BURO HAPPOLD

0068696 MIX Manchester

Transport Assessment Addendum

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Glossary

Term	Definition
CPMP	Car Park Management Plan
DMRB	Design Manual for Roads and Bridges
DoS	Degree of Saturation
GIA	Gross Internal Floor Area
GTI	Ground Transport Interchange
HGV	Heavy Goods Vehicle
LoS	Level of Service
LTN	Local Transport Note
MAG	Manchester Airport Group
MCC	Manchester City Council
MMQ	Mean Max Queue
MSCP	Multi-Storey Car Park
MSOA	Middle Super Output Layer
NPPF	National Policy Planning Framework
PfE	Places for Everyone
PRC	Practical Reserve Capacity
R&D	Research and Development
SAC	Special Area of Conservation
SPD	Supplementary Planning Document
SRF	Strategic Regeneration Framework
T2	Terminal 2
TA	Transport Assessment
TAA	Transport Assessment Addendum
TEMPro	Trip End Model Presentation Program
TfGM	Transport for Greater Manchester
V/C	Volume Over Capacity
WebTRIS	Web-Based Traffic Requirement Information System

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1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been appointed by Airport City Limited Partnership (the Applicant) to produce a Transport Assessment Addendum (TAA) for Phase 1 of MIX Manchester (Planning Ref. 145543/OO/2026), which is a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester M90 5AZ (the site).

1.1.2 The planning application was accompanied by a Transport Assessment (TA), herein referred to as the 'March 2026 TA', a Framework Travel Plan and Traffic and Movement Chapter to the Environmental Statement, also by Buro Happold.

1.1.3 Manchester City Council (MCC), Transport for Greater Manchester (TfGM), National Highways, and Manchester Airport Group (MAG) provided comments on the planning application. Consequently, extensive post-application discussions were held with these stakeholders to agree on the actions required to address their feedback and determine how a formal planning response would be submitted. As agreed through this process, this TAA has been prepared to respond to the stakeholder comments, present the assessments undertaken since the March 2026 TA, and detail the outcomes of the iterative discussions.

1.1.4 A copy of the consultation responses from the statutory consultees are provided in Appendix A.

1.2 Site Location

1.2.1 For ease of reference, Figure 1-1 shows the site location in the context of the surrounding area.



Figure 1-1 Site Location and Wider Context

1.2.2 The red line boundary for the Phase 1 planning application is shown on

1.2.3 Figure **1-2**, which is unchanged since the March 2026 TA.



Figure 1-2 Red Line Boundary

1.3 Proposed Development

1.3.1 The proposed development description in the March 2026 TA is unchanged but is re-provided here for ease of understanding.

A hybrid planning application seeking:

1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.* **(Detailed Element)**

2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.* **(Outline Element)**

1.3.2 The planning application boundaries are also unchanged as indicated below on Figure 1-3 together with the plot numbers.



Figure 1-3 MIX – Planning Application Boundary

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1.3.3 The outline planning application development parcels (A to D) are also unchanged as indicated below on Figure 1-4.



Figure 1-4 MIX – Outline Planning Application Development Parcels A-D

1.4 Report Structure

1.4.1 This TAA sets out the changes since the March 2026 TA in response to stakeholder comments. Where no changes have been made, the submitted TA still remains valid.

1.5 Transport Policy and Guidance

1.5.1 The National Policy Planning Framework (NPPF) was updated in August 2026. The new NPPF places greater emphasis on a vision-led approach to transport planning, seeking to shape the development vision from the outset to demonstrate how a scheme contributes to a sustainable, well-connected place, rather than simply mitigating traffic impacts after a scheme has been designed.

1.5.2 Policies TR1 'Vision-led approach to planning for transport' and TR2 'local parking standards' are plan-making policies that apply to the preparation of local authority development plans, which promote a vision-led approach to identifying development locations, ensuring that land use and transport are planned together to improve accessibility, support sustainable travel choices, reduce the need to travel where possible, and create well-connected places.

1.5.3 Policies TR3 to TR8 are decision making policies, which are used when determining planning applications. These policies seek to ensure development is located in an accessible setting, where sustainable travel is promoted. Safe and suitable access must be provided with appropriate parking and servicing arrangements. Transport impacts must be appropriately assessed and mitigated.

1.5.4 There have been no other changes to national policy and guidance that are considered relevant to transport in the context of this application.

1.6 Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD)

1.6.1 The March 2026 TA stated that it is unlikely that any material volume of traffic associated the proposed development would route along the M62 past Holcroft Moss given the distance and geographic location of the site. MCC has requested further evidence to show vehicle numbers and anticipated routes to justify this assertion.

1.6.2 To determine the number of vehicles generated by the proposed development that may route via the M62 past Holcroft Moss, reference has been made to the 2011 Census travel to work data for Middle Layer Super Output Area (MSOA) Warrington 002 (where Holcroft Moss is located) and adjoining geographical census areas as shown in Appendix C.

1.6.3 The daily trip generation via the M56 Airport Spur (1,830 eastbound plus 1,902 westbound) has been distributed proportionately between these census areas based on the census Journey to Work data for each area. The resulting percentage split for each area is shown in Table 1-1 together with the number of trips.

1.6.4 The likely routing of these trips has been derived using typical origin / destination routing options available through Google Maps and the outcome is shown on the diagrams included in Appendix C. It shows that areas Wigan 029, Wigan 030, Wigan 034, Wigan 037 and Wigan 040 are unlikely to route via M62 / Holcroft Moss given the alternative, more direct routes available. The remaining areas (highlighted blue in Table 1-1) are likely to route via M62 / Holcroft Moss, which comprises 39 vehicle trips per day in total across all areas (including 2 HGV). This falls below the thresholds set out in the Holcroft Moss SPD (100 vehicles per day or 20 Heavy Goods Vehicles) and therefore falls outside the SPD contribution mechanism.

Table 1-1: Geographical Census Areas where Vehicles may Route via M62 / Holcroft Moss

MSOA	Census Journey to Work	Total Vehicles (Daily)	Total HGVs (Daily)
Salford 030	**0.4%**	**17**	**1**
Warrington 001	**0.1%**	**4**	**0.2**
Warrington 002	**0.2%**	**8**	**0.4**
Warrington 004	**0.1%**	**5**	**0.3**
Warrington 005	**0.1%**	**5**	**0.3**
Wigan 029	0.3%	10	0.5
Wigan 030	0.1%	2	0.1
Wigan 034	0.1%	5	0.3
Wigan 037	0.2%	7	0.4
Wigan 040	0.1%	3	0.2

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2 Baseline Conditions

2.1.1 This chapter sets out changes to the baseline conditions since the March 2026 TA and/or additional information in response to stakeholder comments.

2.2 Site Description

2.2.1 MCC requested further details regarding the relocation of the taxi holding and drop-off facilities at JetParks 1 on the western part of the site, which is described below.

2.2.2 The Applicant has maintained regular engagement with MAG regarding JetParks 1 and it is understood that MAG are actively progressing plans to relocate the taxi holding and drop-off facilities. The existing facility has capacity for 88 spaces; this will be increased to 250 spaces for the planned replacement facility to accommodate the increased demand anticipated and will include the introduction of new toilet facilities, resting area, wash facility and area for prayer. The replacement facility is likely to be within another JetParks site or an existing meet-and-greet storage area. It is currently in the planning stages and is likely to take 12 to 18 months to deliver.

2.2.3 It is envisaged that the strategy for relocating the taxi holding and drop-off facilities at JetParks 1 would be included in a Reserved Matters Application (RMA) when Parcel A comes forward.

2.3 Public Transport Accessibility

2.3.1 In accordance with the updated NPPF, the DfT connectivity score has been included as shown on Figure 2-1.

2.3.2 The DfT Connectivity score for the Proposed Development ranges from 59-66 across the western part of the site, and 60-67 across the eastern part of the site. This indicates a moderate level of transport connectivity to surrounding transport networks and local services.



Figure 2-1 DfT Connectivity Score

2.4 Access to Local Highway Network

2.4.1 There has been a change to traffic routing at the World Way / Chicago Avenue roundabout as shown on Figure 2-2. Traffic cones are now in place on the circulatory carriageway (as indicated in red on the Figure)

to only allow traffic to turn into Chicago Avenue from World Way, not from Palma Avenue. Any vehicles attempting to turn into Chicago Avenue from Palma Avenue would need to make a u-turn at the T2 Roundabout (as indicated in blue on the Figure) and approach Chicago Avenue from World Way.

2.4.2 The World Way / Chicago Avenue roundabout is part of the airport's private road network owned by MAG (i.e. not public highway) and it is understood that this traffic restriction is intended to be a permanent change.



Figure 2-2 Traffic Restrictions at World Way / Chicago Avenue Roundabout

2.5 Transport Assessment Study Area

2.5.1 TfGM commented that the study area assessed in the 2026 TA should be revisited to ensure that it includes all junctions that are expected to see an increase of 30 additional vehicles or more during the highway peak hours as a result of the proposed development.

2.5.2 Accordingly, the trip distribution contained in the 2026 TA has been expanded to the wider highway network and submitted to TfGM/MCC for approval. Subsequently, it was agreed that the following additional junctions should be included in the junction impact modelling:

- A555 Ringway Road West/Wilmslow Road double roundabout junction
- Styal Road/Simonsway signal junction

2.5.3 The agreed study area for the TAA is shown on Figures 2-3 and 2-4 and includes the following junctions.

- **Junction 1:** Thorley Lane / Site Access priority junction
- **Junction 2:** Thorley Lane / Enterprise Way signal junction
- **Junction 3:** Enterprise Way / site access roundabout
- **Junction 4:** T2 Roundabout
- **Junction 5:** A555 Ringway Road/Outwood Lane signal junction
- **Junction 6**: A555 Ringway Road/Enterprise Way signal junction

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- **Junction 7:** Enterprise Way/Aviator Way signal junction
- **Junction 8:** Styal Road/Simonsway signal junction
- **Junction 9:** A555 Ringway Road West/Wilmslow Road double roundabout junction



