

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: Peak Lane Rowan Way Longfield Avenue Roundabout - Lan Sim w MIT.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\3. Longfield Ave Peak Lane Rowan Way Roundabout

Report generation date: 23/10/2020 13:12:53

- »2018, AM
- »2018, PM
- »2025, AM
- »2025, PM
- »2025 + CD, AM
- »2025 + CD, PM
- »2025 + CD + PD, AM
- »2025 + CD + PD, PM
- »2025 + CD + Newlands Farm + PD, AM
- »2025 + CD + Newlands Farm + PD, PM
- »2025 with Bypass, AM
- »2025 with Bypass, PM
- »2025 with Bypass + CD, AM
- »2025 with Bypass + CD, PM
- »2025 with Bypass + CD + PD, AM
- »2025 with Bypass + CD + PD, PM
- »2025 with Bypass + CD + Newlands Farm + PD, AM
- »2025 with Bypass + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2018								
2 - Longfield Avenue	1.4	12.12		B	2.5	20.70		C
3 - Peak Lane S	66.4	200.54		F	0.9	7.48		A
4 - Rowan Way	3.8	32.39		D	6.1	33.58		D
1 - Peak Lane North	7.7	55.40		F	103.5	646.43		F
[Lane Simulation] - 2025								
2 - Longfield Avenue	1.9	14.25		B	3.7	26.84		D
3 - Peak Lane S	138.3	506.87		F	0.9	8.06		A
4 - Rowan Way	5.6	46.60		E	15.3	69.57		F
1 - Peak Lane North	14.1	90.58		F	193.1	1109.74		F
[Lane Simulation] - 2025 + CD								
2 - Longfield Avenue	1.9	14.55		B	3.9	25.60		D
3 - Peak Lane S	137.3	501.14		F	1.0	8.05		A
4 - Rowan Way	6.1	45.92		E	14.2	66.19		F
1 - Peak Lane North	13.6	86.54		F	193.3	1119.77		F
[Lane Simulation] - 2025 + CD + PD								
2 - Longfield Avenue	2.0	14.85		B	4.1	28.89		D
3 - Peak Lane S	193.1	684.51		F	1.2	8.58		A
4 - Rowan Way	5.3	42.81		E	19.0	83.50		F
1 - Peak Lane North	15.5	94.13		F	234.9	1308.57		F
[Lane Simulation] - 2025 + CD + Newlands Farm + PD								
2 - Longfield Avenue	11.0	54.93		F	12.7	69.56		F
3 - Peak Lane S	225.9	796.10		F	1.1	9.27		A
4 - Rowan Way	20.1	124.07		F	101.8	471.70		F
1 - Peak Lane North	28.7	176.96		F	307.9	1590.89		F
[Lane Simulation] - 2025 with Bypass								
2 - Longfield Avenue	1.1	11.43		B	1.3	11.71		B

3 - Peak Lane S	3.6	15.12		C	1.0	7.57		A
4 - Rowan Way	1.6	14.72		B	1.1	10.74		B
1 - Peak Lane North	2.0	17.22		C	1.5	12.79		B
[Lane Simulation] - 2025 with Bypass + CD								
2 - Longfield Avenue	1.2	10.41		B	1.8	13.95		B
3 - Peak Lane S	3.4	13.74		B	0.8	7.46		A
4 - Rowan Way	1.9	14.77		B	1.2	11.04		B
1 - Peak Lane North	1.8	17.17		C	3.9	24.36		C
[Lane Simulation] - 2025 with Bypass + CD + PD								
2 - Longfield Avenue	1.2	10.85		B	1.7	15.31		C
3 - Peak Lane S	3.9	17.59		C	0.9	7.38		A
4 - Rowan Way	1.8	16.66		C	1.5	10.92		B
1 - Peak Lane North	1.9	17.45		C	4.9	32.53		D
[Lane Simulation] - 2025 with Bypass + CD + Newlands Farm + PD								
2 - Longfield Avenue	1.2	11.69		B	2.4	21.35		C
3 - Peak Lane S	13.1	48.62		E	1.5	8.79		A
4 - Rowan Way	2.2	19.22		C	2.0	14.89		B
1 - Peak Lane North	2.5	21.10		C	10.4	62.41		F

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

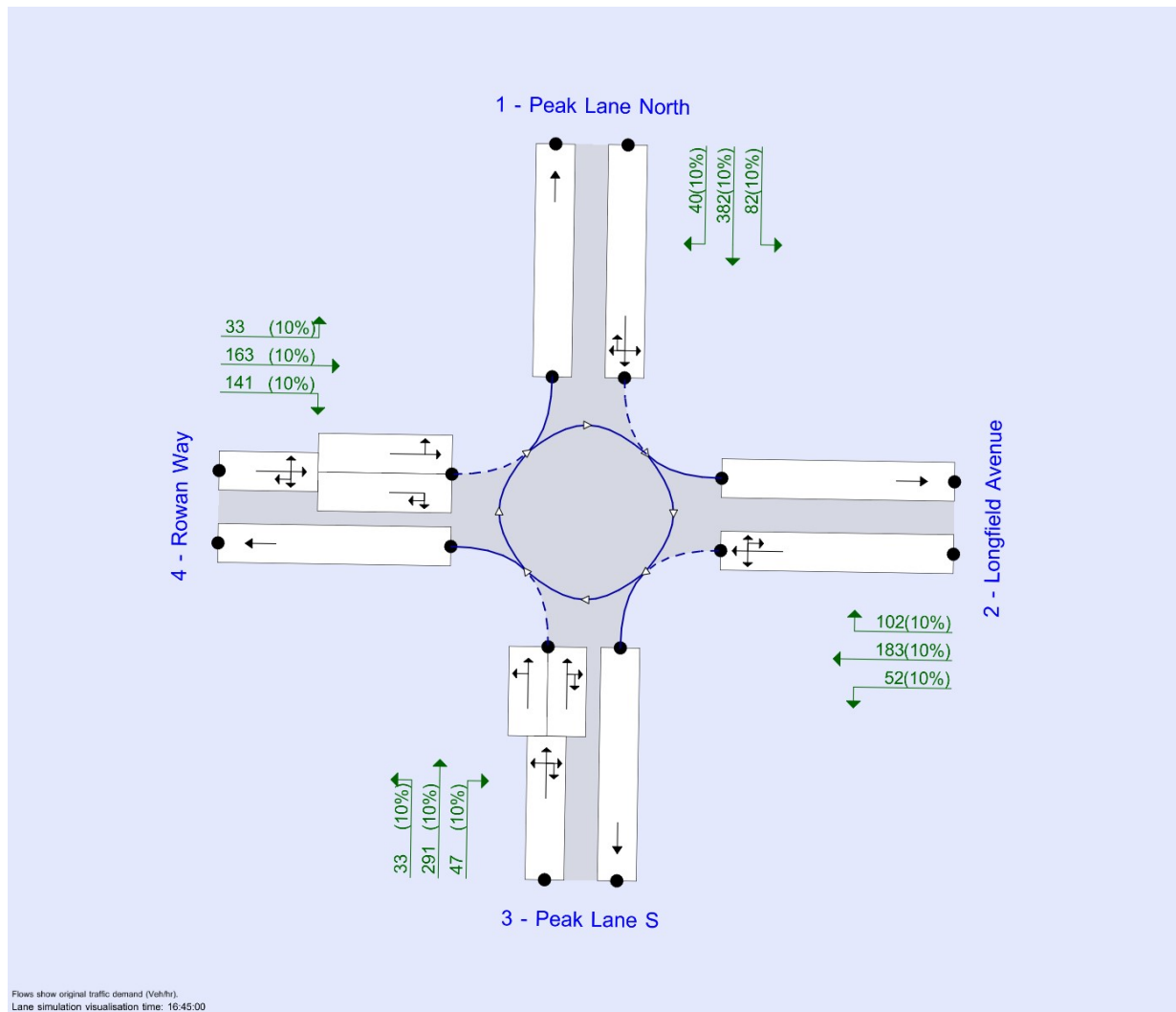
File summary

File Description

Title	Longfield Av RB 2018
Location	Stubbington
Site number	048.0013
Date	19/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-MODEL\Cad PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	136070565	825	90.88

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025	PM	ONE HOUR	16:45	18:15	15	✓
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15	✓
D11	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15	✓
D12	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15	✓
D13	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15	✓
D14	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15	✓
D15	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

D16	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15	✓
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	109.75	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
2	Longfield Avenue	
3	Peak Lane S	
4	Rowan Way	
1	Peak Lane North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
2 - Longfield Avenue	3.65	4.35	0.0	10.0	28.0	38.0	
3 - Peak Lane S	3.65	6.00	13.5	20.0	28.0	22.0	
4 - Rowan Way	3.50	5.88	15.0	15.0	28.0	21.0	
1 - Peak Lane North	3.50	3.70	0.0	6.0	28.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Longfield Avenue	0.497	1022
3 - Peak Lane S	0.649	1607
4 - Rowan Way	0.636	1562
1 - Peak Lane North	0.468	940

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
2 - Longfield Avenue	Evenly split	10.00
3 - Peak Lane S	Evenly split	10.00
4 - Rowan Way	Evenly split	10.00
1 - Peak Lane North	Evenly split	10.00

Lanes

Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
2 - Longfield Avenue	1 [Give-way line]	1	1, 2, 3, 4		Infinity	0	99999
3 - Peak Lane S	1 [Give-way line]	1	1, 4	✓	2.00	0	99999
		2	1, 2, 3	✓	2.00	0	99999
		2	1		Infinity		
4 - Rowan Way	1 [Give-way line]	1	1, 2	✓	3.00	0	99999
		2	3, 4	✓	3.00	0	99999
		2	1		Infinity		

1 - Peak Lane North	1 [Give-way line]	1	1, 2, 3, 4	Infinity	0	99999
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Entry Lane slope and intercept

Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
2 - Longfield Avenue	1 [Give-way line]	1	0.497	1022
3 - Peak Lane S	1 [Give-way line]	1	0.325	803
		2	0.325	803
4 - Rowan Way	1 [Give-way line]	1	0.318	781
		2	0.318	781
1 - Peak Lane North	1 [Give-way line]	1	0.468	940

Lane Movements

Arm	Lane Level	Lane	Destination arm			
			Longfield Avenue	Peak Lane S	Rowan Way	Peak Lane North
2 - Longfield Avenue	1 [Give-way line]	1	✓	✓	✓	✓
3 - Peak Lane S	1 [Give-way line]	1			✓	✓
		2	✓	✓		✓
	2	1	✓	✓	✓	✓
		2	✓			✓
4 - Rowan Way	1 [Give-way line]	1	✓			✓
		2		✓	✓	
	2	1	✓	✓	✓	✓
		2				
1 - Peak Lane North	1 [Give-way line]	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	374	100.000
3 - Peak Lane S		ONE HOUR	✓	981	100.000
4 - Rowan Way		ONE HOUR	✓	375	100.000
1 - Peak Lane North		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	65	230	79
	3 - Peak Lane S	288	0	181	512
	4 - Rowan Way	254	88	0	33
	1 - Peak Lane North	144	253	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	12.12	1.4	B	343	515
3 - Peak Lane S	200.54	66.4	F	900	1350
4 - Rowan Way	32.39	3.8	D	344	515
1 - Peak Lane North	55.40	7.7	F	398	597

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	283	71	283	283	520	0.0	0.6	6.987	A
3 - Peak Lane S	738	184	261	736	305	0.0	3.2	13.907	B
4 - Rowan Way	283	71	660	283	338	0.0	0.9	11.027	B
1 - Peak Lane North	328	82	476	327	466	0.0	1.1	11.153	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	84	343	336	611	0.6	0.8	8.659	A
3 - Peak Lane S	887	222	314	881	365	3.2	8.2	28.088	D
4 - Rowan Way	338	84	787	337	408	0.9	1.6	16.072	C
1 - Peak Lane North	392	98	563	390	561	1.1	2.1	17.604	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	414	104	412	414	719	0.8	1.3	11.884	B
3 - Peak Lane S	1080	270	384	967	443	8.2	38.4	92.359	F
4 - Rowan Way	415	104	877	412	474	1.6	3.7	27.868	D
1 - Peak Lane North	479	120	660	471	629	2.1	6.5	38.989	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	410	103	414	411	727	1.3	1.4	12.122	B
3 - Peak Lane S	1075	269	381	971	444	38.4	66.3	200.538	F
4 - Rowan Way	410	103	878	410	473	3.7	3.7	32.388	D
1 - Peak Lane North	479	120	664	476	623	6.5	7.6	55.403	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	332	83	338	332	646	1.4	0.8	9.336	A
3 - Peak Lane S	884	221	307	976	363	66.3	42.9	200.345	F
4 - Rowan Way	336	84	868	336	415	3.7	2.0	22.762	C
1 - Peak Lane North	384	96	594	390	610	7.6	2.3	31.431	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	283	71	285	282	539	0.8	0.6	7.436	A
3 - Peak Lane S	735	184	262	814	305	42.9	8.7	80.492	F
4 - Rowan Way	280	70	723	281	354	2.0	1.0	15.721	C
1 - Peak Lane North	326	81	497	327	507	2.3	1.2	14.392	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	283	788	0.359	283	0.0	0.6	6.987	A
	Exit	1	1		520			520	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	343	646	0.530	343	0.0	0.7	7.227	A
			2	1, 2, 3	394	644	0.611	394	0.0	0.9	7.639	A
	Exit	1	1	(2, 3, 4, 1)	738			736	0.0	1.6	6.449	A
4 - Rowan Way	Entry	1	1	1, 2	217	501	0.434	217	0.0	0.7	10.401	B
			2	3, 4	66	501	0.131	66	0.0	0.2	8.054	A
	Exit	1	1	(2, 3, 4, 1)	283			283	0.0	0.1	1.163	A
					338			338	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	328	632	0.519	327	0.0	1.1	11.153	B
	Exit	1	1		466			466	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	336	756	0.445	336	0.6	0.8	8.659	A
	Exit	1	1		611			611	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	411	628	0.655	412	0.7	0.9	8.190	A
			2	1, 2, 3	470	627	0.750	470	0.9	1.2	8.562	A
	Exit	1	1	(2, 3, 4, 1)	887			882	1.6	6.1	19.687	C
4 - Rowan Way	Entry	1	1	1, 2	258	460	0.561	257	0.7	1.0	13.543	B
			2	3, 4	80	459	0.174	80	0.2	0.2	9.447	A
	Exit	1	1	(2, 3, 4, 1)	338			338	0.1	0.3	3.482	A
					408			408	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	392	592	0.662	390	1.1	2.1	17.604	C
	Exit	1	1		561			561	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	414	724	0.572	414	0.8	1.3	11.884	B
	Exit	1	1		719			719	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	451	606	0.743	450	0.9	1.2	8.966	A
			2	1, 2, 3	517	606	0.853	517	1.2	1.4	9.444	A
	Exit	1	1	(2, 3, 4, 1)	1080			968	6.1	35.9	83.114	F
4 - Rowan Way	Entry	1	1	1, 2	316	431	0.733	316	1.0	1.6	17.214	C
			2	3, 4	97	431	0.223	96	0.2	0.3	10.759	B
	Exit	1	1	(2, 3, 4, 1)	415			413	0.3	1.8	12.084	B
					474			474	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	479	545	0.878	471	2.1	6.5	38.989	E
	Exit	1	1		629			629	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	410	725	0.566	411	1.3	1.4	12.122	B
	Exit	1	1		727			727	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	451	607	0.743	451	1.2	1.1	9.079	A
			2	1, 2, 3	519	605	0.858	519	1.4	1.4	9.559	A
	Exit	1	1	(2, 3, 4, 1)	1075			970	35.9	63.8	191.234	F
4 - Rowan Way	Entry	1	1	1, 2	312	430	0.728	312	1.6	1.6	17.796	C
			2	3, 4	98	431	0.226	98	0.3	0.3	10.957	B
	Exit	1	1	(2, 3, 4, 1)	410			410	1.8	1.9	16.192	C
					473			473	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	479	544	0.882	476	6.5	7.6	55.403	F
	Exit	1	1		623			623	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	332	761	0.436	332	1.4	0.8	9.336	A
	Exit	1	1		646			646	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	452	631	0.716	452	1.1	1.1	8.735	A
		2	1	1, 2, 3	524	630	0.832	524	1.4	1.3	9.286	A
	Exit	1	1	(2, 3, 4, 1)	884			975	63.8	40.6	191.414	F
4 - Rowan Way	Entry	1	1	1, 2	258	433	0.596	258	1.6	1.1	15.962	C
		2	1	3, 4	78	434	0.179	78	0.3	0.2	10.480	B
	Exit	1	1	(2, 3, 4, 1)	336			336	1.9	0.7	8.173	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	384	577	0.667	390	7.6	2.3	31.431	D
	Exit	1	1		610			610	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	283	789	0.359	282	0.8	0.6	7.436	A
	Exit	1	1		539			539	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	377	647	0.584	379	1.1	0.8	8.094	A
		2	1	1, 2, 3	435	644	0.676	436	1.3	1.0	8.491	A
	Exit	1	1	(2, 3, 4, 1)	735			813	40.6	6.9	71.977	F
4 - Rowan Way	Entry	1	1	1, 2	214	480	0.445	214	1.1	0.7	13.474	B
		2	1	3, 4	67	478	0.140	67	0.2	0.2	9.547	A
	Exit	1	1	(2, 3, 4, 1)	280			281	0.7	0.2	3.253	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	326	623	0.523	327	2.3	1.2	14.392	B
	Exit	1	1		507			507	0.0	0.0	0.000	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Peak Lane North - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	223.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	400	100.000
3 - Peak Lane S		ONE HOUR	✓	340	100.000
4 - Rowan Way		ONE HOUR	✓	597	100.000
1 - Peak Lane North		ONE HOUR	✓	635	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	114	191	95
	3 - Peak Lane S	89	0	39	212
	4 - Rowan Way	379	189	0	29
	1 - Peak Lane North	166	445	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	20.70	2.5	C	367	550
3 - Peak Lane S	7.48	0.9	A	310	465
4 - Rowan Way	33.58	6.1	D	548	823
1 - Peak Lane North	646.43	103.5	F	581	871

