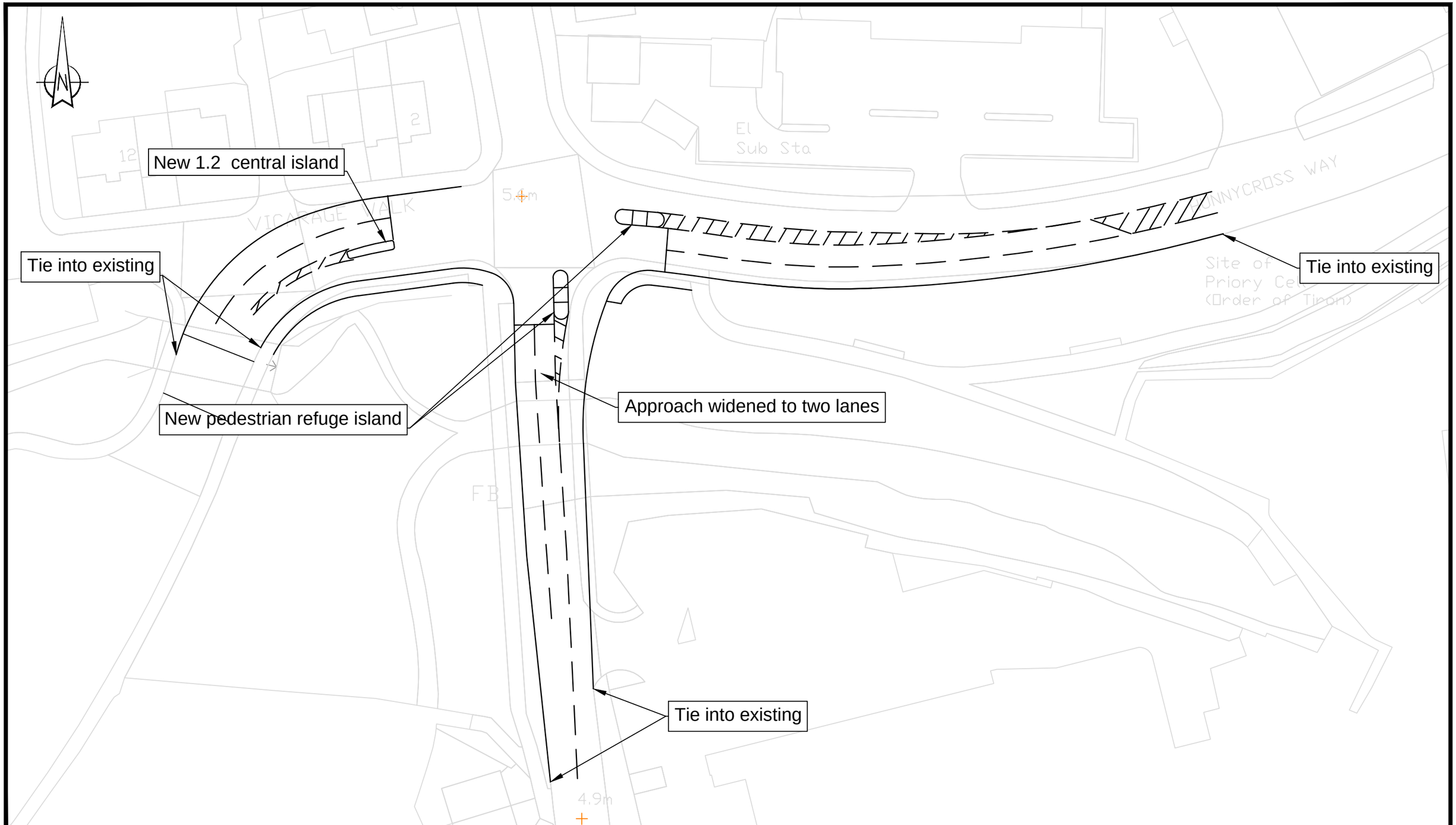
Appendix E
PROPOSED SCHEME – JUNCTION 3



REV	DETAILS	DRAWN	CHECKED	DATE
A	kerb realignment and alteration of pedestrian island	SJR	GS	09.08.2018

PROJECT:
Isle of Wight Junction Improvement Assessment

CLIENT:
Isle of Wight Council

DRAWING TITLE:
Junction 3
Proposed Improvements

WYG Transport
part of WYG group
11th Floor 1 Angel Court London EC2R 7HJ
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
SJR	GS	20.07.2018	1:500	A3	A090129-99-018	A