Figure 2-3 Study Area

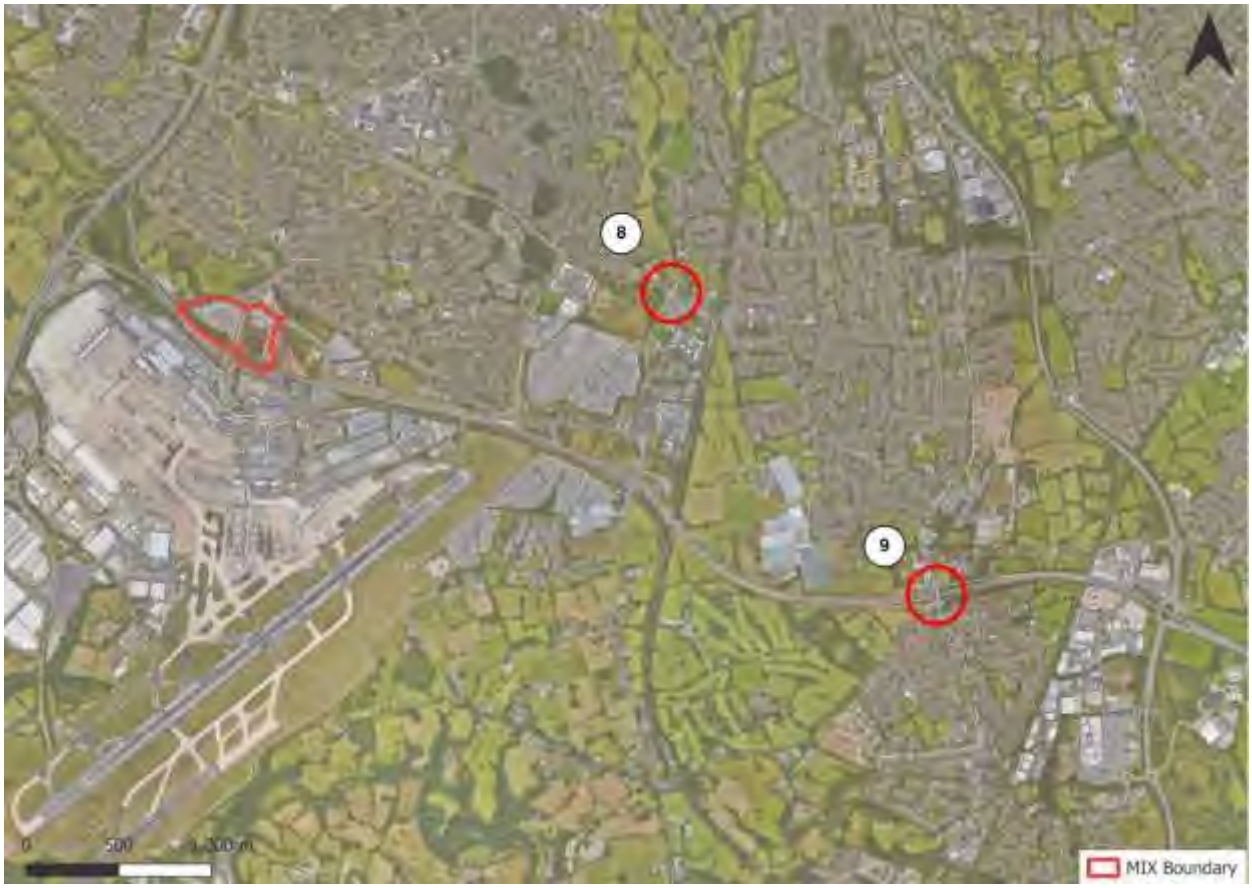


Figure 2-4 Study Area – Extended to Incorporate Additional Junctions

2.6 Road Traffic Collision Analysis

2.6.1 The March 2026 TA reviewed the latest available five-year collision dataset to 2024, but collision records are now available for 2025. The study area has also been extended since the March 2026 TA, therefore the collision analysis has been updated as described below.

2.6.2 The collision data for the most recently available five-year period to 2025 is shown on Figures 2-5 to 2-7. There have been no additional collisions recorded on the highway links surrounding the site (Enterprise Way, Bailey Lane and Thorley Lane) or at Junctions 1, 2, 3, 4, 6 and 7 since the March 2026 TA, which references the following collision statistics:

- No collisions recorded on the highway links surrounding the site or at Junctions 1, 2, 3 and 7;
- One collision recorded at Junction 4 in 2022 involving serious injury and 2 collisions on the westbound on-slip to the M56 Airport Spur in 2022 / 2023 involving serious and slight injuries;
- One collision recorded at Junction 6 in 2022 involving slight injury; and,
- No collisions recorded that resulted in a Fatal casualty.

2.6.3 One additional collision involving slight injury has been recorded at the A555 Ringway Road / Outwood Lane signal junction (Junction 5) since 2024, which occurred on Outwood Lane. The total number of collisions at this junction for the most recently available five-year period to 2025 is four (one serious, three slight).

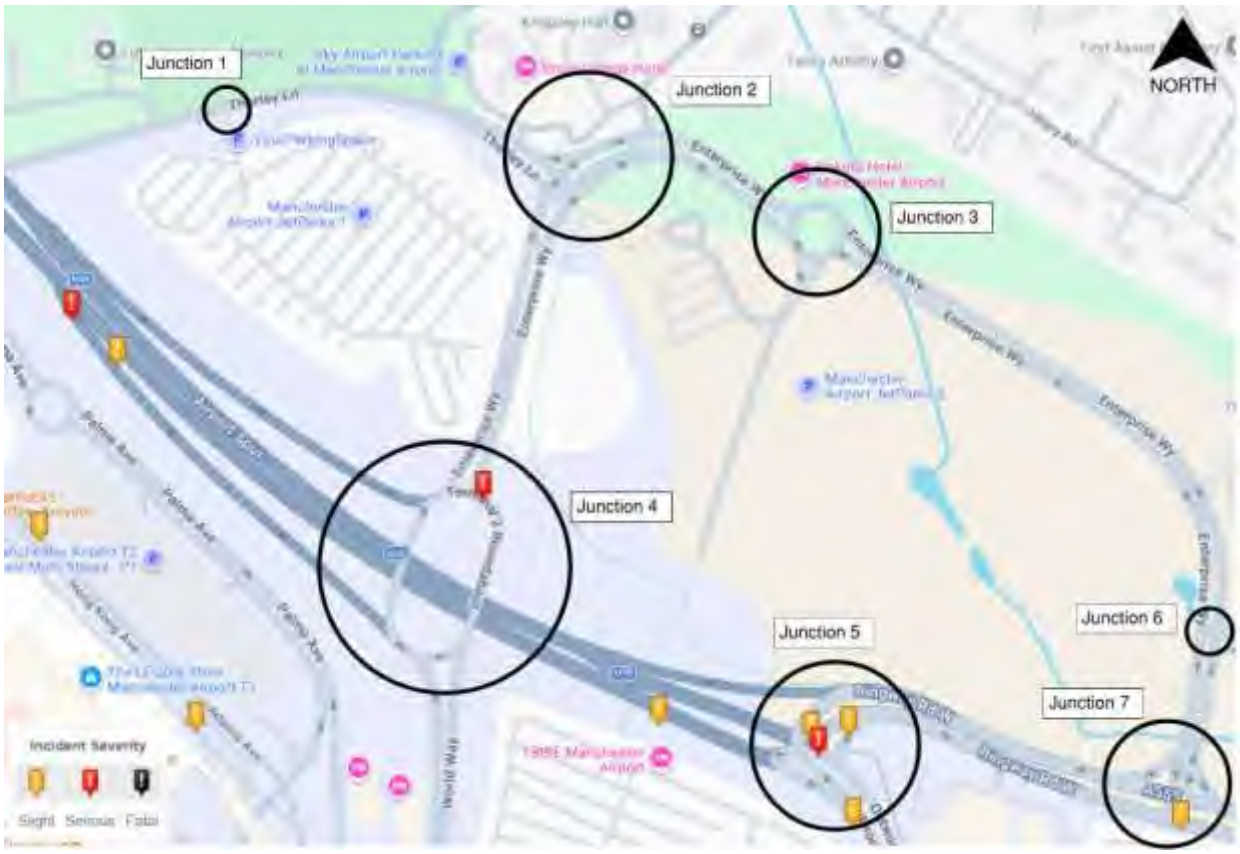


Figure 2-5: Collision Data at Junctions 1 to 7 (2021-2025 Crashmap)

2.6.4 Collision data for Junctions 8 and 9 is shown on Figure 2-6 and Figure 2-7.

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Figure 2-6: Collision Data at Junction 8 (2021-2025 Crashmap)



Figure 2-7: Collision Data at Junction 9 (2021-2025 Crashmap)

2.6.5 There were no Fatal casualties recorded at Junctions 8 and 9 within the most recently available five-year period to 2025. The collisions recorded at each of these junctions is summarised below.

Junction 8: Styal Road/Simonsway Signal Junction

- 3 collisions were recorded at this junction (all resulting in slight injury) with one collision recorded around 50m from the junction on Simonsway (resulting in serious injury).

Junction 9: A555 Ringway Road West / Wilmslow Road Double Roundabout

- 3 collisions were recorded at the northern roundabout (all resulting in slight injury) and 1 collision at the southern roundabout (resulting in slight injury).
- There was also one collision recorded on the eastbound on-slip from the northern roundabout (resulting in slight injury) and one collision on the westbound off-slip to the southern roundabout (resulting in serious injury).
- Two slight collisions were recorded on the western approach to the northern roundabout, whereas one slight collision was recorded on the southern approach to the southern roundabout.

2.6.6 No specific accident patterns or clusters have been identified from the Crashmap data. The historic accident record does not appear to have a significant collision record and therefore raises no specific concerns with respect to the location or development potential of the site.

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3 Baseline Traffic Flows and Future Growth

3.1 Observed Traffic Flows

3.1.1 New traffic surveys were undertaken in June 2026 to take account of the airline moves identified by MAG (flight transfers from Terminal 1 to Terminal 2), which had taken place since the October 2025 traffic surveys used in the March 2026 TA.

3.1.2 Classified turning counts were undertaken on Tuesday 23 June 2026 during the morning peak period (06:00 to 10:00) and the evening peak period (15:00 to 19:00) at the junctions included in the study area shown on Figures 2-3 and 2-4. Queue lengths were also observed at the junctions to assist with validating the junction modelling.

3.1.3 The resultant surveyed network highway peak hours are shown to be 08:00 to 09:00 in the morning and 17:00 to 18:00 in the evening, which is the same as identified in the March 2026 TA.

3.1.4 It is acknowledged in the March 2026 TA that around the airport there is also an early morning peak period pre-08:00 during the busiest passenger hours but noted that the network highway peak hours observed from the surveys have been adopted for the purpose of the junction impact modelling, as this represents a worst-case cumulatively with the proposed development trip generation. MCC requested further justification for this and this is presented in Table 3-1 below.

Table 3-1 Cumulative Trip Comparison during Morning Peak Period (Total Vehicles)

Junction		2026 Baseline			MIX Trip Generation			Total		
		06:00-07:00	07:00-08:00	08:00-09:00	06:00-07:00	07:00-08:00	08:00-09:00	06:00-07:00	07:00-08:00	08:00-09:00
1	Thorley Lane / Airport Car Park (Jet Parks 1) / Little Faces Access	732	1,065	1,263	45	122	167	777	1,187	**1,430**
2	Thorley Lane / Enterprise Way	1,171	1,605	1,831	46	313	487	1,217	1,918	**2,318**
3	Enterprise Way / Airport Car Park (Jet Parks 2)	766	1,116	1,252	19	343	562	785	1,459	**1,814**
4	Enterprise Way / M56/ World Way (Terminal 2 Roundabout)	2,031	2,102	2,185	31	265	419	2,062	2,367	**2,604**
5	A555 Ringway Road / Outwood Lane	2,789	3,921	4,011	0	0	0	2,789	3,921	**4,011**
6	A555 Ringway Road / Enterprise Way	2,336	3,827	4,192	14	122	194	2,350	3,949	**4,386**
7	Enterprise Way / Aviator Way	605	942	1,146	14	122	194	619	1,064	**1,340**
	Bailey Lane / Enterprise Way	1,175	1,583	1,799	2	20	32	1,177	1,603	**1,831**

3.1.5 The 2026 observed traffic flows for the network highway peak hours are included in Appendix D.

3.1.6 It is noted that on the day of the junction counts (Tuesday 23 June 2026) there was a lane (temporarily) coned off on Enterprise Way on the approach to the Enterprise Way / Thorley Lane signal junction as indicated in the video snapshots in Figure 3-1 below. This did not show up on any roadworks search prior to the survey so it appears to relate to an unplanned closure (emergency utility works perhaps). As a result, it did result in queuing on Enterprise Way tailing back to the T2 roundabout although the videos show this to be intermittent spot queues rather than a sustained queue. This was a temporary occurrence and therefore not representative of 'typical' peak hour conditions based on previous survey observations at these junctions in October 2025.