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	299	75	486	297	479	0.0	0.9	8.674	A
3 - Peak Lane S	253	63	231	253	553	0.0	0.4	6.293	A
4 - Rowan Way	452	113	293	451	191	0.0	1.4	10.959	B
1 - Peak Lane North	476	119	495	471	250	0.0	3.5	20.296	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	361	90	566	362	569	0.9	1.3	12.908	B
3 - Peak Lane S	304	76	278	306	651	0.4	0.5	6.830	A
4 - Rowan Way	541	135	356	542	227	1.4	2.4	15.648	C
1 - Peak Lane North	565	141	599	537	299	3.5	12.8	61.190	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	440	110	592	443	647	1.3	2.2	19.044	C
3 - Peak Lane S	368	92	336	368	698	0.5	0.8	7.386	A
4 - Rowan Way	657	164	432	648	271	2.4	5.9	27.402	D
1 - Peak Lane North	699	175	714	525	367	12.8	54.9	235.055	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	441	110	592	440	644	2.2	2.4	20.702	C
3 - Peak Lane S	372	93	333	373	699	0.8	0.8	7.481	A
4 - Rowan Way	655	164	433	657	273	5.9	5.9	33.579	D
1 - Peak Lane North	692	173	722	514	368	54.9	100.9	541.690	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	361	90	602	361	568	2.4	1.4	14.517	B
3 - Peak Lane S	305	76	277	304	686	0.8	0.6	6.951	A
4 - Rowan Way	536	134	352	533	229	5.9	2.5	18.248	C
1 - Peak Lane North	571	143	587	583	298	100.9	103.5	646.425	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	300	75	594	301	517	1.4	0.9	11.418	B
3 - Peak Lane S	258	64	240	258	654	0.6	0.4	6.293	A
4 - Rowan Way	448	112	302	448	197	2.5	1.4	11.814	B
1 - Peak Lane North	479	120	492	618	258	103.5	70.4	470.272	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	299	689	0.435	297	0.0	0.9	8.674	A
	Exit	1	1		479			479	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	113	657	0.172	113	0.0	0.2	5.786	A
			2	1, 2, 3	140	657	0.213	140	0.0	0.2	6.019	A
	Exit	1	1	(2, 3, 4, 1)	253			253	0.0	0.0	0.376	A
4 - Rowan Way	Entry	1	1	1, 2	310	618	0.501	310	0.0	0.9	9.626	A
			2	3, 4	141	618	0.228	142	0.0	0.2	7.307	A
	Exit	1	1	(2, 3, 4, 1)	452			451	0.0	0.3	2.053	A
					191			191	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	476	624	0.763	471	0.0	3.5	20.296	C
	Exit	1	1		250			250	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	361	646	0.559	362	0.9	1.3	12.908	B
	Exit	1	1		569			569	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	134	641	0.209	134	0.2	0.2	6.143	A
			2	1, 2, 3	171	640	0.266	172	0.2	0.2	6.371	A
	Exit	1	1	(2, 3, 4, 1)	304			304	0.0	0.0	0.559	A
4 - Rowan Way	Entry	1	1	1, 2	371	596	0.624	372	0.9	1.1	11.469	B
			2	3, 4	171	596	0.287	170	0.2	0.5	8.320	A
	Exit	1	1	(2, 3, 4, 1)	541			542	0.3	0.8	5.162	A
					227			227	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	565	574	0.984	537	3.5	12.8	61.190	F
	Exit	1	1		299			299	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	440	636	0.692	443	1.3	2.2	19.044	C
	Exit	1	1		647			647	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	165	619	0.266	165	0.2	0.3	6.459	A
			2	1, 2, 3	203	622	0.327	203	0.2	0.4	6.682	A
	Exit	1	1	(2, 3, 4, 1)	368			368	0.0	0.1	0.801	A
4 - Rowan Way	Entry	1	1	1, 2	444	571	0.779	443	1.1	1.7	13.562	B
			2	3, 4	206	573	0.359	205	0.5	0.6	9.379	A
	Exit	1	1	(2, 3, 4, 1)	657			650	0.8	3.6	15.112	C
					271			271	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	699	520	1.348	525	12.8	54.9	235.055	F
	Exit	1	1		367			367	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	441	635	0.694	440	2.2	2.4	20.702	C
	Exit	1	1		644			644	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	169	624	0.270	169	0.3	0.3	6.475	A
			2	1, 2, 3	204	620	0.329	204	0.4	0.4	6.792	A
	Exit	1	1	(2, 3, 4, 1)	372			372	0.1	0.1	0.832	A
4 - Rowan Way	Entry	1	1	1, 2	445	571	0.780	445	1.7	1.8	14.178	B
			2	3, 4	212	572	0.371	213	0.6	0.6	9.922	A
	Exit	1	1	(2, 3, 4, 1)	655			658	3.6	3.6	20.743	C
					273			273	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	692	516	1.344	514	54.9	100.9	541.690	F
	Exit	1	1		368			368	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	361	633	0.569	361	2.4	1.4	14.517	B
	Exit	1	1		568			568	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	134	644	0.209	134	0.3	0.2	6.232	A
			2	1, 2, 3	170	639	0.267	170	0.4	0.3	6.498	A
	Exit	2	1	(2, 3, 4, 1)	305			304	0.1	0.1	0.572	A
	Exit	1	1		686			686	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	364	599	0.608	363	1.8	1.2	11.891	B
			2	3, 4	171	597	0.286	170	0.6	0.4	8.615	A
	Exit	2	1	(2, 3, 4, 1)	536			534	3.6	0.9	7.481	A
	Exit	1	1		229			229	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	571	580	0.987	583	100.9	103.5	646.425	F
	Exit	1	1		298			298	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	300	633	0.474	301	1.4	0.9	11.418	B
	Exit	1	1		517			517	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	113	649	0.174	114	0.2	0.2	5.955	A
			2	1, 2, 3	144	655	0.221	145	0.3	0.2	6.036	A
	Exit	2	1	(2, 3, 4, 1)	258			258	0.1	0.0	0.296	A
	Exit	1	1		654			654	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	308	613	0.503	308	1.2	0.8	9.988	A
			2	3, 4	140	616	0.227	140	0.4	0.3	7.680	A
	Exit	2	1	(2, 3, 4, 1)	448			447	0.9	0.3	2.584	A
	Exit	1	1		197			197	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	479	624	0.765	618	103.5	70.4	470.272	F
	Exit	1	1		258			258	0.0	0.0	0.000	A

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	3 - Peak Lane S - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	260.38	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	413	100.000
3 - Peak Lane S		ONE HOUR	✓	1084	100.000
4 - Rowan Way		ONE HOUR	✓	414	100.000
1 - Peak Lane North		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	72	254	87
	3 - Peak Lane S	318	0	200	566
	4 - Rowan Way	281	97	0	36
	1 - Peak Lane North	159	260	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	14.25	1.9	B	379	568
3 - Peak Lane S	506.87	138.3	F	999	1499
4 - Rowan Way	46.60	5.6	E	381	572
1 - Peak Lane North	90.58	14.1	F	422	634

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	78	298	310	573	0.0	0.8	7.657	A
3 - Peak Lane S	824	206	286	817	323	0.0	5.4	18.914	C
4 - Rowan Way	312	78	727	312	376	0.0	1.3	12.878	B
1 - Peak Lane North	348	87	524	347	516	0.0	1.5	12.743	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	368	92	356	368	667	0.8	1.0	9.483	A
3 - Peak Lane S	982	245	342	938	381	5.4	17.7	48.368	E
4 - Rowan Way	374	93	842	371	438	1.3	2.6	20.532	C
1 - Peak Lane North	414	104	614	410	600	1.5	3.1	22.560	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	114	430	457	756	1.0	1.7	13.196	B
3 - Peak Lane S	1200	300	420	954	466	17.7	76.7	178.327	F
4 - Rowan Way	456	114	876	457	499	2.6	5.4	39.416	E
1 - Peak Lane North	502	125	700	486	633	3.1	10.0	56.744	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	454	114	430	454	768	1.7	1.9	14.254	B
3 - Peak Lane S	1203	301	418	949	466	76.7	138.1	406.810	F
4 - Rowan Way	454	113	872	459	494	5.4	5.6	46.605	E
1 - Peak Lane North	509	127	704	494	628	10.0	14.0	90.577	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	372	93	371	372	698	1.9	1.1	10.871	B
3 - Peak Lane S	971	243	344	989	399	138.1	136.2	506.865	F
4 - Rowan Way	375	94	886	375	446	5.6	2.7	29.856	D
1 - Peak Lane North	415	104	636	433	625	14.0	4.1	57.336	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	78	299	310	631	1.1	0.7	8.295	A
3 - Peak Lane S	816	204	286	995	323	136.2	90.0	390.180	F
4 - Rowan Way	316	79	875	318	406	2.7	1.6	20.397	C
1 - Peak Lane North	346	87	585	344	609	4.1	1.7	19.488	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	311	780	0.399	310	0.0	0.8	7.657	A
	Exit	1	1		573			573	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	379	637	0.595	380	0.0	0.8	7.686	A
			2	1, 2, 3	439	638	0.687	437	0.0	1.1	7.955	A
	Exit	1	1	(2, 3, 4, 1)	824			818	0.0	3.5	11.068	B
4 - Rowan Way	Entry	1	1	1, 2	241	477	0.507	241	0.0	0.8	11.545	B
			2	3, 4	71	476	0.149	72	0.0	0.2	8.159	A
	Exit	1	1	(2, 3, 4, 1)	312			312	0.0	0.3	2.096	A
					376			376	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	348	608	0.572	347	0.0	1.5	12.743	B
	Exit	1	1		516			516	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	368	751	0.491	368	0.8	1.0	9.483	A
	Exit	1	1		667			667	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	435	621	0.701	435	0.8	1.0	8.567	A
			2	1, 2, 3	503	618	0.815	503	1.1	1.3	9.010	A
	Exit	1	1	(2, 3, 4, 1)	982			938	3.5	15.3	39.544	E
4 - Rowan Way	Entry	1	1	1, 2	282	442	0.639	282	0.8	1.3	15.175	C
			2	3, 4	89	442	0.202	89	0.2	0.3	10.145	B
	Exit	1	1	(2, 3, 4, 1)	374			372	0.3	1.0	6.491	A
					438			438	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	414	567	0.732	410	1.5	3.1	22.560	C
	Exit	1	1		600			600	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	455	718	0.635	457	1.0	1.7	13.196	B
	Exit	1	1		756			756	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	445	594	0.749	444	1.0	1.2	9.311	A
			2	1, 2, 3	510	595	0.858	510	1.3	1.3	9.706	A
	Exit	1	1	(2, 3, 4, 1)	1200			954	15.3	74.1	168.765	F
4 - Rowan Way	Entry	1	1	1, 2	347	434	0.799	348	1.3	1.8	18.259	C
			2	3, 4	110	428	0.256	110	0.3	0.3	11.480	B
	Exit	1	1	(2, 3, 4, 1)	456			457	1.0	3.3	22.688	C
					499			499	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	502	529	0.951	486	3.1	10.0	56.744	F
	Exit	1	1		633			633	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	454	715	0.635	454	1.7	1.9	14.254	B
	Exit	1	1		768			768	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	442	595	0.743	442	1.2	1.1	9.326	A
			2	1, 2, 3	506	595	0.851	507	1.3	1.4	9.899	A
	Exit	1	1	(2, 3, 4, 1)	1203			948	74.1	135.6	397.319	F
4 - Rowan Way	Entry	1	1	1, 2	352	434	0.812	352	1.8	1.8	19.280	C
			2	3, 4	107	432	0.248	108	0.3	0.3	11.274	B
	Exit	1	1	(2, 3, 4, 1)	454			459	3.3	3.5	29.208	D
					494			494	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	509	526	0.967	494	10.0	14.0	90.577	F
	Exit	1	1		628			628	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	372	744	0.500	372	1.9	1.1	10.871	B
	Exit	1	1		698			698	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	461	619	0.744	461	1.1	1.1	8.972	A
		2	1	1, 2, 3	528	617	0.855	528	1.4	1.4	9.484	A
	Exit	1	1	(2, 3, 4, 1)	971			989	135.6	133.7	497.786	F
4 - Rowan Way	Entry	1	1	1, 2	286	429	0.668	286	1.8	1.3	17.001	C
		2	1	3, 4	89	428	0.209	90	0.3	0.3	11.247	B
	Exit	1	1	(2, 3, 4, 1)	375			376	3.5	1.2	14.317	B
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	415	556	0.746	433	14.0	4.1	57.336	F
	Exit	1	1		625			625	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	311	779	0.399	310	1.1	0.7	8.295	A
	Exit	1	1		631			631	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	462	638	0.724	461	1.1	1.1	8.728	A
			2	1, 2, 3	533	635	0.840	534	1.4	1.3	9.099	A
	Exit	1	1	(2, 3, 4, 1)	816			995	133.7	87.6	381.283	F
4 - Rowan Way	Entry	1	1	1, 2	244	431	0.565	244	1.3	1.0	15.591	C
			2	3, 4	74	432	0.172	74	0.3	0.2	10.293	B
	Exit	1	1	(2, 3, 4, 1)	316			318	1.2	0.4	6.131	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	346	582	0.595	344	4.1	1.7	19.488	C
	Exit	1	1		609			609	0.0	0.0	0.000	A

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Peak Lane North - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	383.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	442	100.000
3 - Peak Lane S		ONE HOUR	✓	375	100.000
4 - Rowan Way		ONE HOUR	✓	660	100.000
1 - Peak Lane North		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	126	211	105
	3 - Peak Lane S	98	0	43	234
	4 - Rowan Way	419	209	0	32
	1 - Peak Lane North	183	492	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	26.84	3.7	D	406	609
3 - Peak Lane S	8.06	0.9	A	345	517
4 - Rowan Way	69.57	15.3	F	607	910
1 - Peak Lane North	1109.74	193.1	F	640	959