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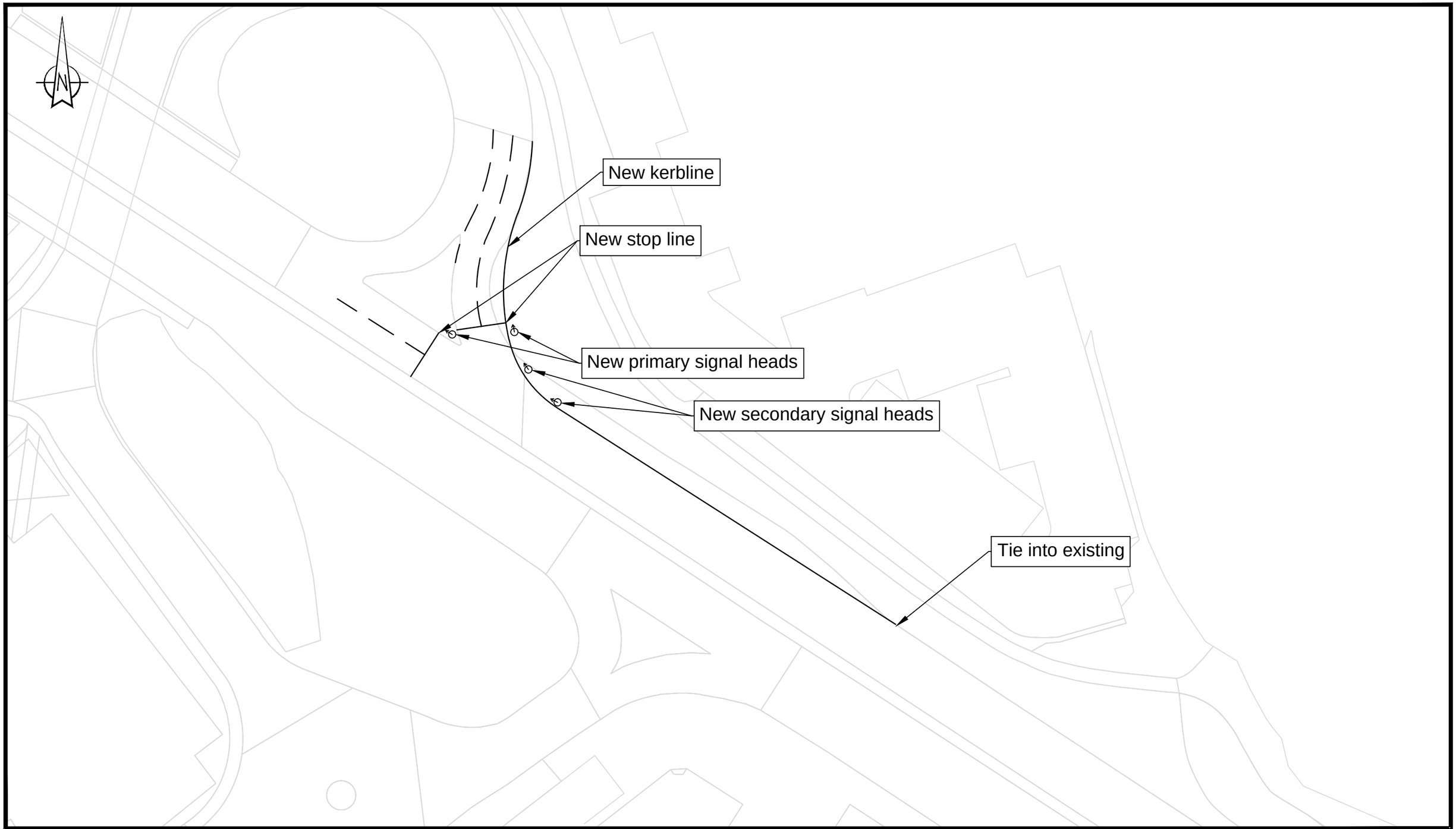
Appendix F
PROPOSED SCHEME – JUNCTION 4



REV	DETAILS	DRAWN	CHECKED	DATE

PROJECT:
Isle of Wight Junction Improvement Assessment

CLIENT:
Isle of Wight Council

DRAWING TITLE:
Junction 4 - Riverway
Proposed Signalisation

WYG Transport
part of WYG group
11th Floor 1 Angel Court London EC2R 7HJ
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
SJR	GS	20.07.2018	1:500	A3	A090129-99-017	-

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