Figure 3-1 Enterprise Way – Temporary Lane Closure

3.2 Cumulative Schemes and Traffic Growth

3.2.1 The cumulative schemes contained in Table 5.1 of the March 2026 TA remain valid but there have been updates in relation to the following cumulative schemes as described below.

THQ Development (The Hut Group) Enterprise Way

3.2.2 Planning permission for Phases 2 and 3 of the THQ Development has lapsed but it has been confirmed that Phase 1 (Planning Ref. 129109/JO/2021) is still a committed development and should be included in the assessment.

3.2.3 Phase 1 of the THQ Development includes 26,803sqm Gross Internal floor Area (GIA) office space (Class E (g) (i), and a 1,147-space car park, which will replace the existing temporary surface car park (729 spaces) located to the north of Aviator Way when Phase 1 of THQ is implemented.

3.2.4 Trips associated with the temporary car park are already on the surrounding highway network (and included in the 2026 observed traffic flows); the trips generated by the remaining 418 car parking spaces proposed would be newly generated once the scheme is occupied.

3.2.5 To estimate the traffic generation of the 418 spaces, the trip generation profiles used in the 2026 March TA for office use have been used to generate arrival and departures profiles based on a maximum accumulation of 418 vehicles. The resultant trip generation is shown in Table 3-2.

Table 3-2 Peak Hour Trips for Phase 1 THQ Development (418 parking spaces)

	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Office	343	41	384	26	280	306

3.2.6 These trips have been distributed on the local highway network based on the vehicle trip distribution agreed as part of the March 2026 TA and the resultant flows are included in Appendix D.

Manchester Business Park Extension, Aviator Way (Planning Ref. 144691/FO/2025)

3.2.7 Planning permission was granted for this scheme in May 2026 and has now been included in the assessment as a cumulative scheme.

3.2.8 The proposed development comprises 10,167sqm GIA of flexible general industrial and storage and distribution (B2 / B8 land uses).

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3.2.9 The trip generation associated with this scheme has been extracted from the supporting TA dated December 2025 and is shown in Table 3-3.

Table 3-3 Peak Hour Trips for Manchester Business Park Extension

	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)		
	In	**Out**	**Total**	**In**	**Out**	**Total**
10,167sqm B2/B8 Use	85	32	117	49	66	115

3.2.10 These trips have been distributed on the local highway network based on the vehicle trip distribution agreed as part of the March 2026 TA and the resultant flows are included in Appendix D.

Background Traffic Growth

3.2.11 The TEMPro growth factors used in the March 2026 TA to account for background traffic growth have been updated to suit the new traffic surveys undertaken in 2026 as follows:

- 2026-2030 AM peak = 1.0527
- 2026-2030 PM peak = 1.0517
- 2026-2035 AM peak = 1.1074
- 2026-2035 PM peak = 1.1048
- 2026-2040 AM peak = 1.1491
- 2026-2040 PM peak = 1.1450

3.2.12 These rates have been derived based on the Manchester 053 MSOA where the site is located.

Manchester Airport Growth

3.2.13 As per the March 2026 TA, allowance has also been made for future Airport growth in the revised assessments reported here, which has been guided by MAG and their transport consultants Aecom.

3.3 Future Baseline Traffic Flows

3.3.1 The updated future baseline traffic flows for 2030, 2035 and 2040 (excluding the proposed development) are included in Appendix D.

3.3.2 As described in the March 2026 TA, the existing traffic associated with JetParks 1 via the site access on Thorley Lane has been removed from the future baseline traffic flows in the immediate vicinity of the site from 2030 onwards given that this parking will be removed when Parcel A of the proposed (outline) development comes forward.

3.3.3 The removal of JetParks 1 was agreed in principle as part of the previous Airport City North masterplan and subsequent (adopted) MIX Manchester Strategic Regeneration Framework (SRF), which identifies JetParks 1 for redevelopment.

3.3.4 The 2026 observed traffic movements at the site access on Thorley Lane are as follows:

- AM peak = 134 arrivals and 106 departures
- AM peak = 138 arrivals and 146 departures

3.3.5 The JetParks 1 trips that have been removed from the highway network in the vicinity of the site are shown in Appendix E. It can be seen that these trips are not significant when dispersed across the study area.

3.3.6 These JetParks 1 trips have not been redistributed within the study area on the basis that they would likely be displaced to other MAG-owned and operated car parks spread across the wider Airport area i.e. outside the study area for this assessment. Assuming for example that they may be diverted to the nearest car park, which is the Terminal 2 car parks at Palma Avenue to the south, the vast majority of these trips would likely arrive / depart via the M56 Junction 6 and Runger Lane, which is outside the study area. Similarly, any trips that alternatively use JetParks Ringway and JetParks 3 car park located approximately 2km east of the site, these trips would also likely re-route beyond the study area.

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4 Proposed Development

4.1 Description of Proposed Development

The proposed development described in the March 2026 TA is unchanged but is re-provided below for ease of reference.

A hybrid planning application seeking:

1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*
2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

Table 4-1 Land Use Schedule Maximum Parameters – Breakdown by Plot

Plot	Land Use	Land Use Class	GIA / No. Spaces
Detailed Element			
A1	Mid Tech	E (g) (i) (ii) (iii)	2,835sqm
A2			2,785sqm
A5			950sqm
A7	Ancillary use – likely to be a coffee shop	Class E	180sqm
E1	MSCP	Sui Generis	1,493 spaces
	Ancillary use – likely to be Tesco Metro or similar	Class E	475sqm
Outline Element			
A3 and A6	Mid Tech	E (g) (i) (ii) (iii)	23,100sqm
B1	Hotel	C1	300 rooms
B3	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
E2	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
F1, F2 and F4	General Industrial	B2	35,200sqm
F3	MSCP	Sui Generis	520 spaces

4.1.1 The planning application boundaries described in the March 2026 TA are also as shown on Figure 4-1 with the various plot numbers; the outline application is indicated in blue and the buildings included in the detailed application are shaded grey.



Figure 4-1 MIX – Planning Application Boundaries

4.1.2 Feedback from prospective tenants and ongoing engagement with statutory consultees has necessitated some design amendments to the scheme during the determination process and these are summarised below:

- Proposed flexible mezzanine space (up to 1,320sqm), which forms part of the overall floorspace for Units A1, A2 and A5 (6,570sqm) i.e. does not alter the overall quantum of floorspace;
- Masterplan layout amended to incorporate the existing footpath connection to/from the A555 at the south-eastern corner of the site;
- Introduction of rooflights on mid-tech units;
- The roundabout facility provided at the south-eastern corner of the site has been replaced with a 'hammerhead' junction in the interim, until Parcel D comes forward, and
- Gabion seating in a small section of the landscape masterplan has been omitted.

4.1.3 From a transport perspective, these changes are not material in that they do not change the assessments within the March 2026 TA.

4.2 Landscape Masterplan

4.2.1 The revised site-wide landscape masterplan is shown on Figure 4-2 (contained in full in Appendix B).

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Figure 4-2 MIX – Revised Landscape Masterplan

4.3 Internal Vehicle Circulation

4.3.1 There has been a minor change to the proposed masterplan layout, with the roundabout facility provided within the south-eastern corner of the site adjacent to the Multi-storey Car Park replaced with a 'hammerhead' junction in the interim, until the outline element comes forward (as shown on Figure 4-2). This does not alter the proposed vehicle access strategy at the site with this turning facility provided as an interim arrangement until the development to the east of the site comes forward and the site access road will be extended to connect both sites.

4.4 Pedestrian and Cycle Access

4.4.1 Pedestrian and cycle access within the site remains largely unchanged from that described in the March 2026 TA with a high-quality active travel focused environment focused around people, connectivity and movement. Design priorities have included legible routes, outdoor seating and enhanced connectivity between the airport and Wythenshawe. This includes the provision of wayfinding signs within the site to help pedestrians and cyclists navigate and find their way safely and efficiently and provide directions to nearby destinations.

4.4.2 Figure 4-3 shows the key routes through the site and proposed access points for pedestrians and cyclists to the adjoining transport network and key destinations including the residential areas of Wythenshawe to the north and the airport facilities / transport links to the south via the pedestrian and cycle airport link bridge over the M56 Airport Spur.

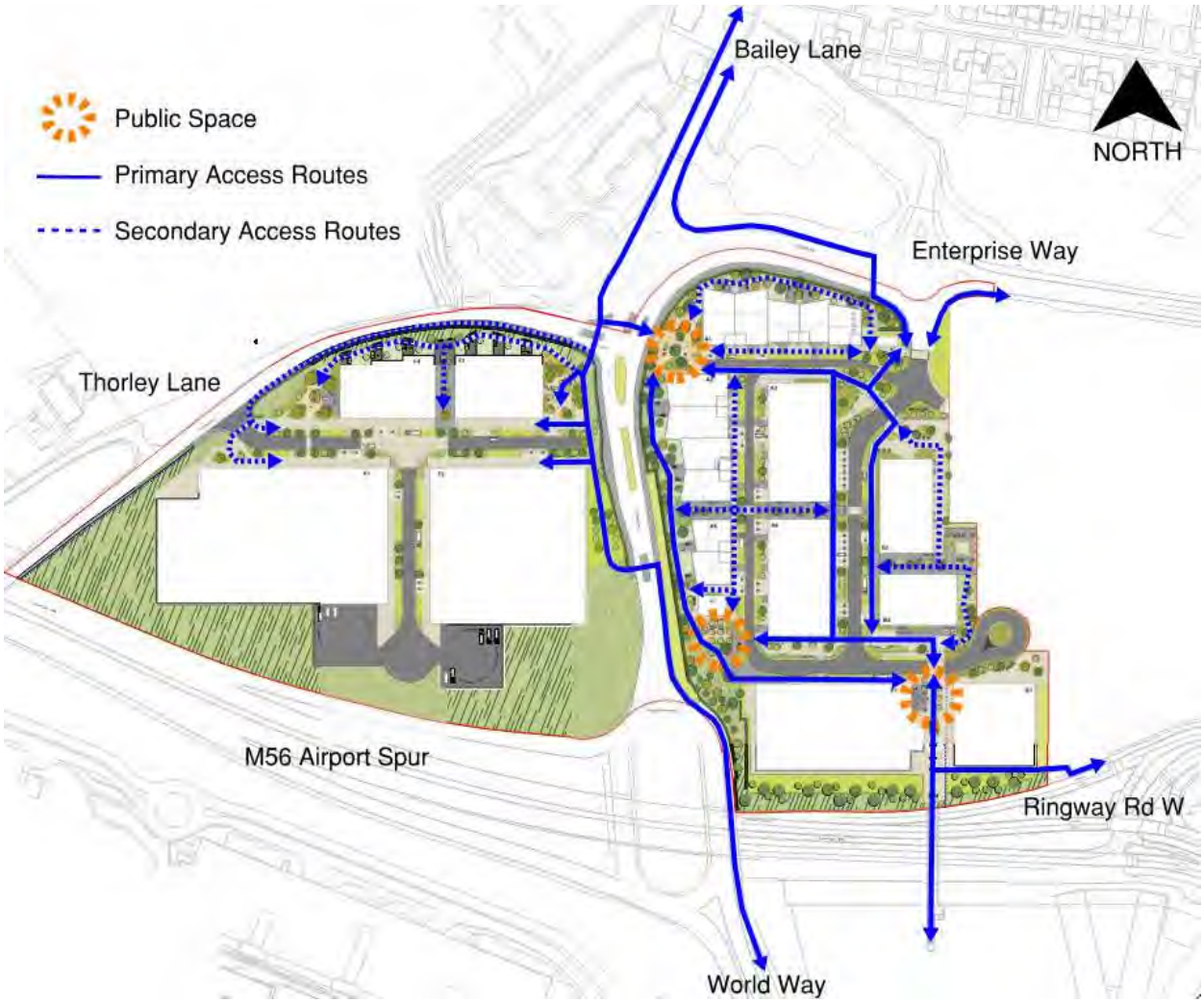


Figure 4-3 MIX – Pedestrian and Cycle Access

4.4.3 Connections to/from the residential areas of Wythenshawe to the north would be encouraged via Bailey Lane, which provides the most direct route to Portway (approx. 450m north via Bailey Lane) and the local amenities situated at Minsterley Parade (approx. 150m east along Portway). This is also the most direct route to Wythenshaw civic centre. Wayfinding signs are proposed at the site, which would encourage site users to use this route via the existing signal controlled crossings provided at the Enterprise Way / Thorley Lane junction.