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	332	83	534	330	528	0.0	1.1	10.073	B
3 - Peak Lane S	280	70	254	279	611	0.0	0.5	6.284	A
4 - Rowan Way	505	126	325	509	209	0.0	1.6	12.479	B
1 - Peak Lane North	526	131	556	507	277	0.0	6.8	30.717	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	398	100	607	395	608	1.1	1.9	15.339	C
3 - Peak Lane S	336	84	300	335	701	0.5	0.8	6.940	A
4 - Rowan Way	596	149	390	598	246	1.6	3.1	18.019	C
1 - Peak Lane North	631	158	658	557	329	6.8	28.7	125.277	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	486	121	590	488	675	1.9	3.5	26.281	D
3 - Peak Lane S	409	102	364	409	714	0.8	0.8	8.031	A
4 - Rowan Way	723	181	476	706	297	3.1	11.9	46.321	E
1 - Peak Lane North	768	192	778	487	403	28.7	94.6	446.689	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	490	122	593	485	687	3.5	3.7	26.837	D
3 - Peak Lane S	421	105	364	420	714	0.8	0.9	8.064	A
4 - Rowan Way	728	182	489	717	295	11.9	15.2	69.571	F
1 - Peak Lane North	756	189	796	485	411	94.6	163.9	935.724	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	393	98	592	394	610	3.7	1.7	16.635	C
3 - Peak Lane S	337	84	305	336	680	0.9	0.6	7.187	A
4 - Rowan Way	593	148	390	610	251	15.2	4.1	39.998	E
1 - Peak Lane North	631	158	667	535	333	163.9	192.8	1109.744	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	84	607	337	549	1.7	1.1	12.350	B
3 - Peak Lane S	287	72	265	287	679	0.6	0.5	6.508	A
4 - Rowan Way	498	124	333	495	218	4.1	2.1	15.214	C
1 - Peak Lane North	526	132	547	609	282	192.8	178.5	835.510	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	332	667	0.498	330	0.0	1.1	10.073	B
	Exit	1	1		528			528	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	124	652	0.190	124	0.0	0.2	5.828	A
			2	1, 2, 3	156	650	0.240	155	0.0	0.3	6.045	A
	Exit	1	1	(2, 3, 4, 1)	280			280	0.0	0.0	0.336	A
			1	1		611			611	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	348	610	0.571	349	0.0	0.9	10.267	B
			2	3, 4	160	611	0.262	160	0.0	0.4	7.806	A
	Exit	1	1	(2, 3, 4, 1)	505			508	0.0	0.3	2.994	A
			1	1		209			209	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	526	596	0.880	507	0.0	6.8	30.717	D
	Exit	1	1		277			277	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	398	631	0.631	395	1.1	1.9	15.339	C
	Exit	1	1		608			608	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	148	630	0.235	149	0.2	0.3	6.133	A
			2	1, 2, 3	187	637	0.294	186	0.3	0.4	6.555	A
	Exit	1	1	(2, 3, 4, 1)	336			335	0.0	0.1	0.571	A
			1	1		701			701	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	404	584	0.693	405	0.9	1.4	12.083	B
			2	3, 4	192	587	0.327	193	0.4	0.4	8.711	A
	Exit	1	1	(2, 3, 4, 1)	596			596	0.3	1.2	6.979	A
			1	1		246			246	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	631	548	1.155	557	6.8	28.7	125.277	F
	Exit	1	1		329			329	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	486	634	0.766	488	1.9	3.5	26.281	D
	Exit	1	1		675			675	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	183	609	0.300	183	0.3	0.3	6.747	A
			2	1, 2, 3	226	614	0.367	226	0.4	0.4	7.069	A
	Exit	1	1	(2, 3, 4, 1)	409			409	0.1	0.1	1.103	A
			1	1		714			714	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	477	559	0.853	476	1.4	2.1	14.940	B
			2	3, 4	230	555	0.415	230	0.4	0.7	10.360	B
	Exit	1	1	(2, 3, 4, 1)	723			707	1.2	9.2	32.782	D
			1	1		297			297	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	768	489	1.570	487	28.7	94.6	446.689	F
	Exit	1	1		403			403	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	490	633	0.774	485	3.5	3.7	26.837	D
	Exit	1	1		687			687	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	187	611	0.306	187	0.3	0.3	6.824	A
			2	1, 2, 3	234	613	0.381	233	0.4	0.4	7.099	A
	Exit	1	1	(2, 3, 4, 1)	421			421	0.1	0.1	1.090	A
			1	1		714			714	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	486	556	0.873	485	2.1	2.1	15.825	C
			2	3, 4	231	552	0.418	231	0.7	0.7	10.754	B
	Exit	1	1	(2, 3, 4, 1)	728			718	9.2	12.4	55.328	F
			1	1		295			295	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	756	481	1.570	485	94.6	163.9	935.724	F
	Exit	1	1		411			411	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	393	636	0.618	394	3.7	1.7	16.635	C
	Exit	1	1		610			610	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	147	631	0.233	146	0.3	0.3	6.474	A
		2	1	1, 2, 3	190	633	0.299	189	0.4	0.3	6.573	A
	Exit	1	1	(2, 3, 4, 1)	337			336	0.1	0.1	0.658	A
4 - Rowan Way	Entry	1	1	1, 2	414	588	0.703	416	2.1	1.4	13.524	B
		2	1	3, 4	194	584	0.332	193	0.7	0.5	9.814	A
	Exit	1	1	(2, 3, 4, 1)	593			607	12.4	2.2	27.870	D
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	631	541	1.163	535	163.9	192.8	1109.744	F
	Exit	1	1		333			333	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	336	629	0.534	337	1.7	1.1	12.350	B
	Exit	1	1		549			549	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	128	645	0.198	128	0.3	0.2	5.916	A
			2	1	1, 2, 3	159	646	0.246	159	0.3	0.3	6.244
	Exit	1	1	(2, 3, 4, 1)	287			287	0.1	0.0	0.409	A
4 - Rowan Way	Entry	1	1	1, 2	341	605	0.564	340	1.4	1.1	11.103	B
			2	1	3, 4	154	607	0.254	155	0.5	0.3	8.222
	Exit	1	1	(2, 3, 4, 1)	498			495	2.2	0.7	5.116	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	526	599	0.877	609	192.8	178.5	835.510	F
	Exit	1	1		282			282	0.0	0.0	0.000	A

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	3 - Peak Lane S - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	256.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	413	100.000
3 - Peak Lane S		ONE HOUR	✓	1084	100.000
4 - Rowan Way		ONE HOUR	✓	414	100.000
1 - Peak Lane North		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	72	254	87
	3 - Peak Lane S	318	0	200	566
	4 - Rowan Way	281	97	0	36
	1 - Peak Lane North	159	260	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	14.55	1.9	B	378	567
3 - Peak Lane S	501.14	137.3	F	996	1494
4 - Rowan Way	45.92	6.1	E	380	570
1 - Peak Lane North	86.54	13.6	F	422	633

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	312	78	304	311	570	0.0	0.7	7.365	A
3 - Peak Lane S	811	203	286	809	329	0.0	5.0	18.675	C
4 - Rowan Way	312	78	721	312	375	0.0	1.3	12.897	B
1 - Peak Lane North	350	87	525	350	508	0.0	1.3	13.010	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	365	91	360	367	676	0.7	0.9	9.691	A
3 - Peak Lane S	979	245	339	944	388	5.0	18.6	51.483	F
4 - Rowan Way	374	94	852	377	431	1.3	2.3	21.858	C
1 - Peak Lane North	417	104	623	413	606	1.3	3.0	23.340	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	449	112	422	449	756	0.9	1.7	13.149	B
3 - Peak Lane S	1185	296	418	950	453	18.6	77.1	184.420	F
4 - Rowan Way	451	113	871	451	497	2.3	6.0	42.776	E
1 - Peak Lane North	499	125	692	487	630	3.0	9.8	57.130	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	460	115	425	459	760	1.7	1.9	14.549	B
3 - Peak Lane S	1190	298	421	943	463	77.1	137.5	408.176	F
4 - Rowan Way	463	116	866	457	498	6.0	6.1	45.918	E
1 - Peak Lane North	511	128	693	491	630	9.8	13.5	86.540	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	93	366	370	699	1.9	1.1	10.462	B
3 - Peak Lane S	983	246	345	1000	392	137.5	135.3	501.144	F
4 - Rowan Way	374	94	896	371	450	6.1	3.2	30.559	D
1 - Peak Lane North	413	103	633	432	634	13.5	4.7	61.021	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	312	78	298	314	614	1.1	0.6	7.871	A
3 - Peak Lane S	821	205	293	1003	319	135.3	90.0	385.123	F
4 - Rowan Way	306	77	892	305	404	3.2	1.7	21.414	C
1 - Peak Lane North	343	86	570	343	627	4.7	1.6	19.288	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	312	777	0.402	311	0.0	0.7	7.365	A
	Exit	1	1		570			570	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	379	638	0.594	379	0.0	0.9	7.532	A
			2	1, 2, 3	431	634	0.681	430	0.0	1.0	8.031	A
	Exit	1	1	(2, 3, 4, 1)	811			810	0.0	3.1	10.866	B
4 - Rowan Way	Entry	1	1	1, 2	238	480	0.496	237	0.0	0.9	11.338	B
			2	3, 4	75	480	0.155	75	0.0	0.1	8.312	A
	Exit	1	1	(2, 3, 4, 1)	312			313	0.0	0.3	2.245	A
					375			375	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	350	607	0.575	350	0.0	1.3	13.010	B
	Exit	1	1		508			508	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	365	749	0.487	367	0.7	0.9	9.691	A
	Exit	1	1		676			676	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	439	621	0.706	439	0.9	1.0	8.567	A
			2	1, 2, 3	505	620	0.815	506	1.0	1.3	9.118	A
	Exit	1	1	(2, 3, 4, 1)	979			944	3.1	16.3	42.589	E
4 - Rowan Way	Entry	1	1	1, 2	285	438	0.651	287	0.9	1.1	15.460	C
			2	3, 4	90	438	0.206	89	0.1	0.3	10.110	B
	Exit	1	1	(2, 3, 4, 1)	374			375	0.3	0.9	7.601	A
					431			431	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	417	562	0.742	413	1.3	3.0	23.340	C
	Exit	1	1		606			606	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	449	719	0.625	449	0.9	1.7	13.149	B
	Exit	1	1		756			756	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	448	594	0.753	448	1.0	1.2	9.160	A
			2	1, 2, 3	501	594	0.844	502	1.3	1.4	9.783	A
	Exit	1	1	(2, 3, 4, 1)	1185			949	16.3	74.5	174.894	F
4 - Rowan Way	Entry	1	1	1, 2	349	432	0.807	348	1.1	1.9	18.880	C
			2	3, 4	103	435	0.236	103	0.3	0.3	11.321	B
	Exit	1	1	(2, 3, 4, 1)	451			452	0.9	3.8	25.572	D
					497			497	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	499	531	0.941	487	3.0	9.8	57.130	F
	Exit	1	1		630			630	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	460	717	0.640	459	1.7	1.9	14.549	B
	Exit	1	1		760			760	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	442	594	0.743	441	1.2	1.1	9.407	A
			2	1, 2, 3	501	593	0.843	502	1.4	1.3	9.860	A
	Exit	1	1	(2, 3, 4, 1)	1190			942	74.5	135.0	398.631	F
4 - Rowan Way	Entry	1	1	1, 2	353	435	0.811	352	1.9	1.9	18.922	C
			2	3, 4	104	434	0.241	105	0.3	0.3	11.673	B
	Exit	1	1	(2, 3, 4, 1)	463			458	3.8	3.9	28.666	D
					498			498	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	511	530	0.964	491	9.8	13.5	86.540	F
	Exit	1	1		630			630	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	371	746	0.497	370	1.9	1.1	10.462	B
	Exit	1	1		699			699	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	466	622	0.750	466	1.1	1.2	8.962	A
		2	1	1, 2, 3	535	618	0.863	535	1.3	1.3	9.514	A
	Exit	1	1	(2, 3, 4, 1)	983			1001	135.0	132.8	492.110	F
4 - Rowan Way	Entry	1	1	1, 2	287	424	0.676	287	1.9	1.4	17.644	C
		2	1	3, 4	85	429	0.197	84	0.3	0.2	10.799	B
	Exit	1	1	(2, 3, 4, 1)	374			371	3.9	1.5	14.555	B
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	413	561	0.737	432	13.5	4.7	61.021	F
	Exit	1	1		634			634	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	312	780	0.400	314	1.1	0.6	7.871	A
	Exit	1	1		614			614	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	464	637	0.728	465	1.2	1.1	8.645	A
			2	1, 2, 3	538	635	0.848	539	1.3	1.3	9.081	A
	Exit	1	1	(2, 3, 4, 1)	821			1002	132.8	87.6	376.236	F
4 - Rowan Way	Entry	1	1	1, 2	235	427	0.551	233	1.4	1.1	15.755	C
			2	3, 4	72	421	0.170	72	0.2	0.2	10.458	B
	Exit	1	1	(2, 3, 4, 1)	306			307	1.5	0.4	7.038	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	343	587	0.584	343	4.7	1.6	19.288	C
	Exit	1	1		627			627	0.0	0.0	0.000	A

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Peak Lane North - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	387.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	442	100.000
3 - Peak Lane S		ONE HOUR	✓	375	100.000
4 - Rowan Way		ONE HOUR	✓	660	100.000
1 - Peak Lane North		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	126	211	105
	3 - Peak Lane S	98	0	43	234
	4 - Rowan Way	419	209	0	32
	1 - Peak Lane North	183	492	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	25.60	3.9	D	406	609
3 - Peak Lane S	8.05	1.0	A	343	514
4 - Rowan Way	66.19	14.2	F	605	907
1 - Peak Lane North	1119.77	193.3	F	644	965

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	334	84	529	334	528	0.0	1.0	10.437	B
3 - Peak Lane S	285	71	258	287	606	0.0	0.4	6.293	A
4 - Rowan Way	496	124	332	497	213	0.0	1.9	12.521	B
1 - Peak Lane North	529	132	548	509	281	0.0	7.0	31.178	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	403	101	583	402	604	1.0	1.7	15.385	C
3 - Peak Lane S	331	83	308	330	677	0.4	0.7	7.155	A
4 - Rowan Way	595	149	386	593	251	1.9	3.4	20.108	C
1 - Peak Lane North	636	159	650	537	330	7.0	29.5	123.367	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	489	122	584	486	684	1.7	3.8	25.603	D
3 - Peak Lane S	416	104	364	417	707	0.7	0.9	7.806	A
4 - Rowan Way	724	181	483	695	297	3.4	12.1	45.642	E
1 - Peak Lane North	773	193	769	499	409	29.5	95.9	455.674	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	486	121	587	481	696	3.8	3.6	25.355	D
3 - Peak Lane S	411	103	365	411	704	0.9	0.9	8.054	A
4 - Rowan Way	718	179	476	718	300	12.1	14.1	66.191	F
1 - Peak Lane North	772	193	792	491	402	95.9	166.5	945.761	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	393	98	602	393	608	3.6	1.6	17.130	C
3 - Peak Lane S	337	84	303	338	692	0.9	0.6	7.285	A
4 - Rowan Way	589	147	395	602	246	14.1	3.5	35.251	E
1 - Peak Lane North	620	155	660	549	337	166.5	193.4	1119.770	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	333	83	601	333	553	1.6	1.2	12.780	B
3 - Peak Lane S	277	69	263	279	672	0.6	0.6	6.573	A
4 - Rowan Way	507	127	327	511	214	3.5	1.9	15.176	C
1 - Peak Lane North	531	133	562	593	276	193.4	180.1	836.563	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	334	668	0.500	334	0.0	1.0	10.437	B
	Exit	1	1		528			528	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	126	648	0.194	126	0.0	0.2	5.773	A
			2	1, 2, 3	160	651	0.245	160	0.0	0.3	6.064	A
	Exit	1	1	(2, 3, 4, 1)	285			286	0.0	0.0	0.358	A
4 - Rowan Way	Entry	1	1	1, 2	341	604	0.565	342	0.0	1.0	10.190	B
			2	3, 4	155	604	0.256	155	0.0	0.3	7.793	A
	Exit	1	1	(2, 3, 4, 1)	496			496	0.0	0.5	3.069	A
					213			213	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	529	596	0.888	509	0.0	7.0	31.178	D
	Exit	1	1		281			281	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	403	641	0.629	402	1.0	1.7	15.385	C
	Exit	1	1		604			604	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	146	634	0.231	146	0.2	0.3	6.417	A
			2	1, 2, 3	183	630	0.291	183	0.3	0.3	6.488	A
	Exit	1	1	(2, 3, 4, 1)	331			330	0.0	0.1	0.691	A
4 - Rowan Way	Entry	1	1	1, 2	408	588	0.695	407	1.0	1.5	12.430	B
			2	3, 4	185	588	0.315	186	0.3	0.4	8.880	A
	Exit	1	1	(2, 3, 4, 1)	595			594	0.5	1.5	8.782	A
					251			251	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	636	548	1.155	537	7.0	29.5	123.367	F
	Exit	1	1		330			330	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	489	641	0.762	486	1.7	3.8	25.603	D
	Exit	1	1		684			684	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	185	613	0.302	186	0.3	0.3	6.743	A
			2	1, 2, 3	231	613	0.377	231	0.3	0.4	6.992	A
	Exit	1	1	(2, 3, 4, 1)	416			416	0.1	0.1	0.928	A
4 - Rowan Way	Entry	1	1	1, 2	477	557	0.858	478	1.5	2.0	14.796	B
			2	3, 4	219	556	0.393	217	0.4	0.7	10.634	B
	Exit	1	1	(2, 3, 4, 1)	724			696	1.5	9.4	32.121	D
					297			297	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	773	495	1.565	499	29.5	95.9	455.674	F
	Exit	1	1		409			409	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	486	637	0.763	481	3.8	3.6	25.355	D
	Exit	1	1		696			696	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	186	611	0.305	186	0.3	0.4	6.802	A
			2	1, 2, 3	224	613	0.365	225	0.4	0.5	7.037	A
	Exit	1	1	(2, 3, 4, 1)	411			411	0.1	0.1	1.123	A
4 - Rowan Way	Entry	1	1	1, 2	491	562	0.875	492	2.0	2.1	15.679	C
			2	3, 4	227	556	0.409	226	0.7	0.8	10.949	B
	Exit	1	1	(2, 3, 4, 1)	718			718	9.4	11.2	51.992	F
					300			300	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	772	483	1.591	491	95.9	166.5	945.761	F
	Exit	1	1		402			402	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	393	628	0.627	393	3.6	1.6	17.130	C
	Exit	1	1		608			608	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	150	635	0.236	150	0.4	0.3	6.367	A
		2	2	1, 2, 3	187	632	0.296	188	0.5	0.3	6.661	A
	Exit	1	1	(2, 3, 4, 1)	337			337	0.1	0.1	0.757	A
		1	1		692			692	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	406	584	0.695	407	2.1	1.3	13.513	B
		2	2	3, 4	196	582	0.337	195	0.8	0.6	9.572	A
	Exit	1	1	(2, 3, 4, 1)	589			602	11.2	1.7	23.151	C
		1	1		246			246	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	620	545	1.145	549	166.5	193.4	1119.770	F
	Exit	1	1		337			337	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	333	629	0.528	333	1.6	1.2	12.780	B
	Exit	1	1		553			553	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	120	647	0.186	121	0.3	0.2	6.002	A
			2	2	1, 2, 3	157	649	0.243	157	0.3	0.3	6.128
	Exit	1	1	(2, 3, 4, 1)	277			277	0.1	0.1	0.504	A
		1	1		672			672	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	348	605	0.574	349	1.3	1.0	11.132	B
			2	2	3, 4	162	601	0.269	162	0.6	0.4	8.200
	Exit	1	1	(2, 3, 4, 1)	507			509	1.7	0.6	5.033	A
		1	1		214			214	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	531	591	0.899	593	193.4	180.1	836.563	F
	Exit	1	1		276			276	0.0	0.0	0.000	A