4.4.4 As discussed with TfGM (meeting on 11 August), it would not be desirable to encourage pedestrians / cyclists to access Painswick Park via Thorley Lane given that there is a more suitable alternative available via Bailey Lane (as described above) with existing crossing facilities provided to enable pedestrians / cyclists to cross safely.

4.4.5 There is currently no footway provided along the northern side of Thorley Lane at the entrance to Painswick Park and there is limited scope to provide one given that there is an existing (private) wall running parallel with the northern side of Thorley Lane between Enterprise Way and the Park, which is set back approximately 0.5m from the kerb edge. This, combined with the close proximity of the existing signal crossing on Thorley Lane around 80m to the east, will make it difficult to provide a suitable crossing at this location.

4.4.6 Footways are provided along both sides of Bailey Lane, providing pedestrian access to/from the bus stops and the residential areas of Wythenshawe to the north. The footways on Bailey Lane and the adjoining residential streets are typically c.1.8m wide, which are a mixture of paving and asphalt with adequate street lighting provided.

4.4.7 The footways along the eastern side of the carriageway between Hilary Road and Portway are segregated from the main carriageway by a grassed verge around 2m wide with some intermittent street trees. This

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verge is also provided along the western side of the carriageway between Kingsgate Road and Portway. These grassed verges provide physical separation from moving traffic, improving pedestrian comfort, as well as providing an attractive streetscape / walking environment.

4.4.8 There is some cycle and pedestrian direction specific signing provided along Bailey Lane, including directions to Wythenshawe town centre and the hospital, as well as to Painswick Park to the west. There are shared pedestrian / cycle route connections to the green space at Painswick Park from Bailey Lane, which are provided opposite Hilary Road and around 160m further north near Kingsgate Road.

4.4.9 Whilst there are no dedicated cycle lanes on Bailey Lane and/or the residential streets to the north, the area is generally low-traffic in nature, with a 20mph speed limit extending to a number of streets to the east via Hilary Road in the vicinity of the two primary schools at this location with a 30mph speed limit on the remaining streets. There is also restricted HGV access via Bailey Lane and Selstead Road (weight restriction for vehicles over 7.5 tonnes except for access) from its junction with Portway around 500m north, to Enterprise Lane, which helps to reduce congestion and noise, providing more space for cyclists via this route and a safer cycling environment.

4.4.10 The June 2026 traffic flows show that the HGV content on Bailey Lane during highway peak hours is low (2% AM / 0% PM) and there have been no collisions recorded on Bailey Lane and/or the adjoining residential streets in the last 5 years suggesting that there is no identified history of road safety issues affecting users of this route. When considered alongside the existing pedestrian infrastructure and low-speed environment, this supports the suitability of this route for active travel.

4.5 Active Travel and Bus Improvements

4.5.1 Since the application was submitted, the following sustainable transport improvements have been discussed and agreed in principle with MCC and TfGM to support the vision-led transport strategy for the proposed development to promote a transition to more sustainable travel patterns during operation. In all cases the overall level of contribution and the timing of implementation is subject to ongoing discussion with MCC / TfGM and will have to meet the statutory tests for planning obligations set out in the NPPF.

4.5.2 This designed-in (embedded) mitigation seeks to shape the proposed development vision from the outset to be a sustainable, well-connected place.

Toucan Crossing facilities at Enterprise Way / Thorley Lane signal junction

4.5.3 The Applicant has agreed in principle to a financial contribution towards upgrading the existing pedestrian crossings at the Enterprise Way / Thorley Lane signal junction to toucan crossings, which will improve cycle connections in this area.

4.5.4 TfGM has commented that the provision of a new SPARROW (parallel) crossing at this junction would be preferable, consisting of separate crossing points for pedestrians and cyclists. However, this is not considered appropriate based on the relatively low usage anticipated, described as follows.

4.5.5 The number of existing pedestrian / cycle trips on Enterprise Way and at the crossing on Enterprise Way is shown in Table 4-2 below, which has been extracted from the June 2026 traffic survey data (video footage). It shows that the number of pedestrian and cycle trips are low with a peak movement of 34 pedestrians and 47 cycles (two-way) in the AM peak hour (08:00-09:00).

Table 4-2 Observed Cycle Flows per hour on Enterprise Way at Thorley Lane (Two-Way)

Hour	Enterprise Way Signal Crossing		Enterprise Way Shared Footway		Total	
	Pedestrians	Cycles	Pedestrians	Cycles	Pedestrians	Cycles
06:00-07:00	14	3	10	3	24	6
07:00-08:00	11	1	21	5	32	6
08:00-09:00	**23**	**25**	**11**	**22**	**34**	**47**
15:00-16:00	15	1	16	4	31	5
16:00-17:00	18	2	32	1	50	3
17:00-18:00	6	5	1	7	7	12
18:00-19:00	8	4	11	3	19	7

4.5.6 The number of pedestrian / cycle trips expected to be generated by MIX in 2030 (detailed element) during the peak hours is 28 walking trips and 2 cycle trips in the AM peak hour and 24 walking trips and 2 cycle trips in the PM (two-way). Combined with the outline element in 2035, this would generate a total of 293 walking trips and 21 cycle trips in the AM peak hour and 266 walking trips and 19 cycle trips in the PM (two-way).

4.5.7 The combined total during the peak hour (AM) in 2030 (detailed element) is 111 walking and cycle trips (two-way), with 395 walking and cycle trips (two-way) in 2035 (detailed +outline). It is noted that the vast majority all of these trips would not route via Enterprise Way as they will likely be travelling to the south via the pedestrian and cycle airport link bridge towards the Ground Transport Interchange (GTI) at the airport.

4.5.8 The number of walking / cycling trips on Enterprise Way is therefore likely to be less than 300 users per hour, with spare capacity to accommodate additional future trips from future / committed developments.

4.5.9 DfT Local Transport Note (LTN) 1/20 confirms that 3m shared use routes are appropriate where pedestrian / cycle flows are low (300 and 1,000 users per hour) and interaction between pedestrians and cyclists is minimal.

4.5.10 On this basis the proposed toucan crossings are considered proportionate to the forecast level of pedestrian and cycle demand. Given the relatively low usage anticipated, shared crossing facilities are expected to operate safely and pedestrian-cycle conflict is likely to be negligible. The additional segregation provided by a parallel crossing would offer limited benefit.

Extension of Shared Route on Thorley Lane and new Pedestrian Refuge Island at Site Access

4.5.11 It is proposed to extend the existing shared route along the southern side of Thorley Lane to the site access to improve pedestrian / cycle connectivity as shown on Figure 4-4, and provide a new central refuge island at the Thorley Lane / Site Access junction as shown on Figure 4-5 to enable pedestrians and cyclists to cross in stages. These drawings are contained in full in Appendix F.

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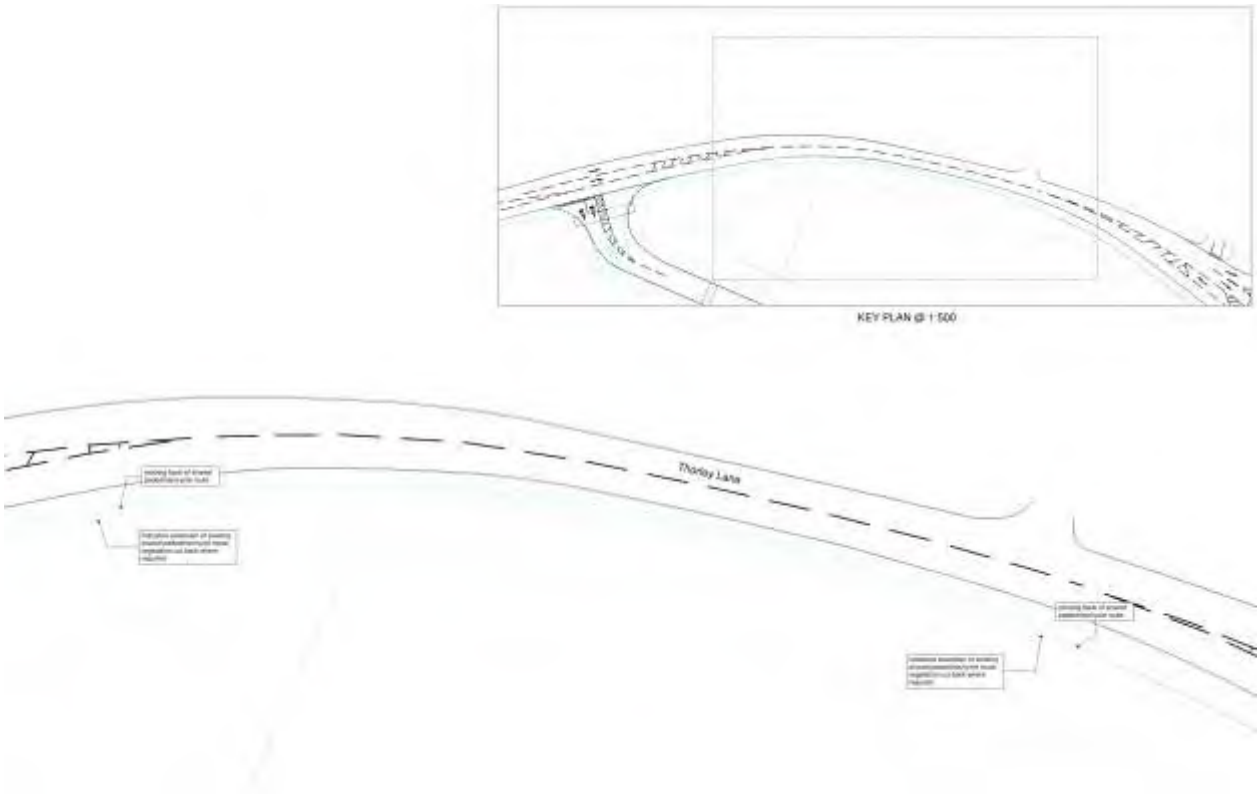


Figure 4-4 Proposed Extension of Shared Route on Thorley Lane

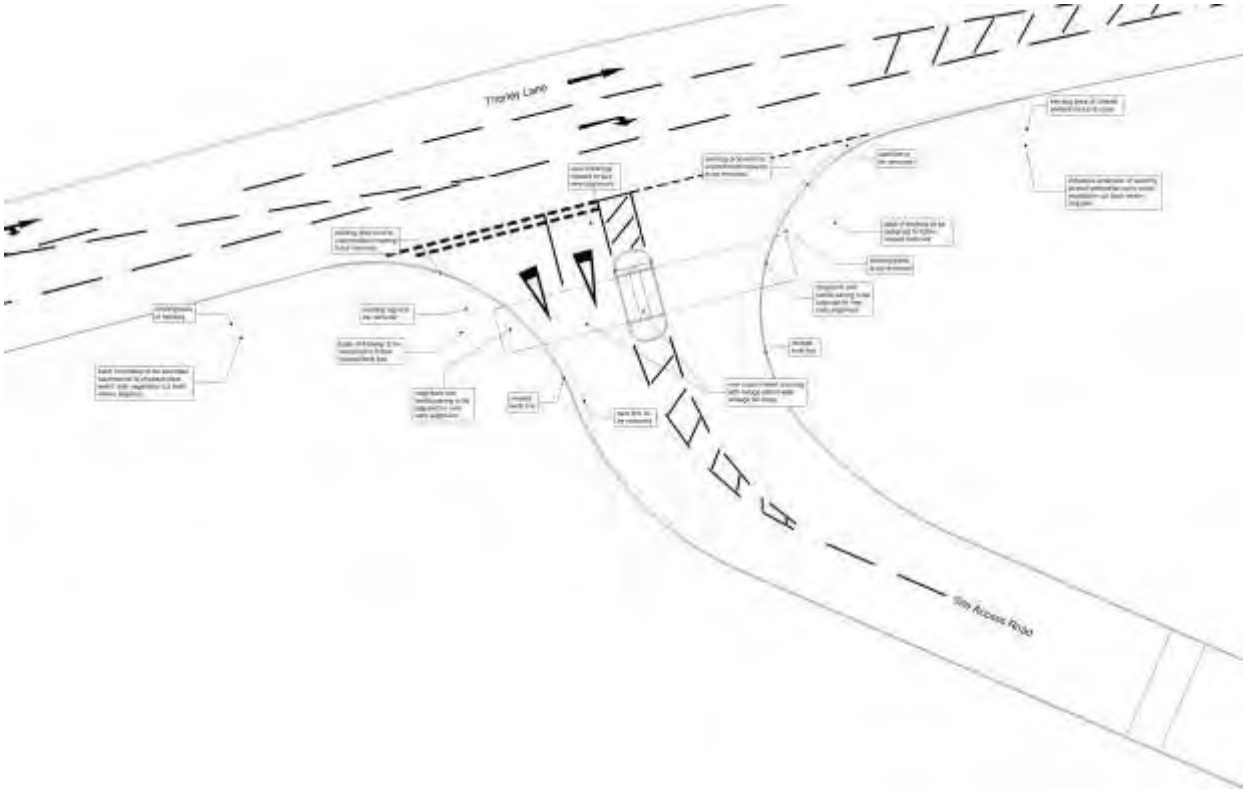


Figure 4-5 Proposed Pedestrian Refuge Island at Site Access on Thorley Lane

4.5.12 It is envisaged that these improvements would be implemented through a Section 278 Agreement between the Applicant and MCC / TfGM.

New Bus Stops on Enterprise Way

4.5.13 The majority of bus services in the vicinity of the site operate via the existing bus stops located on Bailey Lane, which are within a 500m walk of both parts of the site.

4.5.14 Bus routes 43, 103, 130 and 248 operate north-south along Enterprise Way between the two parts of the site and the provision of new bus stops at this location would enhance bus accessibility, particularly for site users with reduced mobility. It also supports the vision-led transport strategy for improving the attractiveness of sustainable travel and reducing reliance on private car use.

4.5.15 Figure 4-6 indicatively shows possible locations for these bus stops and the Applicant has agreed in principle to a financial contribution towards the provision of these bus stops. The overall level of contribution is subject to ongoing discussion with MCC / TfGM and will have to meet the statutory tests for planning obligations set out in the NPPF.

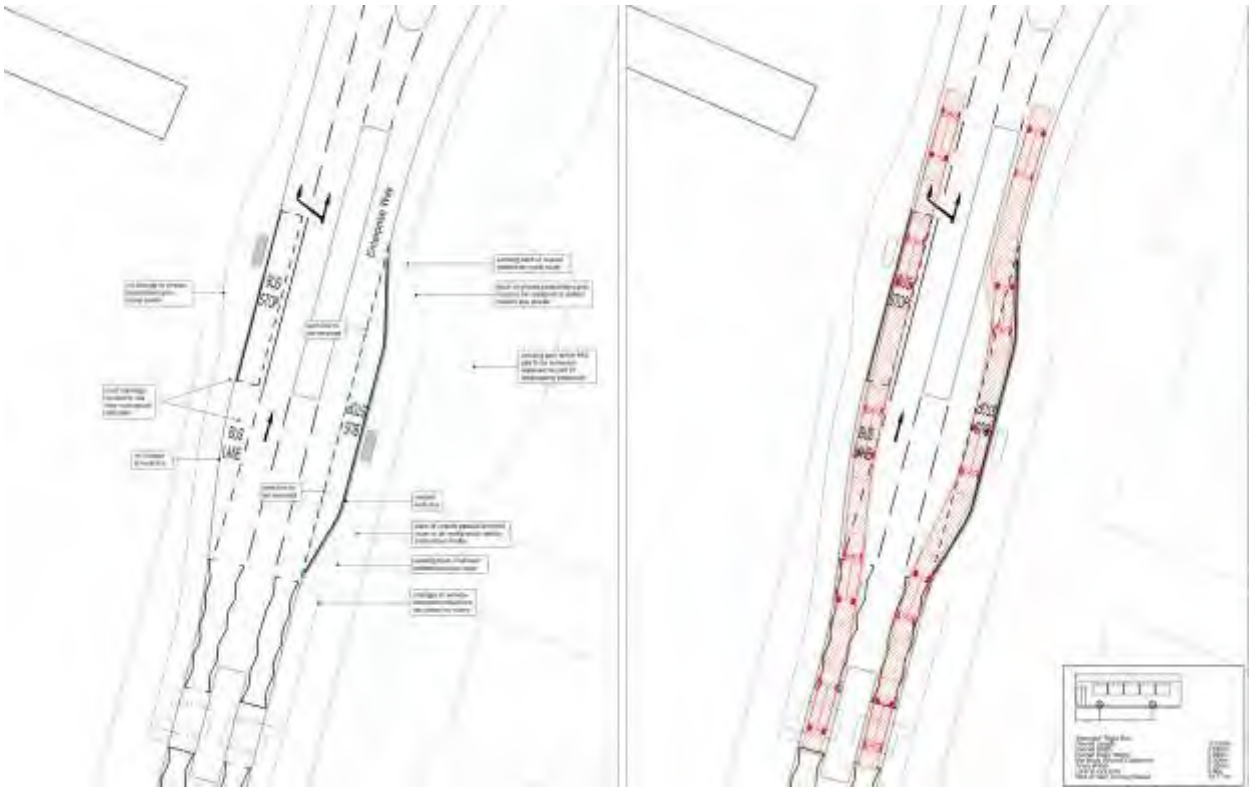


Figure 4-6 New Bus Stops on Enterprise Way

Provision of an Active Travel connection to the future Terminal 2 Metrolink stop

4.5.16 The Applicant has committed in principle to provide an active travel connection from the southern boundary of Parcel A (Outline Element on the western part of the site) and the future Terminal 2 Metrolink stop as part of the Western Leg Tram Extension for the benefit of site users.

4.5.17 The Applicant has committed to involve the TfGM Rapid Transit Development team, MCC and MAG in regular and collaborative discussions around the design and siting of the development proposals in the area of the potential future Terminal 2 Metrolink stop and active travel connection to it from the southern boundary of Parcel A, including any land required to facilitate this. Furthermore, the Applicant is committed to include any agreed details in the design drawings for any subsequent RMA. It has been agreed with MCC that this could be dealt with as an informative rather than a planning condition.

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4.6 Cycle Parking

4.6.1 The Applicant has agreed to a suitably worded planning condition to submit cycle parking details to MCC in terms of number, type and location prior to first occupation of each phase of the proposed development.

4.6.2 The submitted Framework Travel Plan confirms that the Travel Plan Co-ordinator will monitor cycle parking provision at the site to ensure that provision meets demand, including for any future increases anticipated over the lifetime of the Travel Plan.

4.7 Car Parking

4.7.1 MCC requested further clarification regarding the car parking accumulation to demonstrate that the anticipated parking demand from staff and visitor trips is not likely to cause an overspill parking issue.

4.7.2 The car parking accumulation for the MIX development is set out in Table 4-3, which shows a peak car parking accumulation of 1,198 spaces. The proposed car parking at the site for MIX (1,364 spaces) is therefore considered appropriate for the location and development proposed and sufficient to meet the anticipated parking demand.

Table 4-3 Car Parking Accumulation

Hour	Cars IN	Cars OUT	Car Parking Accumulation
06:00-07:00	42	12	53
07:00-08:00	378	67	364
08:00-09:00	594	109	849
09:00-10:00	356	107	1,098
10:00-11:00	168	107	1,159
11:00-12:00	129	113	1,175
12:00-13:00	198	217	1,157
13:00-14:00	217	176	**1,198**
14:00-15:00	138	176	1,159
15:00-16:00	102	226	1,035
16:00-17:00	112	372	775
17:00-18:00	95	534	336
18:00-19:00	72	335	73
19:00-20:00	21	31	62
20:00-21:00	11	14	59
21:00-22:00	4	7	56

4.7.3 The proposed car parking at the site would be managed by the Applicant through a managing agent and it is proposed that a Car Park Management Plan (CPMP) would be issued to MCC for approval prior to first occupation of each phase of the proposed development (by Condition), which would set out the particular details for how the parking on-site will be managed.

4.7.4 Whilst these management details are still being worked through, it is expected that the CPMP would contain details such as the following.

- MIX / the managing agent would manage parking allocations across the site.
- Each Tenant would be allocated a set number of parking spaces as part of their lease.
- Staff are likely to be allocated a parking permit which could be managed by MIX / the managing agent through a permit database. This could also be used as a tool for enforcing / monitoring parking.

- MIX / the managing agent should work closely with the Travel Plan Co-ordinator to ensure that the CPMP operates in parallel with the Travel Plan monitoring process, which would include regular travel behaviour surveys and could potentially incorporate categories relating to car parking management.
- Tenants will encourage visitors to the site to use sustainable travel and will provide them with a copy of the Travel Information Pack prior to visiting (this would be promoted as part of the Travel Plan).
- MIX / the managing agent will monitor car parking on-site to ensure that the facilities provided reflect apparent demand, and to ensure inappropriate parking is not taking place. This will include monitoring the use of both the MSCP and any parking that takes place elsewhere on site.
- An ANPR entry and exit management system is proposed at the site, which will be managed by MIX / the managing agent and integrated with the wider airport ANPR system. This will support monitoring and enforcement of parking by non-permitted persons.
- The mobility hub and quality cycle parking facilities being provided on-site will be free to site-users, including visitors, to ensure that people are incentivised to use these facilities.
- Use of accessible bays by non-disabled staff/ visitors will not be permitted.
- To encourage the take up of electric vehicles and reduce carbon emissions, 20% of car parking spaces will be provided with electric vehicle charging infrastructure within the MSCP. This will include 5% active provision and 15% passive provision, providing the necessary infrastructure to enable installation and activation in the future should demand require it. This provision will be monitored by the Travel Plan Co-ordinator to ensure this provision meets the demand and will consider the provision of additional charging infrastructure should there be a demand for it. The Travel Co-ordinator will also encourage Tenants to consider the provision of a salary sacrifice scheme to encourage staff to replace petrol vehicles with electric cars.
- Employee travel surveys will be undertaken as part of the Travel Plan within 6 months of first occupation at the site, or at 75% occupancy, whichever comes sooner, which will confirm the proportion of trips at the campus by each mode. This will help to monitor the number of car driver trips at the site in discussion with MCC.