2025 + CD + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	3 - Peak Lane S - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	347.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	414	100.000
3 - Peak Lane S		ONE HOUR	✓	1146	100.000
4 - Rowan Way		ONE HOUR	✓	420	100.000
1 - Peak Lane North		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	73	254	87
	3 - Peak Lane S	323	0	221	602
	4 - Rowan Way	281	103	0	36
	1 - Peak Lane North	159	269	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	14.85	2.0	B	380	570
3 - Peak Lane S	684.51	193.1	F	1047	1571
4 - Rowan Way	42.81	5.3	E	383	575
1 - Peak Lane North	94.13	15.5	F	430	645

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	308	77	311	309	569	0.0	0.6	7.699	A
3 - Peak Lane S	852	213	285	845	335	0.0	6.1	21.173	C
4 - Rowan Way	311	78	745	313	385	0.0	1.3	12.997	B
1 - Peak Lane North	357	89	523	357	534	0.0	1.6	13.144	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	377	94	366	376	668	0.6	1.1	9.458	A
3 - Peak Lane S	1026	256	346	963	396	6.1	25.7	66.468	F
4 - Rowan Way	380	95	862	378	447	1.3	2.6	22.795	C
1 - Peak Lane North	416	104	620	414	621	1.6	3.0	22.883	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	450	112	438	453	742	1.1	1.6	14.077	B
3 - Peak Lane S	1262	316	415	957	476	25.7	100.5	240.882	F
4 - Rowan Way	459	115	868	459	504	2.6	5.2	38.240	E
1 - Peak Lane North	514	128	690	491	638	3.0	10.6	57.370	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	456	114	443	455	738	1.6	2.0	14.851	B
3 - Peak Lane S	1256	314	417	955	482	100.5	178.7	530.633	F
4 - Rowan Way	457	114	869	459	502	5.2	5.2	42.809	E
1 - Peak Lane North	517	129	687	494	642	10.6	15.5	94.128	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	374	94	386	375	680	2.0	1.1	10.801	B
3 - Peak Lane S	1023	256	349	970	412	178.7	193.0	684.511	F
4 - Rowan Way	374	94	862	383	457	5.2	2.3	28.851	D
1 - Peak Lane North	421	105	623	443	622	15.5	4.7	64.014	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	316	79	319	314	618	1.1	0.8	8.387	A
3 - Peak Lane S	863	216	291	1016	342	193.0	157.3	580.401	F
4 - Rowan Way	317	79	885	317	422	2.3	1.7	18.417	C
1 - Peak Lane North	358	89	577	361	626	4.7	1.6	19.352	C

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	308	775	0.397	309	0.0	0.6	7.699	A
	Exit	1	1		569			569	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	399	636	0.627	398	0.0	0.9	7.882	A
			2	1, 2, 3	446	638	0.699	447	0.0	1.0	8.007	A
	Exit	1	1	(2, 3, 4, 1)	852			845	0.0	4.1	13.204	B
4 - Rowan Way	Entry	1	1	1, 2	234	475	0.493	236	0.0	0.8	11.638	B
			2	3, 4	76	473	0.162	77	0.0	0.2	8.727	A
	Exit	1	1	(2, 3, 4, 1)	311			311	0.0	0.2	2.053	A
					385			385	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	357	609	0.586	357	0.0	1.6	13.144	B
	Exit	1	1		534			534	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	377	745	0.505	376	0.6	1.1	9.458	A
	Exit	1	1		668			668	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	456	620	0.736	455	0.9	1.3	8.737	A
			2	1, 2, 3	507	616	0.823	508	1.0	1.3	9.164	A
	Exit	1	1	(2, 3, 4, 1)	1026			964	4.1	23.1	57.461	F
4 - Rowan Way	Entry	1	1	1, 2	287	434	0.662	287	0.8	1.3	15.796	C
			2	3, 4	92	435	0.211	92	0.2	0.3	10.428	B
	Exit	1	1	(2, 3, 4, 1)	380			379	0.2	1.0	8.255	A
					447			447	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	416	567	0.735	414	1.6	3.0	22.883	C
	Exit	1	1		621			621	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	450	712	0.632	453	1.1	1.6	14.077	B
	Exit	1	1		742			742	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	451	596	0.757	452	1.3	1.2	9.390	A
			2	1, 2, 3	506	595	0.851	505	1.3	1.4	9.711	A
	Exit	1	1	(2, 3, 4, 1)	1262			957	23.1	98.0	231.319	F
4 - Rowan Way	Entry	1	1	1, 2	346	434	0.797	346	1.3	1.8	18.542	C
			2	3, 4	114	435	0.262	113	0.3	0.3	11.852	B
	Exit	1	1	(2, 3, 4, 1)	459			460	1.0	3.1	21.280	C
					504			504	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	514	531	0.968	491	3.0	10.6	57.370	F
	Exit	1	1		638			638	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	456	708	0.645	455	1.6	2.0	14.851	B
	Exit	1	1		738			738	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	455	598	0.762	455	1.2	1.2	9.358	A
			2	1, 2, 3	500	593	0.844	500	1.4	1.3	9.844	A
	Exit	1	1	(2, 3, 4, 1)	1256			955	98.0	176.1	521.112	F
4 - Rowan Way	Entry	1	1	1, 2	345	434	0.795	345	1.8	1.8	18.852	C
			2	3, 4	114	430	0.266	113	0.3	0.4	11.566	B
	Exit	1	1	(2, 3, 4, 1)	457			459	3.1	3.0	25.792	D
					502			502	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	517	532	0.971	494	10.6	15.5	94.128	F
	Exit	1	1		642			642	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	374	735	0.510	375	2.0	1.1	10.801	B
	Exit	1	1		680			680	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	458	617	0.743	458	1.2	1.2	9.184	A
		2	1	1, 2, 3	512	614	0.833	512	1.3	1.4	9.563	A
	Exit	1	1	(2, 3, 4, 1)	1023			970	176.1	190.5	675.590	F
4 - Rowan Way	Entry	1	1	1, 2	288	437	0.658	290	1.8	1.2	17.037	C
		2	1	3, 4	92	427	0.216	93	0.4	0.3	11.114	B
	Exit	1	1	(2, 3, 4, 1)	374			380	3.0	0.8	13.323	B
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	421	561	0.749	443	15.5	4.7	64.014	F
	Exit	1	1		622			622	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	316	768	0.412	314	1.1	0.8	8.387	A
	Exit	1	1		618			618	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	481	637	0.755	482	1.2	1.0	8.720	A
			2	1, 2, 3	533	636	0.839	534	1.4	1.3	9.083	A
	Exit	1	1	(2, 3, 4, 1)	863			1013	190.5	155.0	572.885	F
4 - Rowan Way	Entry	1	1	1, 2	238	428	0.557	237	1.2	1.0	14.864	B
			2	3, 4	79	430	0.184	80	0.3	0.2	10.531	B
	Exit	1	1	(2, 3, 4, 1)	317			317	0.8	0.5	4.712	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	358	585	0.611	361	4.7	1.6	19.352	C
	Exit	1	1		626			626	0.0	0.0	0.000	A

2025 + CD + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - Peak Lane North - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	457.30	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	446	100.000
3 - Peak Lane S		ONE HOUR	✓	397	100.000
4 - Rowan Way		ONE HOUR	✓	677	100.000
1 - Peak Lane North		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	130	211	105
	3 - Peak Lane S	100	0	50	247
	4 - Rowan Way	419	226	0	32
	1 - Peak Lane North	183	522	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	28.89	4.1	D	408	613
3 - Peak Lane S	8.58	1.2	A	363	545
4 - Rowan Way	83.50	19.0	F	623	934
1 - Peak Lane North	1308.57	234.9	F	671	1006

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	332	83	566	328	523	0.0	1.3	10.474	B
3 - Peak Lane S	301	75	252	301	642	0.0	0.6	6.379	A
4 - Rowan Way	509	127	342	508	211	0.0	2.1	12.576	B
1 - Peak Lane North	550	138	560	530	289	0.0	8.7	37.929	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	407	102	608	403	594	1.3	2.1	17.200	C
3 - Peak Lane S	351	88	306	351	705	0.6	0.7	7.052	A
4 - Rowan Way	604	151	398	601	259	2.1	3.8	20.622	C
1 - Peak Lane North	660	165	658	544	341	8.7	38.1	161.034	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	487	122	606	487	674	2.1	4.0	27.820	D
3 - Peak Lane S	431	108	362	431	732	0.7	1.0	8.233	A
4 - Rowan Way	746	187	493	723	300	3.8	13.6	50.500	F
1 - Peak Lane North	802	201	798	483	418	38.1	113.9	565.646	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	490	123	595	494	691	4.0	3.9	28.886	D
3 - Peak Lane S	440	110	369	439	720	1.0	1.1	8.578	A
4 - Rowan Way	749	187	496	737	311	13.6	18.9	83.499	F
1 - Peak Lane North	807	202	814	471	419	113.9	196.8	1133.970	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	401	100	599	404	607	3.9	1.7	18.577	C
3 - Peak Lane S	355	89	309	355	694	1.1	0.7	7.466	A
4 - Rowan Way	608	152	408	626	256	18.9	5.6	49.512	E
1 - Peak Lane North	647	162	686	520	349	196.8	234.7	1308.566	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	334	84	610	336	548	1.7	1.2	12.895	B
3 - Peak Lane S	302	75	260	301	686	0.7	0.6	6.624	A
4 - Rowan Way	519	130	340	518	221	5.6	2.0	16.432	C
1 - Peak Lane North	552	138	569	590	289	234.7	228.4	893.599	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	332	643	0.515	328	0.0	1.3	10.474	B
	Exit	1	1		523			523	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	136	651	0.208	135	0.0	0.3	5.948	A
			2	1, 2, 3	165	650	0.254	165	0.0	0.3	6.020	A
	Exit	1	1	(2, 3, 4, 1)	301			301	0.0	0.0	0.392	A
			1	1		642			642	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	339	601	0.563	338	0.0	1.1	10.215	B
			2	3, 4	170	598	0.285	170	0.0	0.4	7.948	A
	Exit	1	1	(2, 3, 4, 1)	509			509	0.0	0.6	3.088	A
			1	1		211			211	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	550	592	0.930	530	0.0	8.7	37.929	E
	Exit	1	1		289			289	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	407	628	0.648	403	1.3	2.1	17.200	C
	Exit	1	1		594			594	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	161	632	0.254	160	0.3	0.3	6.310	A
			2	1, 2, 3	191	632	0.302	190	0.3	0.4	6.508	A
	Exit	1	1	(2, 3, 4, 1)	351			351	0.0	0.0	0.633	A
			1	1		705			705	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	401	583	0.687	401	1.1	1.5	12.547	B
			2	3, 4	201	578	0.347	201	0.4	0.5	9.226	A
	Exit	1	1	(2, 3, 4, 1)	604			602	0.6	1.8	9.186	A
			1	1		259			259	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	660	546	1.216	544	8.7	38.1	161.034	F
	Exit	1	1		341			341	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	487	626	0.777	487	2.1	4.0	27.820	D
	Exit	1	1		674			674	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	195	615	0.317	196	0.3	0.3	6.789	A
			2	1, 2, 3	235	611	0.385	235	0.4	0.4	7.054	A
	Exit	1	1	(2, 3, 4, 1)	431			430	0.0	0.2	1.297	A
			1	1		732			732	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	480	554	0.866	480	1.5	2.1	15.148	C
			2	3, 4	244	550	0.443	243	0.5	0.7	10.810	B
	Exit	1	1	(2, 3, 4, 1)	746			724	1.8	10.7	36.727	E
			1	1		300			300	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	802	483	1.669	483	38.1	113.9	565.646	F
	Exit	1	1		418			418	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	490	633	0.774	494	4.0	3.9	28.886	D
	Exit	1	1		691			691	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	201	611	0.330	201	0.3	0.4	6.857	A
			2	1, 2, 3	238	608	0.391	238	0.4	0.5	7.257	A
	Exit	1	1	(2, 3, 4, 1)	440			439	0.2	0.2	1.505	A
			1	1		720			720	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	494	554	0.893	495	2.1	2.2	16.073	C
			2	3, 4	243	550	0.443	241	0.7	0.8	11.485	B
	Exit	1	1	(2, 3, 4, 1)	749			738	10.7	15.9	68.950	F
			1	1		311			311	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	807	474	1.700	471	113.9	196.8	1133.970	F
	Exit	1	1		419			419	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	401	631	0.636	404	3.9	1.7	18.577	C
	Exit	1	1		607			607	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	161	631	0.255	161	0.4	0.3	6.456	A
		2	1	1, 2, 3	194	632	0.307	195	0.5	0.3	6.723	A
	Exit	1	1	(2, 3, 4, 1)	355			355	0.2	0.1	0.865	A
4 - Rowan Way	Entry	1	1	1, 2	416	582	0.716	417	2.2	1.6	14.237	B
		2	1	3, 4	209	580	0.360	209	0.8	0.6	10.082	B
	Exit	1	1	(2, 3, 4, 1)	608			625	15.9	3.5	36.845	E
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	647	534	1.214	520	196.8	234.7	1308.566	F
	Exit	1	1		349			349	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	334	627	0.533	336	1.7	1.2	12.895	B
	Exit	1	1		548			548	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	136	650	0.210	136	0.3	0.2	6.032	A
			2	1	1, 2, 3	166	656	0.253	165	0.3	0.3	6.241
	Exit	1	1	(2, 3, 4, 1)	302			302	0.1	0.0	0.478	A
4 - Rowan Way	Entry	1	1	1, 2	345	604	0.573	345	1.6	1.1	11.219	B
			2	1	3, 4	174	604	0.287	173	0.6	0.4	8.485
	Exit	1	1	(2, 3, 4, 1)	519			519	3.5	0.6	6.226	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	552	588	0.938	590	234.7	228.4	893.599	F
	Exit	1	1		289			289	0.0	0.0	0.000	A

2025 + CD + Newlands Farm + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	3 - Peak Lane S - Lane Simulation	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	404.91	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	598	100.000
3 - Peak Lane S		ONE HOUR	✓	1165	100.000
4 - Rowan Way		ONE HOUR	✓	487	100.000
1 - Peak Lane North		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	225	264	109
	3 - Peak Lane S	342	0	221	602
	4 - Rowan Way	348	103	0	36
	1 - Peak Lane North	172	269	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	54.93	11.0	F	546	819
3 - Peak Lane S	796.10	225.9	F	1067	1600
4 - Rowan Way	124.07	20.1	F	447	670
1 - Peak Lane North	176.96	28.7	F	444	666