4.8 Deliveries and Servicing

4.8.1 The Applicant has agreed to a suitably worded planning condition to submit a Delivery and Servicing Management Plan prior to first occupation of each phase of the proposed development.

4.8.2 The vehicle swept path analysis at the Thorley Lane site access junction has been updated to suit the revised junction layout shown on Figure 4-4 and this is included in Appendix G.

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5 Trip Generation and Distribution

5.1 Mode Split

5.1.1 TfGM has commented that the Metrolink mode share for workplace trips (0.5%) in the March 2026 TA is on the low side. As set out in the TA, a variety of other data sources have been reviewed to determine if a more recent mode share is available for the local area of the site, as that stated in the TA is taken from the 2011 Census database, which is prior to the Metrolink opening at Manchester Airport. This has not resulted in an updated mode share to use and therefore it has subsequently been agreed with TfGM to keep to the mode shares used in the TA as a worst-case scenario in terms of Metrolink mode share and car driver trips as this is a robust assessment.

6 Highway Impact

6.1.1 This Chapter describes the updates made to the assessment of highway impacts since the March 2026 TA.

6.1.2 The highway impact assessment has been updated to incorporate the data from the June 2026 surveys, updates to the cumulative schemes and comments from stakeholders where required.

6.1.3 It has been agreed with TfGM that a network-wide LINSIG model is not required as previously used in the March 2026 TA and the junction capacity analysis should be undertaken using the following nationally recognised modelling tools, which has been agreed with TfGM:

- **Junction 1:** PICADY Thorley Lane / Site Access priority junction)
- **Junction 2:** LinSig (Thorley Lane / Enterprise Way signal junction)
- **Junction 3:** ARCADY (Enterprise Way / site access roundabout)
- **Junction 4:** ARCADY (T2 Roundabout)
- **Junctions 5, 6 and 7:** LinSig (A555 /Outwood Lane / Enterprise Way signal junctions and Enterprise Way/Aviator Way signal junction)
- **Junction 8:** LinSig (Styal Road/Simonsway signal junction)
- **Junction 9:** ARCADY (A555 Ringway Road West/Wilmslow Road double roundabout)

6.1.4 This includes the two further junctions identified through post-application consultation with TfGM/MCC on development trip distribution (Junctions 8 and 9 as discussed in Section 2.4 of this TAA), which have been assessed for the first time.

6.1.5 The baseline junction models for the morning and evening peak hours have been calibrated to reflect existing conditions based on the signal timing data provided by TfGM and video footage from the traffic surveys undertaken in October 2025 and June 2026. Junction measurement parameters, including saturation flows, were undertaken based on ordnance survey mapping and observations made during the traffic surveys, including queue observations. As described in Section 3.1, reference was also made to the queue observations from the October 2025 survey video footage due to the temporary lane closure on Enterprise Way which resulted in queueing that was not representative of typical conditions.

6.1.6 The calibrated baseline models were submitted to TfGM during the determination process and TfGM have confirmed their approval.

6.2 Highway Mitigation

6.2.1 Preliminary discussions have been undertaken with MCC/TfGM over the results of the highway impact assessment presented in the March 2026 TA and the potential need for mitigation. As agreed, the updated assessments in this TAA additionally consider potential mitigation options at the junctions within the study area. The output of the mitigation modelling is summarised alongside the other scenarios assessed on a junction-by-junction basis in this Chapter. The assessment identifies where capacity issues are apparent and the likely cause of these – i.e. whether related to an existing condition, growth in background or airport traffic or as a result of the development.

6.2.2 It is intended that this initial assessment will be discussed further with MCC/TfGM and National Highways following submittal of this TAA. In all cases the overall level of contribution towards mitigation by MIX and the timing of implementation of any mitigation is subject to ongoing discussion with MCC / TfGM and will have to meet the statutory tests for planning obligations set out in the NPPF and the viability assessment.

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6.3 Updated Junction Assessment Results

6.3.1 The updated modelling results are summarised in the table in Appendix H for all junctions. The model output files are included in Appendix J.

6.3.2 The summary table in Appendix H shows that Junctions 1 and 3 (site access junctions) both operate satisfactorily in all assessment scenarios with a DoS well below 85% on all highway links. The results of the revised assessment for the remaining junctions in the study area are described in more detail below.

Junction 2: Thorley Lane / Enterprise Way signal junction

6.3.3 The results in Table 6-1 show that the junction operates satisfactorily in the existing (2026) situation and in all future years (without development) with a DoS below 85% on all highway links.

6.3.4 With the proposed development, the junction operates satisfactorily in 2030 (with the detailed element) with a DoS below 85% on all highway links but in 2035 (detailed+outline), the maximum DoS is shown to be 107.1%/95.4% (AM/PM) which worsens in 2040 to 111.7%/100.1% (AM/PM).

Table 6-1 Summary of LinSig Results for Junction 2

	AM Peak (08:00 – 09:00)				**PM Peak (17:00-18:00)**			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 2 PRC (%)	**27.7%**	**26.1%**	**18.5%**	**11.1%**	**30.6%**	**44.9%**	**33.7%**	**47.2%**
Thorley Lane LT / RT DoS (%)	70.5	71.2	75.9	79.4	68.3	61.7	67.3	71.0
Mean Max. Queue (pcus)	10	11	13	14	11	10	11	13
Delay (seconds)	25s	29s	30s	31s	24	24	25	25
Enterprise Way (E) Ahead DoS (%)	18.2	19.8	22.0	24.1	42.4	56.2	60.3	64.7
Mean Max. Queue (pcus)	2	2	3	3	7	10	11	13
Delay (seconds)	8s	7s	7s	8s	12	14	15	16
Enterprise Way (E) RT DoS (%)	69.6	69.5	75.7	78.6	68.9	61.5	64.5	69.8
Mean Max. Queue (pcus)	11	10	12	12	9	7	8	8
Delay (seconds)	39s	43s	48s	50s	44	45	45	49
Enterprise Way (S) Ahead (LT) DoS (%)	68.4	71.4	75.9	81.0	67.6	62.1	66.9	71.0
Mean Max. Queue (pcus)	10	11	13	14	10	9	10	11
Delay (seconds)	37s	32s	34s	37s	35	31	32	34
With Development								
Junction 2 PRC (%)	-	**15.4%**	**-18.9%**	**-24.1%**	-	**32.7%**	**-6.0%**	**-11.2%**
Thorley Lane LT / RT DoS (%)	**-**	77.9	106.7	110.3	**-**	67.8	95.4	98.9

Mean Max. Queue (pcus)	-	13	53	67	-	10	26	33
Delay (seconds)	-	36s	186s	238s	-	27	57	76
Enterprise Way (E) Ahead DoS (%)	-	21.3	26.3	28.3	-	67.2	95.3	100.1
Mean Max. Queue (pcus)	-	2	3	3	-	14	35	48
Delay (seconds)	-	5s	5s	5s	-	14	41	71
Enterprise Way (E) RT DoS (%)	-	77.5	105.2	108.7	-	56.30	70.2	72.4
Mean Max. Queue (pcus)	-	11	31	37	-	7	9	10
Delay (seconds)	-	51s	190s	238s	-	40	47	48
Enterprise Way (S) Ahead LT DoS (%)	-	78.0	107.1	111.7	-	63.7	75.7	80.9
Mean Max. Queue (pcus)	-	14	83	111	-	9	12	13
Delay (seconds)	-	29s	169s	239s	-	30	34	37

6.3.5 Potential highway mitigation measures have been investigated including carriageway widening on Thorley Lane to provide additional lane capacity at the junction, and signalisation of the adjacent Bailey Lane junction to provide two full lanes eastbound on Enterprise Way between Thorley Lane and the site access roundabout (Junction 2).

6.3.6 The results with this highway mitigation are summarised in Table 6-2 and Table 6-3, which shows that the junction operates satisfactorily with a maximum DoS of 87%/87.5% (AM/PM) in 2035 and 90.0%/90.5% (AM/PM) in 2040. With the 10% target reduction in car trips, this would reduce the maximum DoS to 84.6%/84.0% (AM/PM) in 2035 and 87.2%/87.8% (AM/PM) in 2040.

6.3.7 Based on the evaluation of the junction operation set out above, we would expect that mitigation at Junction 2 would reasonably be expected in 2035.

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Table 6-2 Summary of LinSig Results for Junction 2 – AM Peak Hour with Mitigation

	AM Peak (08:00 – 09:00)			AM Peak (08:00 – 09:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 2 PRC (%)	**40.6%**	**3.4%**	**0.0%**	**42.0%**	**6.3%**	**3.2%**
Thorley Lane LT / RT DoS (%)	60.1	83.0	88.0	63.0	81.7	86.3
Mean Max. Queue (pcus)	10	15	17	10	14	16
Delay (seconds)	28s	36s	39s	29s	35s	37s
Enterprise Way (E) Ahead DoS (%)	21.1	26.6	28.3	20.8	26.1	27.6
Mean Max. Queue (pcus)	2	3	3	2	3	3
Delay (seconds)	5s	5s	5s	5s	5s	5s
Enterprise Way (E) RT DoS (%)	63.4	87.0	90.0	63.4	83.2	85.9
Mean Max. Queue (pcus)	10	15	16	10	14	15
Delay (seconds)	38s	60s	66s	38s	53s	56s
Enterprise Way (S) Ahead LT DoS (%)	64.0	85.9	88.3	63.0	84.6	87.2
Mean Max. Queue (pcus)	11	19	21	11	19	20
Delay (seconds)	33s	43s	46s	33s	42s	45s

Table 6-3 Summary of LinSig Results for Junction 2 – PM Peak Hour with Mitigation

	PM Peak (17:00-18:00)			PM Peak (17:00-18:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 2 PRC (%)	**44%**	**3%**	**-1%**	**47.1%**	**7.1%**	**2.5%**
Thorley Lane LT / RT DoS (%)	59.1	85.4	90.4	59.1	83.1	87.8
Mean Max. Queue (pcus)	9	14	19	9	13	17
Delay (seconds)	26s	38s	45s	26s	36s	41s
Enterprise Way (E) Ahead DoS (%)	62.6	87.5	90.5	61.2	84.0	87.0
Mean Max. Queue (pcus)	11	26	29	11	23	25
Delay (seconds)	10s	21s	25s	10s	18s	21s
Enterprise Way (E) RT DoS (%)	47.5	58.5	72.4	47.4	59.7	71.7
Mean Max. Queue (pcus)	7	8	10	6	8	9
Delay (seconds)	33s	38s	48s	33s	39s	48s
Enterprise Way (S) Ahead LT DoS (%)	50.4	58.2	53.9	51.2	58.2	55.3
Mean Max. Queue (pcus)	7	9	9	7	9	9
Delay (seconds)	31s	32s	27s	31s	31s	27s

Junction 4: Terminal 2 Roundabout

6.3.8 The results in Table 6-4 show that during the AM peak hour the junction operates satisfactorily in the existing (2026) situation and in all future years (with and without development) with an RFC below 85% on all highway links.

6.3.9 During the PM peak hour, the junction operates satisfactorily in the existing (2026) situation with a Level of Service (LoS) value of A (free flow) and a maximum RFC of 57% on Enterprise Way N.

6.3.10 With the inclusion of background / airport traffic growth in the PM peak hour, the junction is forecast to experience capacity constraints in future years, with the LoS value rapidly declining to D (approaching unstable flow) in 2030 with a maximum RFC of 80% and F (over capacity) in 2035 and 2040 with a maximum RFC of 90% and 102% respectively.