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	450	112	314	450	647	0.0	1.5	10.759	B
3 - Peak Lane S	879	220	312	864	451	0.0	8.5	25.816	D
4 - Rowan Way	365	91	783	363	394	0.0	2.2	16.754	C
1 - Peak Lane North	365	91	595	367	551	0.0	1.8	15.389	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	531	133	368	536	746	1.5	2.5	17.266	C
3 - Peak Lane S	1046	261	372	975	532	8.5	30.9	80.247	F
4 - Rowan Way	438	109	887	430	460	2.2	5.3	35.970	E
1 - Peak Lane North	436	109	683	432	635	1.8	4.2	29.814	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	655	164	420	643	821	2.5	8.5	38.750	E
3 - Peak Lane S	1280	320	440	932	622	30.9	114.7	281.044	F
4 - Rowan Way	540	135	870	521	503	5.3	14.9	85.106	F
1 - Peak Lane North	535	134	758	483	633	4.2	17.8	89.745	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	656	164	425	648	812	8.5	10.9	54.927	F
3 - Peak Lane S	1285	321	444	931	629	114.7	203.0	613.766	F
4 - Rowan Way	538	134	869	515	506	14.9	20.1	124.069	F
1 - Peak Lane North	530	133	749	487	634	17.8	28.7	176.963	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	532	133	405	540	786	10.9	3.2	30.487	D
3 - Peak Lane S	1047	262	378	963	567	203.0	226.2	796.103	F
4 - Rowan Way	432	108	879	460	461	20.1	9.5	101.216	F
1 - Peak Lane North	434	109	711	480	629	28.7	17.3	169.499	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	114	331	456	701	3.2	1.6	13.940	B
3 - Peak Lane S	874	219	318	997	469	226.2	196.9	681.671	F
4 - Rowan Way	369	92	890	379	425	9.5	3.0	40.607	E
1 - Peak Lane North	363	91	642	390	627	17.3	3.8	64.799	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	450	773	0.582	450	0.0	1.5	10.759	B
	Exit	1	1		647			647	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	400	627	0.639	399	0.0	1.0	7.880	A
			2	1, 2, 3	465	627	0.742	465	0.0	1.1	8.260	A
	Exit	1	1	(2, 3, 4, 1)	879			866	0.0	6.5	17.720	C
4 - Rowan Way	Entry	1	1	1, 2	285	461	0.618	285	0.0	1.2	13.079	B
			2	3, 4	78	463	0.169	78	0.0	0.2	8.636	A
	Exit	1	1	(2, 3, 4, 1)	365			364	0.0	0.7	4.557	A
					394			394	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	365	578	0.631	367	0.0	1.8	15.389	C
	Exit	1	1		551			551	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	531	746	0.712	536	1.5	2.5	17.266	C
	Exit	1	1		746			746	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	455	612	0.744	455	1.0	1.1	8.891	A
			2	1, 2, 3	519	609	0.853	520	1.1	1.3	9.252	A
	Exit	1	1	(2, 3, 4, 1)	1046			974	6.5	28.5	71.122	F
4 - Rowan Way	Entry	1	1	1, 2	342	427	0.800	341	1.2	1.9	18.308	C
			2	3, 4	89	428	0.208	88	0.2	0.3	10.659	B
	Exit	1	1	(2, 3, 4, 1)	438			431	0.7	3.2	19.150	C
					460			460	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	436	537	0.814	432	1.8	4.2	29.814	D
	Exit	1	1		635			635	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	655	720	0.908	643	2.5	8.5	38.750	E
	Exit	1	1		821			821	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	437	586	0.745	437	1.1	1.1	9.413	A
			2	1, 2, 3	494	587	0.841	495	1.3	1.4	9.895	A
	Exit	1	1	(2, 3, 4, 1)	1280			930	28.5	112.2	271.275	F
4 - Rowan Way	Entry	1	1	1, 2	411	433	0.948	411	1.9	2.4	20.983	C
			2	3, 4	111	431	0.258	111	0.3	0.4	11.917	B
	Exit	1	1	(2, 3, 4, 1)	540			521	3.2	12.1	65.997	F
					503			503	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	535	499	1.072	483	4.2	17.8	89.745	F
	Exit	1	1		633			633	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	656	719	0.912	648	8.5	10.9	54.927	F
	Exit	1	1		812			812	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	437	586	0.746	436	1.1	1.2	9.614	A
			2	1, 2, 3	494	585	0.844	494	1.4	1.3	10.045	B
	Exit	1	1	(2, 3, 4, 1)	1285			931	112.2	200.5	604.101	F
4 - Rowan Way	Entry	1	1	1, 2	404	433	0.933	403	2.4	2.5	21.381	C
			2	3, 4	110	435	0.254	111	0.4	0.4	12.039	B
	Exit	1	1	(2, 3, 4, 1)	538			515	12.1	17.2	104.641	F
					506			506	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	530	504	1.051	487	17.8	28.7	176.963	F
	Exit	1	1		634			634	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	532	728	0.732	540	10.9	3.2	30.487	D
	Exit	1	1		786			786	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	451	608	0.743	452	1.2	1.1	9.337	A
		2	1	1, 2, 3	511	604	0.846	511	1.3	1.4	9.743	A
	Exit	1	1	(2, 3, 4, 1)	1047			962	200.5	223.7	787.337	F
4 - Rowan Way	Entry	1	1	1, 2	361	430	0.839	363	2.5	1.9	20.448	C
		2	1	3, 4	98	430	0.228	97	0.4	0.3	11.505	B
	Exit	1	1	(2, 3, 4, 1)	432			459	17.2	7.2	82.829	F
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	434	522	0.835	480	28.7	17.3	169.499	F
	Exit	1	1		629			629	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	455	764	0.596	456	3.2	1.6	13.940	B
	Exit	1	1		701			701	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	465	627	0.742	466	1.1	1.2	8.809	A
			2	1, 2, 3	531	627	0.847	531	1.4	1.4	9.301	A
	Exit	1	1	(2, 3, 4, 1)	874			996	223.7	194.3	675.087	F
4 - Rowan Way	Entry	1	1	1, 2	298	427	0.697	299	1.9	1.3	17.873	C
			2	3, 4	80	423	0.189	80	0.3	0.2	11.015	B
	Exit	1	1	(2, 3, 4, 1)	369			378	7.2	1.5	24.442	C
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	363	555	0.652	390	17.3	3.8	64.799	F
	Exit	1	1		627			627	0.0	0.0	0.000	A

2025 + CD + Newlands Farm + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	4 - Rowan Way - Lane Simulation	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	1 - Peak Lane North - Lane Simulation	Arm 1: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	639.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	555	100.000
3 - Peak Lane S		ONE HOUR	✓	410	100.000
4 - Rowan Way		ONE HOUR	✓	821	100.000
1 - Peak Lane North		ONE HOUR	✓	747	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	140	298	117
	3 - Peak Lane S	113	0	50	247
	4 - Rowan Way	563	226	0	32
	1 - Peak Lane North	198	522	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	69.56	12.7	F	508	762
3 - Peak Lane S	9.27	1.1	A	377	565
4 - Rowan Way	471.70	101.8	F	751	1127
1 - Peak Lane North	1590.89	307.9	F	687	1030

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	422	106	542	420	639	0.0	1.9	14.030	B
3 - Peak Lane S	301	75	333	303	630	0.0	0.5	6.891	A
4 - Rowan Way	613	153	356	607	281	0.0	4.9	22.642	C
1 - Peak Lane North	562	140	668	513	295	0.0	14.7	58.207	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	495	124	552	494	714	1.9	3.4	23.114	C
3 - Peak Lane S	369	92	384	368	662	0.5	0.8	8.065	A
4 - Rowan Way	733	183	429	710	322	4.9	13.4	52.582	F
1 - Peak Lane North	679	170	784	482	355	14.7	57.8	269.288	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	607	152	553	593	748	3.4	9.6	48.362	E
3 - Peak Lane S	457	114	458	461	688	0.8	1.1	9.180	A
4 - Rowan Way	905	226	525	724	394	13.4	57.8	183.733	F
1 - Peak Lane North	818	205	821	480	428	57.8	143.4	779.046	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	613	153	549	605	742	9.6	12.6	69.563	F
3 - Peak Lane S	447	112	468	451	686	1.1	1.0	9.266	A
4 - Rowan Way	901	225	524	735	395	57.8	101.9	404.178	F
1 - Peak Lane North	823	206	827	463	432	143.4	232.0	1438.209	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	491	123	553	503	752	12.6	4.5	46.147	E
3 - Peak Lane S	375	94	388	374	667	1.0	0.9	7.860	A
4 - Rowan Way	739	185	429	775	333	101.9	95.8	471.698	F
1 - Peak Lane North	676	169	846	459	359	232.0	284.7	1590.886	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	417	104	553	421	741	4.5	1.9	18.952	C
3 - Peak Lane S	311	78	330	312	644	0.9	0.6	7.194	A
4 - Rowan Way	622	155	364	761	279	95.8	56.4	313.498	F
1 - Peak Lane North	558	140	820	474	305	284.7	307.6	899.810	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	422	659	0.641	420	0.0	1.9	14.030	B
	Exit	1	1		639			639	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	132	624	0.211	132	0.0	0.2	6.269	A
			2	1, 2, 3	170	619	0.275	171	0.0	0.2	6.477	A
	Exit	1	1	(2, 3, 4, 1)	301			302	0.0	0.0	0.504	A
			1		630			630	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	440	597	0.737	441	0.0	1.6	12.455	B
			2	3, 4	168	594	0.282	166	0.0	0.5	8.263	A
	Exit	1	1	(2, 3, 4, 1)	613			608	0.0	2.7	11.299	B
			1		281			281	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	562	542	1.039	513	0.0	14.7	58.207	F
	Exit	1	1		295			295	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	495	654	0.756	494	1.9	3.4	23.114	C
	Exit	1	1		714			714	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	162	605	0.267	162	0.2	0.3	6.729	A
			2	1, 2, 3	206	604	0.341	205	0.2	0.4	7.208	A
	Exit	1	1	(2, 3, 4, 1)	369			368	0.0	0.2	1.072	A
			1		662			662	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	512	571	0.897	512	1.6	2.2	15.096	C
			2	3, 4	199	574	0.346	197	0.5	0.6	9.699	A
	Exit	1	1	(2, 3, 4, 1)	733			711	2.7	10.5	38.899	E
			1		322			322	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	679	487	1.396	482	14.7	57.8	269.288	F
	Exit	1	1		355			355	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	607	658	0.923	593	3.4	9.6	48.362	E
	Exit	1	1		748			748	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	205	583	0.351	205	0.3	0.4	7.246	A
			2	1, 2, 3	254	584	0.435	256	0.4	0.5	7.594	A
	Exit	1	1	(2, 3, 4, 1)	457			459	0.2	0.2	1.733	A
			1		688			688	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	524	542	0.966	522	2.2	2.5	17.245	C
			2	3, 4	201	546	0.367	202	0.6	0.6	10.640	B
	Exit	1	1	(2, 3, 4, 1)	905			724	10.5	54.6	168.159	F
			1		394			394	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	818	473	1.742	480	57.8	143.4	779.046	F
	Exit	1	1		428			428	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	613	657	0.934	605	9.6	12.6	69.563	F
	Exit	1	1		742			742	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	203	579	0.350	204	0.4	0.4	7.290	A
			2	1, 2, 3	246	580	0.423	247	0.5	0.5	7.630	A
	Exit	1	1	(2, 3, 4, 1)	447			449	0.2	0.1	1.793	A
			1		686			686	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	526	544	0.967	527	2.5	2.5	17.522	C
			2	3, 4	209	541	0.385	207	0.6	0.7	11.170	B
	Exit	1	1	(2, 3, 4, 1)	901			735	54.6	98.7	388.673	F
			1		395			395	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	823	468	1.765	463	143.4	232.0	1438.209	F
	Exit	1	1		432			432	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	491	653	0.752	503	12.6	4.5	46.147	E
	Exit	1	1		752			752	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	168	605	0.277	169	0.4	0.3	6.783	A
		2	1	1, 2, 3	206	606	0.340	205	0.5	0.4	7.113	A
	Exit	1	1	(2, 3, 4, 1)	375			374	0.1	0.1	0.895	A
4 - Rowan Way	Entry	1	1	1, 2	564	572	0.987	562	2.5	2.6	16.617	C
		2	1	3, 4	212	571	0.371	213	0.7	0.6	10.765	B
	Exit	1	1	(2, 3, 4, 1)	739			776	98.7	92.6	457.148	F
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	676	458	1.477	459	232.0	284.7	1590.886	F
	Exit	1	1		359			359	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	417	657	0.635	421	4.5	1.9	18.952	C
	Exit	1	1		741			741	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	135	623	0.217	136	0.3	0.2	6.404	A
			2	1, 2, 3	175	629	0.280	176	0.4	0.3	6.696	A
	Exit	1	1	(2, 3, 4, 1)	311			311	0.1	0.1	0.631	A
4 - Rowan Way	Entry	1	1	1, 2	554	594	0.931	554	2.6	2.4	15.735	C
			2	3, 4	206	595	0.346	207	0.6	0.5	9.837	A
	Exit	1	1	(2, 3, 4, 1)	622			759	92.6	53.5	299.682	F
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	558	469	1.185	474	284.7	307.6	899.810	F
	Exit	1	1		305			305	0.0	0.0	0.000	A

2025 with Bypass, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	14.76	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	324	100.000
3 - Peak Lane S		ONE HOUR	✓	661	100.000
4 - Rowan Way		ONE HOUR	✓	313	100.000
1 - Peak Lane North		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	31	206	87
	3 - Peak Lane S	175	0	15	471
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
-----	---------------	-----------------	---------	-------------------------	-------------------------------

2 - Longfield Avenue	11.43	1.1	B	298	447
3 - Peak Lane S	15.12	3.6	C	608	912
4 - Rowan Way	14.72	1.6	B	290	434
1 - Peak Lane North	17.22	2.0	C	323	484

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	310	245	299	0.0	0.5	6.847	A
3 - Peak Lane S	492	123	257	492	298	0.0	1.1	7.717	A
4 - Rowan Way	238	59	549	239	200	0.0	0.6	8.703	A
1 - Peak Lane North	265	66	343	266	445	0.0	0.6	7.955	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	289	72	375	289	349	0.5	0.7	8.432	A
3 - Peak Lane S	590	148	306	591	359	1.1	1.5	9.498	A
4 - Rowan Way	282	71	655	283	243	0.6	0.9	10.637	B
1 - Peak Lane North	320	80	403	321	534	0.6	0.9	10.284	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	360	90	460	363	430	0.7	1.0	11.428	B
3 - Peak Lane S	735	184	384	726	440	1.5	3.4	13.974	B
4 - Rowan Way	344	86	808	344	301	0.9	1.3	14.553	B
1 - Peak Lane North	390	98	493	397	660	0.9	1.5	16.573	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	89	449	357	432	1.0	0.9	10.496	B
3 - Peak Lane S	742	186	379	750	427	3.4	2.7	15.117	C
4 - Rowan Way	346	87	831	345	297	1.3	1.5	14.724	B
1 - Peak Lane North	381	95	497	383	680	1.5	2.0	17.216	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	295	74	375	295	353	0.9	0.7	8.461	A
3 - Peak Lane S	589	147	311	590	359	2.7	1.3	9.572	A
4 - Rowan Way	286	71	656	285	244	1.5	0.9	11.345	B
1 - Peak Lane North	321	80	406	322	536	2.0	0.8	10.999	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	240	60	301	241	298	0.7	0.4	7.001	A
3 - Peak Lane S	499	125	256	497	286	1.3	1.2	8.161	A
4 - Rowan Way	242	60	555	241	199	0.9	0.7	9.350	A
1 - Peak Lane North	258	65	342	258	454	0.8	0.7	8.622	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Start	End

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	244	774	0.316	245	0.0	0.5	6.847	A
	Exit	1	1		299			299	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	203	648	0.313	203	0.0	0.4	6.232	A
			2	1, 2, 3	290	651	0.446	289	0.0	0.6	6.782	A
	Exit	1	1	(2, 3, 4, 1)	492			493	0.0	0.1	1.166	A
			1	1		298			298	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	141	532	0.264	143	0.0	0.3	8.538	A
			2	3, 4	97	534	0.181	96	0.0	0.3	7.917	A
	Exit	1	1	(2, 3, 4, 1)	238			238	0.0	0.0	0.405	A
			1	1		200			200	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	265	690	0.384	266	0.0	0.6	7.955	A
	Exit	1	1		445			445	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	289	740	0.391	289	0.5	0.7	8.432	A
	Exit	1	1		349			349	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	251	627	0.401	253	0.4	0.4	6.806	A
			2	1, 2, 3	339	630	0.538	339	0.6	0.8	7.499	A
	Exit	1	1	(2, 3, 4, 1)	590			590	0.1	0.3	2.289	A
			1	1		359			359	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	170	497	0.342	170	0.3	0.5	10.367	B
			2	3, 4	113	506	0.224	112	0.3	0.3	8.979	A
	Exit	1	1	(2, 3, 4, 1)	282			282	0.0	0.1	0.815	A
			1	1		243			243	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	320	666	0.480	321	0.6	0.9	10.284	B
	Exit	1	1		534			534	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	360	698	0.516	363	0.7	1.0	11.428	B
	Exit	1	1		430			430	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	316	607	0.521	316	0.4	0.7	7.677	A
			2	1, 2, 3	411	607	0.678	410	0.8	1.0	8.368	A
	Exit	1	1	(2, 3, 4, 1)	735			727	0.3	1.8	5.894	A
			1	1		440			440	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	208	450	0.462	207	0.5	0.7	12.658	B
			2	3, 4	136	450	0.302	137	0.3	0.4	10.627	B
	Exit	1	1	(2, 3, 4, 1)	344			344	0.1	0.2	2.692	A
			1	1		301			301	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	390	623	0.628	397	0.9	1.5	16.573	C
	Exit	1	1		660			660	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	358	706	0.507	357	1.0	0.9	10.496	B
	Exit	1	1		432			432	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	323	613	0.527	323	0.7	0.7	7.746	A
			2	1, 2, 3	426	608	0.701	427	1.0	0.9	8.565	A
	Exit	1	1	(2, 3, 4, 1)	742			750	1.8	1.0	6.906	A
			1	1		427			427	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	207	447	0.465	206	0.7	0.8	12.981	B
			2	3, 4	139	450	0.308	139	0.4	0.5	11.101	B
	Exit	1	1	(2, 3, 4, 1)	346			346	0.2	0.2	2.479	A
			1	1		297			297	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	381	623	0.611	383	1.5	2.0	17.216	C
	Exit	1	1		680			680	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	295	743	0.398	295	0.9	0.7	8.461	A
	Exit	1	1		353			353	0.0	0.0	0.000	A
		1	1	1, 4	253	635	0.398	253	0.7	0.4	6.880	A