6.3.11 This deterioration in capacity is attributable to background / airport traffic growth and would occur irrespective of the proposed development. Once the theoretical capacity of a junction has been exceeded, and the RFC exceeds 100%, the predicted delays and queues increase rapidly and this is reflected in the results 'with development', which shows a maximum RFC of 102% in 2030, 170% in 2035 and 197% in 2040.

6.3.12 Based on the evaluation of the junction operation set out above, we would expect that mitigation at Junction 4 would reasonably be expected in 2035.

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Table 6-4 Summary of ARCADY Results for Junction 4

	AM Peak (08:00 – 09:00)				PM Peak (17:00-18:00)			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 4 LoS	**A**	**A**	**A**	**A**	**A**	**D**	**F**	**F**
Enterprise Way N Max. RFC (%)	0.32	0.35	0.42	0.49	0.57	0.80	0.90	1.02
Mean Queue	1	1	1	1	2	5	10	27
Delay (seconds)	6s	6s	8s	8s	9s	20s	36s	88s
World Way (S) Max. RFC (%)	0.28	0.32	0.35	0.38	0.51	0.60	0.66	0.70
Mean Queue	1	2	2	2	6	21	55	111
Delay (seconds)	5s	5s	6s	6s	14s	44s	100s	244s
M56 EB Off-slip Max. RFC (%)	0.42	0.49	0.54	0.60	0.41	0.45	0.51	0.56
Mean Queue	2	2	2	3	1	2	2	3
Delay (seconds)	4s	5s	5s	6s	5s	5s	6s	7s
With Development								
Junction 4 LoS	**-**	**A**	**B**	**B**	**-**	**F**	**F**	**F**
Enterprise Way N Max. RFC (%)	-	0.40	0.59	0.65	-	1.02	1.70	1.97
Mean Queue	-	1	2	3	-	35	395	475
Delay (seconds)	-	7s	10s	12s	-	106s	1173s	1382s
World Way (S) Max. RFC (%)	-	0.33	0.36	0.40	-	0.65	0.70	0.70
Mean Queue	-	1	2	2	-	41	111	185
Delay (seconds)	-	5s	6s	7s	-	80s	287s	449s
M56 EB Off-slip Max. RFC (%)	-	0.56	0.77	0.82	-	0.47	0.54	0.54
Mean Queue	-	2	7	11	-	2	2	3
Delay (seconds)	-	5s	12s	16s	-	5s	6s	7s

6.3.13 Potential highway mitigation measures have been investigated at Junction 4 including carriageway widening on Enterprise Way to provide two lanes northbound from the T2 Roundabout to the junction with Thorley Lane, additional lane storage capacity at the Enterprise Way (southbound) approach to the T2 roundabout, plus, white lining improvements on World Way and adjoining circulatory carriageway on the southern side of T2 Roundabout to enable better lane usage at the junction.

6.3.14 The results with this highway mitigation are summarised in Table 6-5 and Table 6-6, which shows that the junction operates satisfactorily during the AM peak hour in all future years (with and without development) with an RFC below 85% on all highway links. In the PM peak hour, the junction LoS value is shown to improve to C (acceptable operation / moderate delays) in 2035 and D (approaching capacity) in 2040 with development.

Table 6-5 Summary of ARCADY Results for Junction 4 – AM Peak Hour with Mitigation

	AM Peak (08:00 – 09:00)			AM Peak (08:00 – 09:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 4 LoS	**A**	**A**	**B**	**A**	**A**	**A**
Enterprise Way N Max. RFC (%)	0.27	0.36	0.42	0.27	0.35	0.40
Mean Queue	1	1	1	1	1	1
Delay (seconds)	5s	5s	6s	4s	5s	6s
World Way (S) Max. RFC (%)	0.28	0.32	0.34	0.27	0.31	0.34
Mean Queue	1	1	2	1	1	1
Delay (seconds)	4s	4s	5s	4s	4s	4s
M56 EB Off-slip Max. RFC (%)	0.55	0.77	0.82	0.55	0.73	0.77
Mean Queue	3	8	9	2	5	7
Delay (seconds)	5s	13s	15s	5s	10s	11s

Table 6-6 Summary of ARCADY Results for Junction 4 – PM Peak Hour with Mitigation

	PM Peak (17:00-18:00)			PM Peak (17:00-18:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 4 LoS	**A**	**C**	**D**	**A**	**B**	**C**
Enterprise Way N Max. RFC (%)	0.56	0.83	0.96	0.57	0.78	0.90
Mean Queue	2	7	16	2	5	13
Delay (seconds)	7s	17s	34s	7s	14s	28s
World Way (S) Max. RFC (%)	0.59	0.85	0.91	0.57	0.79	0.87
Mean Queue	4	11	18	3	9	14
Delay (seconds)	7s	21s	33s	7s	17s	26s
M56 EB Off-slip Max. RFC (%)	0.49	0.58	0.62	0.47	0.57	0.62
Mean Queue	2	3	4	2	3	4
Delay (seconds)	5s	7s	8s	6s	7s	8s

Junction 5: A555 Ringway Road/Outwood Lane signal junction

6.3.15 The results in Table 6-7 show that in the existing situation (2026) the junction operates over capacity with a PRC of -9.9% in the AM peak hour and -4.7%-in the PM peak hour. This exacerbates significantly through the future years (without development) with excessive delays and queues by 2035 with a maximum DoS of 111.4% / 107% (AM/PM) and a maximum DoS of 115.6% / 113.7% (AM/PM) in 2040.

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6.3.16 Results showing a DoS in excess of 100% should be treated as indicative of oversaturated operation, as predicted delays and queues increase rapidly due to the non-linear relationship between demand and capacity once the theoretical capacity of the junction has been exceeded.

6.3.17 Whilst the junction is forecast to experience capacity constraints, these would occur irrespective of the proposed development. There is no increase in vehicle trips expected through Junction 5 as a result of the proposed development as vehicles to/from the site are expected to use alternative more direct routes, therefore the deterioration in capacity at this junction in future years is attributable to background / airport traffic growth and not as a direct result of the proposed development.

6.3.18 It is not considered reasonable or proportionate to require mitigation at this junction solely in response to the proposed development as it does not exacerbate or accelerate the forecast operational deficiency.

Table 6-7 Summary of LINSIG Results for Junction 5

	AM Peak (08:00 – 09:00)				**PM Peak (17:00-18:00)**			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 5 PRC (%)	**-10%**	**-18%**	**-24%**	**-28%**	**-5%**	**-6%**	**-19%**	**-26%**
M56 Airport Spur LT DoS (%)	**-9.9%**	**-17.7%**	**-23.7%**	**-28.4%**	**-4.7%**	**-5.7%**	**-19.1%**	**-26.4%**
Mean Max. Queue (pcus)	98.9	105.9	111.4	115.6	74.9	79.20	107.0	113.7
Delay (seconds)	27	135	186	227	8	9	77	120
M56 Airport Spur Ahead DoS (%)	38s	132s	220s	284s	8s	9s	175s	274s
Mean Max. Queue (pcus)	63.8	72.8	83.1	88.0	60.7	67.7	75.7	82.5
Delay (seconds)	9	11	14	15	9	10	12	14
M56 Airport Spur Ahead DoS (%)	45s	50s	58s	66s	40s	43s	47s	52s
Mean Max. Queue (pcus)	42.7	44.8	47.0	53.4	28.0	29.8	31.7	33.6
Delay (seconds)	5	6	6	7	4	4	4	4
Ringway Road LT DoS (%)	40s	40s	41s	42s	33s	34s	34s	34s
Mean Max. Queue (pcus)	11.2	13.0	15.0	17.1	13.3	15.4	17.8	20.2
Delay (seconds)	2	2	2	3	2	2	3	3
Ringway Road RT DoS (%)	3s	5s	5s	5s	6s	6s	7s	7s
Mean Max. Queue (pcus)	91.0	92.5	92.0	92.1	94.2	95.2	95.2	94.9
Delay (seconds)	45	45	45	45	44	45	45	45
Outwood Lane Ahead DoS (%)	26s	30s	29s	29s	34s	37s	37s	36s
Mean Max. Queue (pcus)	29.2	32.1	35.4	38.1	54.5	60.4	68.0	75.7
Delay (seconds)	4	5	5	6	9	11	13	15
Outwood Lane Ahead & RT DoS (%)	28s	28s	29s	29s	28s	30s	32s	36s

Mean Max. Queue (pcus)	60.6	67.7	74.8	82.0	56.0	61.7	68.4	74.7
Delay (seconds)	4	4	5	6	4	4	5	5
With Development								
Junction 5 PRC (%)	-	**-17.7%**	**-23.7%**	**-28.4%**	-	**-5.5%**	**-19.1%**	**-26.4%**
M56 Airport Spur LT DoS (%)	-	105.9	111.4	115.6	-	79.2	107.0	113.7
Mean Max. Queue (pcus)	-	135	186	226	-	9	77	120
Delay (seconds)	-	132s	220s	284s	-	9s	175s	274s
M56 Airport Spur Ahead DoS (%)	-	72.8	83.1	88.0	-	67.7	75.7	82.5
Mean Max. Queue (pcus)	-	11	14	15	-	10	12	14
Delay (seconds)	-	50s	58s	66s	-	43s	47s	52s
M56 Airport Spur Ahead DoS (%)	-	44.8	47.0	53.4	-	29.8	31.7	33.6
Mean Max. Queue (pcus)	-	6	6	7	-	4	4	4
Delay (seconds)	-	40s	41s	42s	-	34s	34s	34s
Ringway Road LT DoS (%)	-	13.0	15.1	17.1	-	15.4	17.4	19.6
Mean Max. Queue (pcus)	-	2	2	3	-	2	3	3
Delay (seconds)	-	5s	5s	5s	-	6s	6s	6s
Ringway Road RT DoS (%)	-	91.5	89.2	89.6	-	94.9	93.0	92.7
Mean Max. Queue (pcus)	-	44	42	42	-	45	43	42
Delay (seconds)	-	28s	26s	26s	-	36s	31s	30s
Outwood Lane Ahead DoS (%)	-	32.1	35.4	38.1	-	60.4	68.00	75.7
Mean Max. Queue (pcus)	-	5	5	6	-	11	13	15
Delay (seconds)	-	28s	29s	29s	-	30s	32s	36s
Outwood Lane Ahead & RT DoS (%)	-	67.7	74.8	82.0	-	61.7	68.4	74.7
Mean Max. Queue (pcus)	-	4	5	6	-	4	5	5
Delay (seconds)	-	59s	64s	72s	-	40s	43s	46s

6.3.19 Feedback on the 2026 TA from National Highways identified concerns with regards to queueing interaction between Junction 5 and the Terminal 2 Roundabout off slip approximately 560m to the west. In response, the video footage from the traffic surveys for October 2025 and June 2026 was reviewed and this showed that queuing along the M56 from the Outwood Lane junction did not extend beyond the T2 Roundabout during peak periods, and therefore did not interact with merge movements at the slip road to the T2 Roundabout and/or weaving movements.

6.3.20 The distance between the merge point from the M56 Airport Spur off slip to the T2 Roundabout and the eastbound stopline at the M56 / Ringway Road West / Outwood Lane signal junction is c.560m. The queue observations undertaken as part of the traffic counts in October 2025 showed a maximum queue of 33 pcus / 36 pcus (AM/PM) in a single lane on the M56 eastbound approach from the Outwood Lane junction. A queue of 36 pcus equates to a queue length of c.210m (based on an average stationary queue length of

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6m per pcu, which is typically adopted for junction modelling calculations in the UK). This queue length is indicated on Figure 6-1.