3 - Peak Lane S	Entry	2	1	1, 2, 3	337	630	0.535	337	0.9	0.6	7.476	A
		2	1	(2, 3, 4, 1)	589			589	1.0	0.2	2.365	A
	Exit	1	1		359			359	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	172	506	0.340	172	0.8	0.5	10.633	B
		2	1	3, 4	113	501	0.225	113	0.5	0.3	9.678	A
		2	1	(2, 3, 4, 1)	286			286	0.2	0.1	1.109	A
	Exit	1	1		244			244	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	321	669	0.480	322	2.0	0.8	10.999	B
	Exit	1	1		536			536	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	240	783	0.306	241	0.7	0.4	7.001	A
	Exit	1	1		298			298	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	206	649	0.317	206	0.4	0.4	6.520	A
			2	1, 2, 3	292	644	0.454	292	0.6	0.6	7.034	A
		2	1	(2, 3, 4, 1)	499			498	0.2	0.2	1.343	A
	Exit	1	1		286			286	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	146	529	0.276	146	0.5	0.4	9.460	A
			2	3, 4	96	534	0.179	95	0.3	0.3	8.052	A
		2	1	(2, 3, 4, 1)	242			242	0.1	0.0	0.457	A
	Exit	1	1		199			199	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	258	693	0.373	258	0.8	0.7	8.622	A
	Exit	1	1		454			454	0.0	0.0	0.000	A

2025 with Bypass, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	10.67	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	333	100.000
3 - Peak Lane S		ONE HOUR	✓	357	100.000
4 - Rowan Way		ONE HOUR	✓	337	100.000
1 - Peak Lane North		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	48	183	102
	3 - Peak Lane S	45	0	33	279
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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2 - Longfield Avenue	11.71	1.3	B	310	464
3 - Peak Lane S	7.57	1.0	A	330	495
4 - Rowan Way	10.74	1.1	B	310	465
1 - Peak Lane North	12.79	1.5	B	321	481

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	251	63	318	250	208	0.0	0.6	6.901	A
3 - Peak Lane S	271	68	252	269	317	0.0	0.6	6.110	A
4 - Rowan Way	249	62	322	251	199	0.0	0.5	7.567	A
1 - Peak Lane North	266	66	261	265	312	0.0	0.7	8.036	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	300	75	379	302	245	0.6	0.6	8.160	A
3 - Peak Lane S	327	82	303	328	378	0.6	0.5	6.548	A
4 - Rowan Way	303	76	393	301	238	0.5	0.8	8.642	A
1 - Peak Lane North	313	78	313	312	381	0.7	0.9	9.171	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	370	92	465	370	303	0.6	1.1	11.199	B
3 - Peak Lane S	398	99	375	396	460	0.5	1.0	7.575	A
4 - Rowan Way	370	93	474	370	297	0.8	1.0	10.442	B
1 - Peak Lane North	384	96	381	388	463	0.9	1.5	12.786	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	387	97	458	383	301	1.1	1.2	11.706	B
3 - Peak Lane S	393	98	382	395	459	1.0	0.7	7.567	A
4 - Rowan Way	371	93	477	370	299	1.0	1.1	10.741	B
1 - Peak Lane North	382	95	381	378	466	1.5	1.5	12.638	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	302	75	391	299	244	1.2	0.8	9.087	A
3 - Peak Lane S	317	79	296	318	395	0.7	0.7	6.892	A
4 - Rowan Way	303	76	383	304	231	1.1	0.7	8.712	A
1 - Peak Lane North	319	80	316	319	370	1.5	0.9	10.274	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	248	62	317	251	213	0.8	0.5	7.468	A
3 - Peak Lane S	272	68	250	271	317	0.7	0.5	5.970	A
4 - Rowan Way	262	66	327	262	195	0.7	0.6	8.207	A
1 - Peak Lane North	261	65	271	259	317	0.9	0.8	8.438	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Lane Level	Start	End

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	251	773	0.325	250	0.0	0.6	6.901	A
	Exit	1	1		208			208	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	132	641	0.206	130	0.0	0.3	5.920	A
			2	1, 2, 3	139	656	0.212	139	0.0	0.2	5.821	A
	Exit	1	1	(2, 3, 4, 1)	271			271	0.0	0.0	0.241	A
			1	1		317			317	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	147	604	0.243	146	0.0	0.3	7.621	A
			2	3, 4	103	602	0.171	104	0.0	0.2	6.790	A
	Exit	1	1	(2, 3, 4, 1)	249			250	0.0	0.1	0.285	A
			1	1		199			199	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	266	733	0.363	265	0.0	0.7	8.036	A
	Exit	1	1		312			312	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	300	739	0.405	302	0.6	0.6	8.160	A
	Exit	1	1		245			245	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	159	629	0.254	159	0.3	0.2	6.154	A
			2	1, 2, 3	168	632	0.266	169	0.2	0.2	6.292	A
	Exit	1	1	(2, 3, 4, 1)	327			327	0.0	0.0	0.322	A
			1	1		378			378	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	177	586	0.301	176	0.3	0.4	8.249	A
			2	3, 4	126	575	0.219	124	0.2	0.3	7.676	A
	Exit	1	1	(2, 3, 4, 1)	303			302	0.1	0.0	0.625	A
			1	1		238			238	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	313	711	0.440	312	0.7	0.9	9.171	A
	Exit	1	1		381			381	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	370	702	0.527	370	0.6	1.1	11.199	B
	Exit	1	1		303			303	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	196	604	0.325	195	0.2	0.4	6.828	A
			2	1, 2, 3	202	616	0.328	200	0.2	0.5	6.923	A
	Exit	1	1	(2, 3, 4, 1)	398			398	0.0	0.1	0.700	A
			1	1		460			460	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	219	563	0.390	218	0.4	0.6	9.409	A
			2	3, 4	151	559	0.270	152	0.3	0.3	8.586	A
	Exit	1	1	(2, 3, 4, 1)	370			370	0.0	0.1	1.376	A
			1	1		297			297	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	384	678	0.567	388	0.9	1.5	12.786	B
	Exit	1	1		463			463	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	387	702	0.552	383	1.1	1.2	11.706	B
	Exit	1	1		301			301	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	186	604	0.308	186	0.4	0.4	7.028	A
			2	1, 2, 3	208	610	0.342	209	0.5	0.3	6.733	A
	Exit	1	1	(2, 3, 4, 1)	393			394	0.1	0.1	0.688	A
			1	1		459			459	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	218	557	0.390	217	0.6	0.6	9.750	A
			2	3, 4	155	560	0.276	153	0.3	0.4	8.892	A
	Exit	1	1	(2, 3, 4, 1)	371			372	0.1	0.1	1.356	A
			1	1		299			299	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	382	672	0.569	378	1.5	1.5	12.638	B
	Exit	1	1		466			466	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	302	739	0.408	299	1.2	0.8	9.087	A
	Exit	1	1		244			244	0.0	0.0	0.000	A
		1	1	1, 4	156	632	0.247	155	0.4	0.3	6.433	A

3 - Peak Lane S	Entry		2	1, 2, 3	162	631	0.256	163	0.3	0.3	6.470	A
		2	1	(2, 3, 4, 1)	317			318	0.1	0.1	0.445	A
	Exit	1	1		395			395	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	176	594	0.296	175	0.6	0.4	8.520	A
			2	3, 4	127	586	0.217	129	0.4	0.2	7.604	A
		2	1	(2, 3, 4, 1)	303			303	0.1	0.0	0.582	A
	Exit	1	1		231			231	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	319	706	0.450	319	1.5	0.9	10.274	B
	Exit	1	1		370			370	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	248	770	0.322	251	0.8	0.5	7.468	A
	Exit	1	1		213			213	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	129	645	0.199	129	0.3	0.2	5.864	A
			2	1, 2, 3	143	654	0.220	142	0.3	0.3	5.753	A
		2	1	(2, 3, 4, 1)	272			272	0.1	0.0	0.166	A
	Exit	1	1		317			317	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	158	599	0.264	157	0.4	0.4	8.295	A
			2	3, 4	104	597	0.174	104	0.2	0.1	7.145	A
		2	1	(2, 3, 4, 1)	262			262	0.0	0.0	0.397	A
	Exit	1	1		195			195	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	261	735	0.356	259	0.9	0.8	8.438	A
	Exit	1	1		317			317	0.0	0.0	0.000	A

2025 with Bypass + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	14.01	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	324	100.000
3 - Peak Lane S		ONE HOUR	✓	661	100.000
4 - Rowan Way		ONE HOUR	✓	313	100.000
1 - Peak Lane North		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	31	206	87
	3 - Peak Lane S	175	0	15	471
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

			Average Demand	Total Junction

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	(Veh/hr)	Arrivals (Veh)
2 - Longfield Avenue	10.41	1.2	B	299	449
3 - Peak Lane S	13.74	3.4	B	603	905
4 - Rowan Way	14.77	1.9	B	289	434
1 - Peak Lane North	17.17	1.8	C	323	484

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	309	246	301	0.0	0.5	6.676	A
3 - Peak Lane S	497	124	259	495	296	0.0	1.3	7.869	A
4 - Rowan Way	240	60	552	240	202	0.0	0.5	8.608	A
1 - Peak Lane North	267	67	344	266	449	0.0	0.6	8.066	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	301	75	385	301	356	0.5	0.6	8.120	A
3 - Peak Lane S	601	150	317	609	369	1.3	1.4	9.878	A
4 - Rowan Way	288	72	673	289	252	0.5	0.9	10.651	B
1 - Peak Lane North	325	81	416	326	547	0.6	1.1	11.374	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	349	87	458	350	422	0.6	1.1	10.211	B
3 - Peak Lane S	726	181	371	719	437	1.4	3.2	13.606	B
4 - Rowan Way	350	88	799	346	292	0.9	1.9	13.251	B
1 - Peak Lane North	390	97	492	388	653	1.1	1.8	17.165	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	363	91	442	362	431	1.1	1.2	10.406	B
3 - Peak Lane S	720	180	383	716	421	3.2	3.2	13.736	B
4 - Rowan Way	342	85	795	338	304	1.9	1.6	14.772	B
1 - Peak Lane North	383	96	486	387	648	1.8	1.6	16.971	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	293	73	357	293	350	1.2	0.7	8.642	A
3 - Peak Lane S	582	145	309	582	341	3.2	1.5	10.122	B
4 - Rowan Way	280	70	652	283	239	1.6	0.8	11.247	B
1 - Peak Lane North	313	78	399	307	535	1.6	1.3	10.795	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	61	306	247	294	0.7	0.4	7.097	A
3 - Peak Lane S	494	123	257	490	296	1.5	1.1	7.901	A
4 - Rowan Way	235	59	548	236	199	0.8	0.5	9.372	A
1 - Peak Lane North	260	65	339	261	445	1.3	0.5	9.066	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	309	246	301	0.0	0.5	6.676	A
3 - Peak Lane S	497	124	259	495	296	0.0	1.3	7.869	A
4 - Rowan Way	240	60	552	240	202	0.0	0.5	8.608	A
1 - Peak Lane North	267	67	344	266	449	0.0	0.6	8.066	A

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	244	772	0.316	246	0.0	0.5	6.676	A
	Exit	1	1		301			301	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	205	652	0.315	206	0.0	0.3	6.358	A
			2	1, 2, 3	290	648	0.446	289	0.0	0.6	6.834	A
	Exit	1	1	(2, 3, 4, 1)	497			495	0.0	0.4	1.231	A
			1		296			296	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	147	533	0.276	147	0.0	0.4	8.449	A
			2	3, 4	93	529	0.175	93	0.0	0.1	7.800	A
	Exit	1	1	(2, 3, 4, 1)	240			240	0.0	0.0	0.410	A
			1		202			202	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	267	700	0.382	266	0.0	0.6	8.066	A
	Exit	1	1		449			449	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	301	742	0.406	301	0.5	0.6	8.120	A
	Exit	1	1		356			356	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	256	629	0.407	257	0.3	0.4	6.990	A
			2	1, 2, 3	350	624	0.561	352	0.6	0.7	7.552	A
	Exit	1	1	(2, 3, 4, 1)	601			606	0.4	0.3	2.564	A
			1		369			369	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	172	495	0.349	171	0.4	0.6	10.191	B
			2	3, 4	116	499	0.233	118	0.1	0.2	9.061	A
	Exit	1	1	(2, 3, 4, 1)	288			289	0.0	0.1	0.916	A
			1		252			252	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	325	657	0.495	326	0.6	1.1	11.374	B
	Exit	1	1		547			547	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	349	707	0.494	350	0.6	1.1	10.211	B
	Exit	1	1		422			422	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	312	613	0.509	314	0.4	0.6	7.575	A
			2	1, 2, 3	407	608	0.671	405	0.7	1.1	8.531	A
	Exit	1	1	(2, 3, 4, 1)	726			720	0.3	1.5	5.484	A
			1		437			437	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	210	460	0.458	209	0.6	0.9	12.131	B
			2	3, 4	137	455	0.301	137	0.2	0.5	10.745	B
	Exit	1	1	(2, 3, 4, 1)	350			347	0.1	0.5	1.636	A
			1		292			292	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	390	631	0.618	388	1.1	1.8	17.165	C
	Exit	1	1		653			653	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	363	711	0.511	362	1.1	1.2	10.406	B
	Exit	1	1		431			431	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	308	601	0.513	306	0.6	0.9	7.672	A
			2	1, 2, 3	410	608	0.676	411	1.1	1.0	8.470	A
	Exit	1	1	(2, 3, 4, 1)	720			718	1.5	1.3	5.610	A
			1		421			421	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	210	458	0.460	208	0.9	0.8	12.806	B
			2	3, 4	130	452	0.288	130	0.5	0.5	11.338	B
	Exit	1	1	(2, 3, 4, 1)	342			341	0.5	0.4	2.568	A
			1		304			304	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	383	626	0.608	387	1.8	1.6	16.971	C
	Exit	1	1		648			648	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	293	757	0.388	293	1.2	0.7	8.642	A
	Exit	1	1		350			350	0.0	0.0	0.000	A
			1	1, 4	250	636	0.394	249	0.9	0.5	7.005	A

3 - Peak Lane S	Entry	1	2	1, 2, 3	333	630	0.528	333	1.0	0.7	7.816	A
		2	1	(2, 3, 4, 1)	582			583	1.3	0.3	2.658	A
	Exit	1	1		341			341	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	170	496	0.342	171	0.8	0.5	10.630	B
			2	3, 4	110	505	0.218	112	0.5	0.2	9.844	A
		2	1	(2, 3, 4, 1)	280			280	0.4	0.0	0.960	A
	Exit	1	1		239			239	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	313	670	0.467	307	1.6	1.3	10.795	B
	Exit	1	1		535			535	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	245	773	0.317	247	0.7	0.4	7.097	A
	Exit	1	1		294			294	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	205	651	0.315	204	0.5	0.3	6.413	A
			2	1, 2, 3	287	647	0.444	286	0.7	0.5	6.883	A
		2	1	(2, 3, 4, 1)	494			492	0.3	0.3	1.234	A
	Exit	1	1		296			296	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	144	531	0.271	145	0.5	0.3	9.325	A
			2	3, 4	90	538	0.168	91	0.2	0.1	8.290	A
		2	1	(2, 3, 4, 1)	235			234	0.0	0.0	0.468	A
	Exit	1	1		199			199	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	260	690	0.377	261	1.3	0.5	9.066	A
	Exit	1	1		445			445	0.0	0.0	0.000	A

2025 with Bypass + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	15.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	333	100.000
3 - Peak Lane S		ONE HOUR	✓	357	100.000
4 - Rowan Way		ONE HOUR	✓	337	100.000
1 - Peak Lane North		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	48	183	102
	3 - Peak Lane S	45	0	33	279
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	82	351	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

			Average Demand	Total Junction

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	(Veh/hr)	Arrivals (Veh)
2 - Longfield Avenue	13.95	1.8	B	306	459
3 - Peak Lane S	7.46	0.8	A	327	491
4 - Rowan Way	11.04	1.2	B	309	464
1 - Peak Lane North	24.36	3.9	C	431	647

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	63	398	254	222	0.0	0.6	7.402	A
3 - Peak Lane S	267	67	246	268	406	0.0	0.4	6.012	A
4 - Rowan Way	257	64	322	257	193	0.0	0.4	7.378	A
1 - Peak Lane North	356	89	266	354	313	0.0	1.0	9.396	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	292	73	472	290	263	0.6	1.0	9.205	A
3 - Peak Lane S	321	80	285	320	477	0.4	0.6	6.552	A
4 - Rowan Way	302	76	380	303	225	0.4	0.7	8.577	A
1 - Peak Lane North	420	105	315	420	367	1.0	1.7	13.541	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	364	91	585	366	321	1.0	1.3	12.961	B
3 - Peak Lane S	394	99	358	395	593	0.6	0.8	7.462	A
4 - Rowan Way	372	93	473	375	281	0.7	0.9	10.154	B
1 - Peak Lane North	518	129	389	516	458	1.7	3.4	21.914	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	93	583	366	314	1.3	1.7	13.946	B
3 - Peak Lane S	394	98	357	394	591	0.8	0.8	7.394	A
4 - Rowan Way	367	92	470	367	281	0.9	1.2	11.043	B
1 - Peak Lane North	516	129	381	516	456	3.4	3.9	24.360	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	300	75	481	300	260	1.7	0.7	10.012	B
3 - Peak Lane S	314	79	292	314	488	0.8	0.6	6.664	A
4 - Rowan Way	302	76	377	303	228	1.2	0.7	8.816	A
1 - Peak Lane North	427	107	314	427	367	3.9	1.5	15.709	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	255	64	396	254	219	0.7	0.6	8.210	A
3 - Peak Lane S	273	68	249	274	401	0.6	0.3	6.251	A
4 - Rowan Way	257	64	330	256	193	0.7	0.6	7.698	A
1 - Peak Lane North	351	88	265	350	321	1.5	1.0	10.527	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	63	398	254	222	0.0	0.6	7.402	A
3 - Peak Lane S	267	67	246	268	406	0.0	0.4	6.012	A
4 - Rowan Way	257	64	322	257	193	0.0	0.4	7.378	A
1 - Peak Lane North	356	89	266	354	313	0.0	1.0	9.396	A

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	254	732	0.347	254	0.0	0.6	7.402	A
	Exit	1	1		222			222	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	129	653	0.197	130	0.0	0.2	5.743	A
			2	1, 2, 3	138	650	0.213	138	0.0	0.2	5.815	A
	Exit	1	1	(2, 3, 4, 1)	267			267	0.0	0.0	0.233	A
			1		406			406	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	148	600	0.246	148	0.0	0.2	7.242	A
			2	3, 4	109	605	0.180	109	0.0	0.2	6.846	A
	Exit	1	1	(2, 3, 4, 1)	257			257	0.0	0.0	0.302	A
			1		193			193	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	356	725	0.491	354	0.0	1.0	9.396	A
	Exit	1	1		313			313	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	292	689	0.423	290	0.6	1.0	9.205	A
	Exit	1	1		263			263	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	158	642	0.247	158	0.2	0.3	6.115	A
			2	1, 2, 3	162	632	0.257	162	0.2	0.3	6.305	A
	Exit	1	1	(2, 3, 4, 1)	321			320	0.0	0.1	0.340	A
			1		477			477	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	177	586	0.302	177	0.2	0.4	8.267	A
			2	3, 4	125	589	0.212	126	0.2	0.2	7.746	A
	Exit	1	1	(2, 3, 4, 1)	302			302	0.0	0.1	0.526	A
			1		225			225	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	420	708	0.593	420	1.0	1.7	13.541	B
	Exit	1	1		367			367	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	364	643	0.567	366	1.0	1.3	12.961	B
	Exit	1	1		321			321	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	192	616	0.312	193	0.3	0.4	6.581	A
			2	1, 2, 3	202	614	0.329	202	0.3	0.4	6.825	A
	Exit	1	1	(2, 3, 4, 1)	394			395	0.1	0.0	0.758	A
			1		593			593	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	216	559	0.386	217	0.4	0.5	9.466	A
			2	3, 4	156	565	0.276	157	0.2	0.3	8.500	A
	Exit	1	1	(2, 3, 4, 1)	372			372	0.1	0.1	1.096	A
			1		281			281	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	518	674	0.771	516	1.7	3.4	21.914	C
	Exit	1	1		458			458	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	371	641	0.579	366	1.3	1.7	13.946	B
	Exit	1	1		314			314	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	190	615	0.309	192	0.4	0.3	6.540	A
			2	1, 2, 3	203	615	0.330	202	0.4	0.4	6.787	A
	Exit	1	1	(2, 3, 4, 1)	394			393	0.0	0.1	0.722	A
			1		591			591	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	210	560	0.374	210	0.5	0.6	9.924	A
			2	3, 4	157	556	0.282	157	0.3	0.4	8.792	A
	Exit	1	1	(2, 3, 4, 1)	367			367	0.1	0.2	1.583	A
			1		281			281	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	516	676	0.763	516	3.4	3.9	24.360	C
	Exit	1	1		456			456	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	300	693	0.434	300	1.7	0.7	10.012	B
	Exit	1	1		260			260	0.0	0.0	0.000	A
			1	1, 4	156	636	0.247	156	0.3	0.3	6.234	A

3 - Peak Lane S	Entry	1	2	1, 2, 3	157	635	0.247	157	0.4	0.3	6.360	A
		2	1	(2, 3, 4, 1)	314			314	0.1	0.0	0.371	A
	Exit	1	1		488			488	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	177	596	0.297	177	0.6	0.4	8.429	A
			2	3, 4	125	592	0.212	125	0.4	0.3	7.828	A
		2	1	(2, 3, 4, 1)	302			302	0.2	0.0	0.649	A
	Exit	1	1		228			228	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	427	703	0.608	427	3.9	1.5	15.709	C
	Exit	1	1		367			367	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	255	734	0.347	254	0.7	0.6	8.210	A
	Exit	1	1		219			219	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	135	649	0.208	135	0.3	0.2	6.125	A
			2	1, 2, 3	138	651	0.212	139	0.3	0.1	5.889	A
		2	1	(2, 3, 4, 1)	273			273	0.0	0.0	0.247	A
	Exit	1	1		401			401	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	151	605	0.248	151	0.4	0.3	7.814	A
			2	3, 4	106	609	0.174	105	0.3	0.2	6.933	A
		2	1	(2, 3, 4, 1)	257			257	0.0	0.0	0.256	A
	Exit	1	1		193			193	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	351	729	0.481	350	1.5	1.0	10.527	B
	Exit	1	1		321			321	0.0	0.0	0.000	A

2025 with Bypass + CD + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	16.10	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	325	100.000
3 - Peak Lane S		ONE HOUR	✓	701	100.000
4 - Rowan Way		ONE HOUR	✓	313	100.000
1 - Peak Lane North		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	32	206	87
	3 - Peak Lane S	179	0	15	507
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	247	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

			Average Demand	Total Junction

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	(Veh/hr)	Arrivals (Veh)
2 - Longfield Avenue	10.85	1.2	B	298	447
3 - Peak Lane S	17.59	3.9	C	644	965
4 - Rowan Way	16.66	1.8	C	288	432
1 - Peak Lane North	17.45	1.9	C	330	495

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	316	242	299	0.0	0.5	6.612	A
3 - Peak Lane S	529	132	256	533	302	0.0	1.1	8.133	A
4 - Rowan Way	238	59	587	238	202	0.0	0.6	8.270	A
1 - Peak Lane North	269	67	344	271	481	0.0	0.6	7.979	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	294	74	385	290	354	0.5	0.9	8.126	A
3 - Peak Lane S	632	158	310	628	366	1.1	2.0	10.332	B
4 - Rowan Way	283	71	693	286	245	0.6	0.8	10.742	B
1 - Peak Lane North	325	81	410	329	568	0.6	0.8	11.081	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	361	90	451	363	427	0.9	0.9	10.840	B
3 - Peak Lane S	768	192	382	772	432	2.0	3.7	17.110	C
4 - Rowan Way	341	85	854	339	300	0.8	1.6	15.711	C
1 - Peak Lane North	385	96	495	384	699	0.8	1.6	15.504	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	355	89	467	353	450	0.9	1.2	10.850	B
3 - Peak Lane S	781	195	370	781	449	3.7	3.9	17.595	C
4 - Rowan Way	353	88	862	349	289	1.6	1.8	16.661	C
1 - Peak Lane North	406	101	508	409	702	1.6	1.9	17.450	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	288	72	375	288	350	1.2	0.7	8.495	A
3 - Peak Lane S	628	157	303	630	360	3.9	1.7	10.753	B
4 - Rowan Way	278	69	693	276	240	1.8	0.9	11.574	B
1 - Peak Lane North	322	80	402	324	567	1.9	0.8	11.252	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	311	244	308	0.7	0.5	6.876	A
3 - Peak Lane S	523	131	253	524	301	1.7	1.2	8.391	A
4 - Rowan Way	236	59	579	236	198	0.9	0.7	9.999	A
1 - Peak Lane North	271	68	346	272	469	0.8	0.6	8.866	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	61	316	242	299	0.0	0.5	6.612	A
3 - Peak Lane S	529	132	256	533	302	0.0	1.1	8.133	A
4 - Rowan Way	238	59	587	238	202	0.0	0.6	8.270	A
1 - Peak Lane North	269	67	344	271	481	0.0	0.6	7.979	A

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	244	776	0.314	242	0.0	0.5	6.612	A
	Exit	1	1		299			299	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	224	646	0.345	224	0.0	0.4	6.533	A
			2	1, 2, 3	308	643	0.479	309	0.0	0.5	6.943	A
	Exit	1	1	(2, 3, 4, 1)	529			532	0.0	0.2	1.364	A
			1		302			302	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	143	524	0.272	142	0.0	0.4	8.320	A
			2	3, 4	95	524	0.182	95	0.0	0.2	7.544	A
	Exit	1	1	(2, 3, 4, 1)	238			238	0.0	0.0	0.253	A
			1		202			202	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	269	698	0.386	271	0.0	0.6	7.979	A
	Exit	1	1		481			481	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	294	734	0.400	290	0.5	0.9	8.126	A
	Exit	1	1		354			354	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	269	631	0.426	267	0.4	0.6	7.060	A
			2	1, 2, 3	362	628	0.576	361	0.5	0.9	7.694	A
	Exit	1	1	(2, 3, 4, 1)	632			630	0.2	0.6	2.907	A
			1		366			366	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	168	491	0.341	170	0.4	0.4	10.211	B
			2	3, 4	115	495	0.234	116	0.2	0.3	9.318	A
	Exit	1	1	(2, 3, 4, 1)	283			283	0.0	0.1	0.885	A
			1		245			245	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	325	662	0.490	329	0.6	0.8	11.081	B
	Exit	1	1		568			568	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	361	707	0.511	363	0.9	0.9	10.840	B
	Exit	1	1		427			427	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	333	605	0.550	333	0.6	0.8	7.888	A
			2	1, 2, 3	438	605	0.723	439	0.9	1.0	8.618	A
	Exit	1	1	(2, 3, 4, 1)	768			771	0.6	1.9	8.797	A
			1		432			432	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	202	437	0.463	202	0.4	0.8	13.319	B
			2	3, 4	139	438	0.316	137	0.3	0.5	11.284	B
	Exit	1	1	(2, 3, 4, 1)	341			341	0.1	0.3	3.173	A
			1		300			300	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	385	626	0.617	384	0.8	1.6	15.504	C
	Exit	1	1		699			699	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	355	699	0.509	353	0.9	1.2	10.850	B
	Exit	1	1		450			450	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	335	612	0.548	335	0.8	0.7	8.015	A
			2	1, 2, 3	446	610	0.730	446	1.0	1.1	8.755	A
	Exit	1	1	(2, 3, 4, 1)	781			781	1.9	2.1	9.159	A
			1		449			449	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	217	435	0.496	216	0.8	0.9	13.885	B
			2	3, 4	136	434	0.313	133	0.5	0.6	12.071	B
	Exit	1	1	(2, 3, 4, 1)	353			352	0.3	0.3	3.490	A
			1		289			289	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	406	617	0.658	409	1.6	1.9	17.450	C
	Exit	1	1		702			702	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	288	737	0.390	288	1.2	0.7	8.495	A
	Exit	1	1		350			350	0.0	0.0	0.000	A
			1	1, 4	270	630	0.428	271	0.7	0.5	7.025	A

3 - Peak Lane S	Entry	1	2	1, 2, 3	358	630	0.568	359	1.1	0.7	7.706	A
		2	1	(2, 3, 4, 1)	628			627	2.1	0.5	3.366	A
	Exit	1	1		360			360	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	166	486	0.342	166	0.9	0.5	10.947	B
			2	3, 4	111	491	0.226	110	0.6	0.3	9.868	A
		2	1	(2, 3, 4, 1)	278			277	0.3	0.1	1.098	A
	Exit	1	1		240			240	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	322	670	0.481	324	1.9	0.8	11.252	B
	Exit	1	1		567			567	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	244	772	0.317	244	0.7	0.5	6.876	A
	Exit	1	1		308			308	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	218	644	0.338	217	0.5	0.4	6.693	A
			2	1, 2, 3	307	650	0.472	306	0.7	0.6	7.074	A
		2	1	(2, 3, 4, 1)	523			524	0.5	0.2	1.479	A
	Exit	1	1		301			301	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	143	529	0.271	144	0.5	0.4	9.787	A
			2	3, 4	92	527	0.174	92	0.3	0.2	8.503	A
		2	1	(2, 3, 4, 1)	236			235	0.1	0.1	0.716	A
	Exit	1	1		198			198	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	271	697	0.389	272	0.8	0.6	8.866	A
	Exit	1	1		469			469	0.0	0.0	0.000	A

2025 with Bypass + CD + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	18.04	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	337	100.000
3 - Peak Lane S		ONE HOUR	✓	371	100.000
4 - Rowan Way		ONE HOUR	✓	337	100.000
1 - Peak Lane North		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	52	183	102
	3 - Peak Lane S	47	0	33	291
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	82	382	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

			Average Demand	Total Junction

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	(Veh/hr)	Arrivals (Veh)
2 - Longfield Avenue	15.31	1.7	C	311	466
3 - Peak Lane S	7.38	0.9	A	341	511
4 - Rowan Way	10.92	1.5	B	308	462
1 - Peak Lane North	32.53	4.9	D	460	690

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	257	64	410	258	213	0.0	0.5	7.499	A
3 - Peak Lane S	276	69	246	275	421	0.0	0.5	5.961	A
4 - Rowan Way	247	62	330	244	191	0.0	0.7	7.653	A
1 - Peak Lane North	369	92	255	368	320	0.0	1.1	9.778	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	306	77	510	308	262	0.5	0.7	9.426	A
3 - Peak Lane S	332	83	296	332	522	0.5	0.6	6.629	A
4 - Rowan Way	305	76	397	305	230	0.7	0.7	8.890	A
1 - Peak Lane North	455	114	315	457	387	1.1	1.7	13.947	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	93	615	370	319	0.7	1.7	14.454	B
3 - Peak Lane S	410	103	355	410	631	0.6	0.9	7.383	A
4 - Rowan Way	369	92	488	371	276	0.7	1.0	10.622	B
1 - Peak Lane North	547	137	383	551	476	1.7	4.6	28.220	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	376	94	629	377	319	1.7	1.6	15.307	C
3 - Peak Lane S	404	101	368	404	638	0.9	0.8	7.350	A
4 - Rowan Way	373	93	483	370	289	1.0	1.4	10.917	B
1 - Peak Lane North	561	140	383	564	470	4.6	4.8	32.529	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	306	77	511	307	264	1.6	0.9	10.785	B
3 - Peak Lane S	339	85	296	339	523	0.8	0.7	6.787	A
4 - Rowan Way	301	75	401	302	234	1.4	0.7	9.027	A
1 - Peak Lane North	455	114	316	459	387	4.8	1.9	18.176	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	249	62	420	249	220	0.9	0.6	7.965	A
3 - Peak Lane S	284	71	244	284	425	0.7	0.5	6.122	A
4 - Rowan Way	253	63	335	254	193	0.7	0.6	7.844	A
1 - Peak Lane North	374	94	266	374	323	1.9	1.1	10.984	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	257	64	410	258	213	0.0	0.5	7.499	A
3 - Peak Lane S	276	69	246	275	421	0.0	0.5	5.961	A
4 - Rowan Way	247	62	330	244	191	0.0	0.7	7.653	A
1 - Peak Lane North	369	92	255	368	320	0.0	1.1	9.778	A

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	257	721	0.356	258	0.0	0.5	7.499	A
	Exit	1	1		213			213	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	134	650	0.206	133	0.0	0.2	5.737	A
			2	1, 2, 3	142	648	0.220	142	0.0	0.3	5.749	A
	Exit	1	1	(2, 3, 4, 1)	276			276	0.0	0.0	0.217	A
			1		421			421	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	144	601	0.241	143	0.0	0.4	7.681	A
			2	3, 4	102	602	0.170	102	0.0	0.2	6.843	A
	Exit	1	1	(2, 3, 4, 1)	247			247	0.0	0.0	0.322	A
			1		191			191	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	369	734	0.502	368	0.0	1.1	9.778	A
	Exit	1	1		320			320	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	306	679	0.451	308	0.5	0.7	9.426	A
	Exit	1	1		262			262	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	161	632	0.255	161	0.2	0.2	6.203	A
			2	1, 2, 3	171	639	0.268	171	0.3	0.3	6.273	A
	Exit	1	1	(2, 3, 4, 1)	332			332	0.0	0.0	0.386	A
			1		522			522	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	178	581	0.307	179	0.4	0.3	8.627	A
			2	3, 4	126	586	0.215	126	0.2	0.3	7.723	A
	Exit	1	1	(2, 3, 4, 1)	305			305	0.0	0.0	0.639	A
			1		230			230	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	455	707	0.643	457	1.1	1.7	13.947	B
	Exit	1	1		387			387	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	371	625	0.592	370	0.7	1.7	14.454	B
	Exit	1	1		319			319	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	198	617	0.321	198	0.2	0.3	6.751	A
			2	1, 2, 3	212	618	0.344	212	0.3	0.4	6.723	A
	Exit	1	1	(2, 3, 4, 1)	410			410	0.0	0.1	0.648	A
			1		631			631	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	215	555	0.388	216	0.3	0.5	9.632	A
			2	3, 4	154	554	0.277	155	0.3	0.3	8.927	A
	Exit	1	1	(2, 3, 4, 1)	369			369	0.0	0.1	1.278	A
			1		276			276	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	547	676	0.808	551	1.7	4.6	28.220	D
	Exit	1	1		476			476	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	376	620	0.606	377	1.7	1.6	15.307	C
	Exit	1	1		319			319	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	195	614	0.318	197	0.3	0.3	6.804	A
			2	1, 2, 3	208	611	0.341	207	0.4	0.4	6.722	A
	Exit	1	1	(2, 3, 4, 1)	404			403	0.1	0.1	0.584	A
			1		638			638	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	217	556	0.391	216	0.5	0.7	9.993	A
			2	3, 4	154	559	0.275	154	0.3	0.4	8.739	A
	Exit	1	1	(2, 3, 4, 1)	373			371	0.1	0.3	1.437	A
			1		289			289	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	561	677	0.828	564	4.6	4.8	32.529	D
	Exit	1	1		470			470	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	306	675	0.453	307	1.6	0.9	10.785	B
	Exit	1	1		264			264	0.0	0.0	0.000	A
			1	1, 4	166	629	0.263	165	0.3	0.3	6.445	A

3 - Peak Lane S	Entry	1	2	1, 2, 3	174	640	0.272	173	0.4	0.4	6.348	A
		2	1	(2, 3, 4, 1)	339			340	0.1	0.0	0.399	A
	Exit	1	1		523			523	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	175	586	0.299	175	0.7	0.5	8.540	A
			2	3, 4	126	586	0.216	127	0.4	0.2	8.011	A
		2	1	(2, 3, 4, 1)	301			302	0.3	0.0	0.727	A
	Exit	1	1		234			234	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	455	704	0.647	459	4.8	1.9	18.176	C
	Exit	1	1		387			387	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	249	717	0.347	249	0.9	0.6	7.965	A
	Exit	1	1		220			220	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	141	648	0.217	141	0.3	0.2	5.904	A
			2	1, 2, 3	143	652	0.219	143	0.4	0.2	5.951	A
		2	1	(2, 3, 4, 1)	284			284	0.0	0.0	0.193	A
	Exit	1	1		425			425	0.0	0.0	0.000	A
4 - Rowan Way	Entry	1	1	1, 2	148	603	0.245	148	0.5	0.3	7.830	A
			2	3, 4	105	601	0.175	106	0.2	0.2	7.107	A
		2	1	(2, 3, 4, 1)	253			253	0.0	0.0	0.319	A
	Exit	1	1		193			193	0.0	0.0	0.000	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	374	728	0.514	374	1.9	1.1	10.984	B
	Exit	1	1		323			323	0.0	0.0	0.000	A

2025 with Bypass + CD + Newlands Farm + PD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	31.30	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	325	100.000
3 - Peak Lane S		ONE HOUR	✓	845	100.000
4 - Rowan Way		ONE HOUR	✓	367	100.000
1 - Peak Lane North		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	32	206	87
	3 - Peak Lane S	179	0	142	524
	4 - Rowan Way	177	150	0	40
	1 - Peak Lane North	69	254	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	11.69	1.2	B	298	448
3 - Peak Lane S	48.62	13.1	E	776	1165
4 - Rowan Way	19.22	2.2	C	339	508
1 - Peak Lane North	21.10	2.5	C	344	516

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	61	341	244	321	0.0	0.6	6.803	A
3 - Peak Lane S	638	159	259	635	326	0.0	2.0	9.992	A
4 - Rowan Way	277	69	592	275	302	0.0	0.8	9.161	A
1 - Peak Lane North	278	70	385	277	482	0.0	0.8	8.707	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	293	73	411	294	390	0.6	0.6	8.580	A
3 - Peak Lane S	765	191	311	770	394	2.0	3.2	15.313	C
4 - Rowan Way	337	84	719	336	363	0.8	1.2	12.420	B
1 - Peak Lane North	339	85	462	338	592	0.8	1.2	12.021	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	354	89	496	354	465	0.6	1.2	10.904	B
3 - Peak Lane S	934	233	373	919	477	3.2	10.9	33.881	D
4 - Rowan Way	401	100	862	401	431	1.2	2.2	18.239	C
1 - Peak Lane North	413	103	550	411	712	1.2	2.4	20.058	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	90	503	359	468	1.2	1.2	11.686	B
3 - Peak Lane S	927	232	378	929	483	10.9	13.1	48.624	E
4 - Rowan Way	406	102	872	408	435	2.2	2.0	19.222	C
1 - Peak Lane North	410	103	557	414	722	2.4	2.2	21.099	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	294	74	408	292	380	1.2	0.8	9.059	A
3 - Peak Lane S	758	190	307	766	393	13.1	3.3	25.050	D
4 - Rowan Way	332	83	718	330	355	2.0	1.3	14.342	B
1 - Peak Lane North	336	84	454	335	594	2.2	1.2	13.431	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	61	347	245	323	0.8	0.5	7.246	A
3 - Peak Lane S	636	159	258	634	335	3.3	1.8	11.051	B
4 - Rowan Way	278	70	597	278	295	1.3	0.7	10.460	B
1 - Peak Lane North	286	71	383	288	492	1.2	0.6	9.836	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	245	761	0.323	244	0.0	0.6	6.803	A
	Exit	1	1		321			321	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	308	647	0.476	308	0.0	0.6	6.932	A
			2	1, 2, 3	327	646	0.506	327	0.0	0.7	7.143	A
	Exit	1	1	(2, 3, 4, 1)	638			635	0.0	0.7	2.949	A
			1	1		326			326	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	162	520	0.312	161	0.0	0.5	8.986	A
			2	3, 4	114	520	0.220	114	0.0	0.3	8.125	A
	Exit	1	1	(2, 3, 4, 1)	277			276	0.0	0.0	0.523	A
			1	1		302			302	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	278	673	0.414	277	0.0	0.8	8.707	A
	Exit	1	1		482			482	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	293	724	0.405	294	0.6	0.6	8.580	A
	Exit	1	1		390			390	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	375	629	0.595	375	0.6	0.9	7.803	A
			2	1, 2, 3	396	629	0.630	396	0.7	0.8	7.937	A
	Exit	1	1	(2, 3, 4, 1)	765			771	0.7	1.5	7.435	A
			1	1		394			394	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	202	483	0.419	201	0.5	0.7	11.479	B
			2	3, 4	135	483	0.279	135	0.3	0.4	9.993	A
	Exit	1	1	(2, 3, 4, 1)	337			337	0.0	0.2	1.543	A
			1	1		363			363	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	339	636	0.533	338	0.8	1.2	12.021	B
	Exit	1	1		592			592	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	354	684	0.518	354	0.6	1.2	10.904	B
	Exit	1	1		465			465	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	447	609	0.734	448	0.9	1.0	8.793	A
			2	1, 2, 3	472	610	0.774	471	0.8	1.2	8.986	A
	Exit	1	1	(2, 3, 4, 1)	934			919	1.5	8.7	24.970	C
			1	1		477			477	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	236	437	0.538	236	0.7	1.0	14.213	B
			2	3, 4	166	435	0.381	164	0.4	0.7	12.096	B
	Exit	1	1	(2, 3, 4, 1)	401			402	0.2	0.5	4.876	A
			1	1		431			431	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	413	598	0.691	411	1.2	2.4	20.058	C
	Exit	1	1		712			712	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	358	678	0.527	359	1.2	1.2	11.686	B
	Exit	1	1		468			468	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	453	608	0.743	453	1.0	1.1	8.959	A
			2	1, 2, 3	476	607	0.784	476	1.2	1.2	9.215	A
	Exit	1	1	(2, 3, 4, 1)	927			929	8.7	10.8	39.532	E
			1	1		483			483	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	238	432	0.551	240	1.0	0.9	14.716	B
			2	3, 4	168	435	0.386	168	0.7	0.5	12.567	B
	Exit	1	1	(2, 3, 4, 1)	406			406	0.5	0.6	5.353	A
			1	1		435			435	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	410	597	0.688	414	2.4	2.2	21.099	C
	Exit	1	1		722			722	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	294	723	0.407	292	1.2	0.8	9.059	A
	Exit	1	1		380			380	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	376	630	0.598	376	1.1	0.9	8.251	A
		2	1	1, 2, 3	389	630	0.618	390	1.2	0.9	8.412	A
	Exit	1	1	(2, 3, 4, 1)	758			765	10.8	1.6	16.764	C
4 - Rowan Way	Entry	1	1	1, 2	196	486	0.405	196	0.9	0.7	12.490	B
		2	1	3, 4	135	482	0.281	134	0.5	0.4	11.048	B
	Exit	1	1	(2, 3, 4, 1)	332			331	0.6	0.2	2.499	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	336	645	0.522	335	2.2	1.2	13.431	B
	Exit	1	1		594			594	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	245	763	0.321	245	0.8	0.5	7.246	A
	Exit	1	1		323			323	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	307	649	0.473	306	0.9	0.7	7.307	A
		2	1	1, 2, 3	328	647	0.508	329	0.9	0.6	7.364	A
	Exit	1	1	(2, 3, 4, 1)	636			635	1.6	0.5	3.731	A
4 - Rowan Way	Entry	1	1	1, 2	165	517	0.320	165	0.7	0.4	10.018	B
		2	1	3, 4	113	522	0.216	113	0.4	0.3	8.908	A
	Exit	1	1	(2, 3, 4, 1)	278			278	0.2	0.0	0.919	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	286	677	0.422	288	1.2	0.6	9.836	A
	Exit	1	1		492			492	0.0	0.0	0.000	A

2025 with Bypass + CD + Newlands Farm + PD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	28.39	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Longfield Avenue		ONE HOUR	✓	337	100.000
3 - Peak Lane S		ONE HOUR	✓	456	100.000
4 - Rowan Way		ONE HOUR	✓	452	100.000
1 - Peak Lane North		ONE HOUR	✓	513	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	52	183	102
	3 - Peak Lane S	47	0	100	309
	4 - Rowan Way	172	247	0	33
	1 - Peak Lane North	83	390	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Longfield Avenue	21.35	2.4	C	310	465
3 - Peak Lane S	8.79	1.5	A	421	631
4 - Rowan Way	14.89	2.0	B	415	623
1 - Peak Lane North	62.41	10.4	F	471	707

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	248	62	513	248	231	0.0	0.6	8.058	A
3 - Peak Lane S	339	85	239	337	522	0.0	0.7	6.484	A
4 - Rowan Way	346	86	337	346	238	0.0	0.9	8.699	A
1 - Peak Lane North	387	97	356	388	327	0.0	1.4	11.445	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	305	76	608	307	275	0.6	0.9	11.524	B
3 - Peak Lane S	412	103	297	412	618	0.7	0.8	7.273	A
4 - Rowan Way	407	102	415	404	294	0.9	1.3	10.419	B
1 - Peak Lane North	464	116	416	467	403	1.4	2.2	18.109	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	373	93	734	373	322	0.9	1.8	17.738	C
3 - Peak Lane S	509	127	358	508	749	0.8	1.3	8.781	A
4 - Rowan Way	492	123	512	494	354	1.3	2.0	14.507	B
1 - Peak Lane North	566	142	508	548	498	2.2	8.8	42.360	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	374	94	740	370	333	1.8	2.4	21.354	C
3 - Peak Lane S	507	127	357	504	753	1.3	1.4	8.787	A
4 - Rowan Way	500	125	503	503	358	2.0	1.8	14.889	B
1 - Peak Lane North	565	141	518	555	488	8.8	10.3	62.411	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	303	76	612	305	272	2.4	1.0	13.667	B
3 - Peak Lane S	409	102	293	410	625	1.4	0.7	7.698	A
4 - Rowan Way	404	101	411	403	292	1.8	1.2	10.802	B
1 - Peak Lane North	464	116	416	469	398	10.3	2.9	32.917	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	255	64	506	255	229	1.0	0.6	9.356	A
3 - Peak Lane S	350	87	244	349	516	0.7	0.7	6.737	A
4 - Rowan Way	340	85	353	342	240	1.2	0.9	9.219	A
1 - Peak Lane North	384	96	354	381	341	2.9	1.5	13.725	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	248	676	0.366	248	0.0	0.6	8.058	A
	Exit	1	1		231			231	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	183	651	0.281	183	0.0	0.4	6.072	A
			2	1, 2, 3	155	650	0.239	154	0.0	0.3	5.897	A
	Exit	1	1	(2, 3, 4, 1)	339			339	0.0	0.0	0.491	A
			1	1		522			522	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	155	603	0.258	156	0.0	0.3	7.745	A
			2	3, 4	191	605	0.315	190	0.0	0.5	8.146	A
	Exit	1	1	(2, 3, 4, 1)	346			346	0.0	0.1	0.731	A
			1	1		238			238	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	387	691	0.560	388	0.0	1.4	11.445	B
	Exit	1	1		327			327	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	305	626	0.488	307	0.6	0.9	11.524	B
	Exit	1	1		275			275	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	222	637	0.350	222	0.4	0.4	6.559	A
			2	1, 2, 3	190	633	0.300	191	0.3	0.3	6.403	A
	Exit	1	1	(2, 3, 4, 1)	412			413	0.0	0.1	0.787	A
			1	1		618			618	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	188	581	0.324	187	0.3	0.5	8.680	A
			2	3, 4	217	579	0.376	217	0.5	0.6	9.156	A
	Exit	1	1	(2, 3, 4, 1)	407			405	0.1	0.2	1.470	A
			1	1		294			294	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	464	661	0.701	467	1.4	2.2	18.109	C
	Exit	1	1		403			403	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	373	565	0.660	373	0.9	1.8	17.738	C
	Exit	1	1		322			322	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	272	613	0.444	272	0.4	0.6	7.323	A
			2	1, 2, 3	237	615	0.385	237	0.3	0.4	6.903	A
	Exit	1	1	(2, 3, 4, 1)	509			509	0.1	0.3	1.647	A
			1	1		749			749	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	220	551	0.399	219	0.5	0.7	10.120	B
			2	3, 4	276	547	0.503	276	0.6	0.9	11.103	B
	Exit	1	1	(2, 3, 4, 1)	492			495	0.2	0.4	3.840	A
			1	1		354			354	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	566	616	0.918	548	2.2	8.8	42.360	E
	Exit	1	1		498			498	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	374	563	0.665	370	1.8	2.4	21.354	C
	Exit	1	1		333			333	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	274	614	0.447	274	0.6	0.6	7.286	A
			2	1, 2, 3	231	616	0.375	230	0.4	0.5	7.044	A
	Exit	1	1	(2, 3, 4, 1)	507			505	0.3	0.4	1.613	A
			1	1		753			753	0.0	0.0	0.000
4 - Rowan Way	Entry	1	1	1, 2	228	551	0.415	229	0.7	0.6	10.329	B
			2	3, 4	273	548	0.497	274	0.9	0.7	11.364	B
	Exit	1	1	(2, 3, 4, 1)	500			501	0.4	0.5	3.997	A
			1	1		358			358	0.0	0.0	0.000
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	565	613	0.921	555	8.8	10.3	62.411	F
	Exit	1	1		488			488	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	303	624	0.486	305	2.4	1.0	13.667	B
	Exit	1	1		272			272	0.0	0.0	0.000	A

3 - Peak Lane S	Entry	1	1	1, 4	221	632	0.349	221	0.6	0.4	6.858	A
			2	1, 2, 3	189	633	0.299	189	0.5	0.3	6.509	A
	Exit	1	1	(2, 3, 4, 1)	409			410	0.4	0.1	1.008	A
4 - Rowan Way	Entry	1	1	1, 2	185	576	0.321	183	0.6	0.5	8.882	A
			2	3, 4	220	581	0.378	220	0.7	0.6	9.484	A
	Exit	1	1	(2, 3, 4, 1)	404			405	0.5	0.1	1.606	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	464	659	0.704	469	10.3	2.9	32.917	D
	Exit	1	1		398			398	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	Entry	1	1	1, 2, 3, 4	255	673	0.378	255	1.0	0.6	9.356	A
	Exit	1	1		229			229	0.0	0.0	0.000	A
3 - Peak Lane S	Entry	1	1	1, 4	186	652	0.285	186	0.4	0.3	6.281	A
			2	1, 2, 3	163	651	0.251	163	0.3	0.3	6.019	A
	Exit	1	1	(2, 3, 4, 1)	350			350	0.1	0.1	0.580	A
4 - Rowan Way	Entry	1	1	1, 2	153	594	0.258	154	0.5	0.4	8.180	A
			2	3, 4	188	596	0.315	188	0.6	0.4	8.585	A
	Exit	1	1	(2, 3, 4, 1)	340			341	0.1	0.1	0.828	A
1 - Peak Lane North	Entry	1	1	1, 2, 3, 4	384	685	0.561	381	2.9	1.5	13.725	B
	Exit	1	1		341			341	0.0	0.0	0.000	A