Figure 6-1 M56 / A555 Ringway Road West / Outwood Lane – Maximum Queue Length on M56 EB Approach

6.3.21 The maximum queue (36 pcus) observed during the PM peak hour was shown to dissipate through the remainder of the peak hour with a maximum queue of between 10 and 24 pcus. Similar observations were made throughout the survey period (06:00 to 09:00 and 16:00 to 19:00).

6.3.22 The queue observations from the traffic surveys undertaken in June 2026 showed a reduced queue length during the AM / PM peak hours with a maximum queue of 16 pcus. The peak queue observed during the survey period was 33 pcus at 16:05.

6.3.23 Whilst Junction 5 is expected to experience capacity constraints with longer queues in future years, this is due to anticipated background traffic growth and airport growth only, and not as a result of the proposed development as there is no increase in vehicle trips expected through this junction. The proposed development is therefore not the primary driver of capacity issues at this junction.

Junction 6: A555 Ringway Road/Enterprise Way signal junction

6.3.24 The results in Table 6-8 show that in the existing situation (2026) the junction operates over capacity with a PRC of -10% in the AM peak hour and -8.7%-in the PM peak hour. This exacerbates significantly through the future years (without development) with excessive delays and queues by 2035 with a maximum DoS of 119.5% / 113.6% (AM/PM) and a maximum DoS of 126.2.% / 120.9% (AM/PM) in 2040.

6.3.25 It can be seen in Table 6-8 that with the increase in traffic associated with the proposed development, it results in disproportionately large increases in queue length and delay because vehicles are unable to clear during each signal cycle.

Table 6-8 Summary of LinSig Results for Junction 6

	AM Peak (08:00 – 09:00)				PM Peak (17:00-18:00)			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 6 PRC (%)	**-10.0%**	**-21.8%**	**-32.8%**	**-40.2%**	**-8.7%**	**-16.4%**	**-26.2%**	**-34.4%**
Enterprise Way (N) LT DoS (%)	79.9	78.9	81.5	85.3	80.9	83.0	84.7	85.3
Mean Max. Queue (pcus)	14	14	14	15	8	9	11	12
Delay (seconds)	24s	25s	25s	25s	28s	28s	28s	28s
Enterprise Way (N) RT DoS (%)	45.4	86.3	90.6	103.2	85.0	89.1	95.9	100.6
Mean Max. Queue (pcus)	2	3	4	7	4	4	5	7
Delay (seconds)	48s	51s	50s	109s	43s	43s	43s	54s
Ringway Road (E) Ahead DoS (%)	39.1	39.8	41.2	42.0	36.9	37.9	39.4	41.0
Mean Max. Queue (pcus)	7	7	8	8	6	6	6	7
Delay (seconds)	11s	11s	11s	11s	12s	12s	13s	13s
Ringway Road (E) Ahead / RT DoS (%)	99.0	109.6	119.5	126.2	96.1	104.7	113.6	120.9
Mean Max. Queue (pcus)	51	129	207	262	38	84	143	194
Delay (seconds)	59s	207s	350s	435s	46s	134s	266s	368s
Ringway Road (W) Ahead /LT DoS (%)	95.7	95.1	97.3	97.8	97.8	101.7	103.1	104.1
Mean Max. Queue (pcus)	34	33	36	37	29	38	41	44
Delay (seconds)	53s	49s	60s	62s	77s	112s	128s	143s
Ringway Road (W) Ahead DoS (%)	91.2	93.7	96.2	96.9	94.3	101.5	103.2	104.5
Mean Max. Queue (pcus)	28	31	34	35	25	38	42	45
Delay (seconds)	39s	46s	57s	62s	61s	113s	131s	151s
With Development								
Junction 6 PRC (%)	**-**	**-24.0%**	**-66.2%**	**-73.5%**	**-**	**-16.8%**	**-27.5%**	**-35.5%**
Enterprise Way (N) LT DoS (%)	-	81.0	90.0	93.8	-	97.8	100.8	101.1
Mean Max. Queue (pcus)	**-**	14	17	17	**-**	14	17	18
Delay (seconds)	**-**	25s	26s	26s	**-**	30s	44s	47s
Enterprise Way (N) RT DoS (%)	**-**	86.3	90.6	103.2	**-**	89.1	82.3	86.1
Mean Max. Queue (pcus)	**-**	3	4	7	**-**	4	4	5

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Delay (seconds)	-	51s	50s	109s	-	43s	49s	48s
Ringway Road (E) Ahead DoS (%)	-	39.8	41.2	42.0	-	37.9	39.4	41.0
Mean Max. Queue (pcus)	-	7	8	8	-	6	6	7
Delay (seconds)	-	11s	11s	11s	-	12s	13s	13s
Ringway Road (E) Ahead / RT DoS (%)	-	111.6	149.5	156.1	-	105.1	114.8	122.1
Mean Max. Queue (pcus)	-	148	325	382	-	86	154	205
Delay (seconds)	-	236s	523s	592s	-	139s	284s	383s
Ringway Road (W) Ahead /LT DoS (%)	-	95.1	97.3	97.8	-	101.7	103.1	104.1
Mean Max. Queue (pcus)	-	33	36	37	-	38	41	44
Delay (seconds)	-	49s	60s	62s	-	112s	128s	143s
Ringway Road (W) Ahead DoS (%)	-	93.7	96.2	96.9	-	101.5	103.2	104.5
Mean Max. Queue (pcus)	-	31	34	35	-	113s	131s	151s
Delay (seconds)	-	46s	57s	61s	-	38	42	45

6.3.26 Potential highway mitigation measures have been investigated with carriageway widening on Enterprise Way to provide additional lane capacity at the junction. The results with this mitigation are shown in Table 6-9 and Table 6-10.

6.3.27 Whilst this mitigation does not fully resolve the capacity issues at this junction (with minimal changes to PRC), it does provide some improvement on the Enterprise Way approach during both AM and PM peak hours with a reduced RFC and queue with significantly reduced delays on the A555 Ringway East approach (ahead and right turn) during the PM peak hour.

6.3.28 The potential mitigation has been developed to offset the operational effects arising from development traffic and represents a proportionate response to its impact. It is not intended to remedy the entirety of the expected capacity constraints at the junction, which is largely driven by background traffic growth and existing network conditions.

6.3.29 Based on the evaluation of the junction operation set out above, we would expect that mitigation at Junction 6 would reasonably be expected in 2030.

Table 6-9 Summary of LinSig Results for Junction 6 – AM Peak Hour with Mitigation

	AM Peak (08:00 – 09:00)			AM Peak (08:00 – 09:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 6 PRC (%)	**-24.0%**	**-66.2%**	**-73.5%**	**-23.8%**	**-60.6%**	**-68.0%**
Enterprise Way (N) LT DoS (%)	56.8	64.1	65.9	56.6	63.2	65.2
Mean Max. Queue (pcus)	9	10	11	9	10	11
Delay (seconds)	26s	27s	27s	26s	26s	27s
Enterprise Way (N) RT DoS (%)	82.1	86.2	98.2	82.1	86.2	98.2
Mean Max. Queue (pcus)	6	6	6	6	6	6
Delay (seconds)	32s	31s	32s	31s	31s	32s
Ringway Road (E) Ahead DoS (%)	39.8	41.2	42.0	39.8	41.2	42.0
Mean Max. Queue (pcus)	7	8	8	7	8	8
Delay (seconds)	11s	11s	11s	11s	11s	11s
Ringway Road (E) Ahead / RT DoS (%)	111.6	149.5	156.1	111.4	144.6	131.6
Mean Max. Queue (pcus)	148	325	382	146	309	367
Delay (seconds)	236s	523s	593s	234s	498s	572s
Ringway Road (W) Ahead /LT DoS (%)	95.1	97.3	97.8	95.1	97.3	97.8
Mean Max. Queue (pcus)	33	36	37	33	36	37
Delay (seconds)	49s	60s	63s	49s	60s	62s
Ringway Road (W) Ahead DoS (%)	93.7	96.2	96.9	93.7	96.2	96.9
Mean Max. Queue (pcus)	31	34	35	30	34	35
Delay (seconds)	46s	57s	61s	46s	57s	61s

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Table 6-10 Summary of LinSig Results for Junction 6 – PM Peak Hour with Mitigation

	PM Peak (17:00-18:00)			PM Peak (17:00-18:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 6 PRC (%)	**-16.8%**	**-27.5%**	**-35.7%**	**-16.7%**	**-27.4%**	**-35.5%**
Enterprise Way (N) LT DoS (%)	75.8	84.7	98.5	74.2	84.3	98.0
Mean Max. Queue (pcus)	10	12	15	10	12	15
Delay (seconds)	34s	34s	35s	33s	34s	38s
Enterprise Way (N) RT DoS (%)	84.4	90.9	96.6	84.4	90.9	96.6
Mean Max. Queue (pcus)	4	7	6	4	5	6
Delay (seconds)	34s	32s	33s	34s	32s	34s
Ringway Road (E) Ahead DoS (%)	37.9	39.4	41.0	37.9	39.4	41.0
Mean Max. Queue (pcus)	6	6	7	6	6	7
Delay (seconds)	12s	13s	13s	12s	13s	13s
Ringway Road (E) Ahead / RT DoS (%)	105.1	114.8	122.1	105.1	114.7	122.0
Mean Max. Queue (pcus)	86	154	205	86	153	204
Delay (seconds)	139s	284s	383s	139s	282s	382s
Ringway Road (W) Ahead /LT DoS (%)	101.7	103.1	104.1	101.7	103.1	104.1
Mean Max. Queue (pcus)	38	41	44	38	41	44
Delay (seconds)	112s	128s	143s	112s	128s	143s
Ringway Road (W) Ahead DoS (%)	101.5	103.2	104.5	101.5	103.2	104.5
Mean Max. Queue (pcus)	38	42	45	38	42	45
Delay (seconds)	113s	131s	151s	113s	131s	151s

Junction 7: Enterprise Way/Aviator Way signal junction

6.3.30 The results in Table 6-11 show that in the baseline situation, the junction operates satisfactorily in the AM peak hour in all future years with and without the proposed development with a DoS below 85% on all highway links.

6.3.31 During the PM peak hour, the junction operates satisfactorily in all future years without the proposed development with a DoS below 85% on all highway links.

6.3.32 With the proposed development, the junction operates satisfactorily in 2030 (with the detailed element) with a DoS below 85% on all highway links but in 2035 and 2040 (detailed+ outline), the maximum DoS is shown to be 129.9%.

6.3.33 This is primarily due to the close proximity of the A555 Ringway Road/Enterprise Way signal junction around 70m to the south (Junction 6) which operates over capacity. With the mitigation considered at Junction 6, this is shown to improve the situation at this junction also and this is reflected in the results shown in Table 6-12 and Table 6-13.

Table 6-11 Summary of LinSig Results for Junction 7

	AM Peak (08:00 – 09:00)				PM Peak (17:00-18:00)			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 7 PRC (%)	**99.5%**	**102.9%**	**83.7%**	**75.0%**	**120.0%**	**123.2%**	**109.4%**	**98.2%**
Enterprise Way (N) Ahead / LT DoS (%)	45.1	44.4	48.2	51.4	40.9	40.3	43.0	45.4
Mean Max. Queue (pcus)	8	7	8	8	4	4	4	4
Delay (seconds)	8s	8s	8s	9s	10s	9s	10s	10s
Aviator Way LT/RT DoS (%)	9.8	27.1	28.2	29.1	26.9	30.3	33.1	35.5
Mean Max. Queue (pcus)	1	2	2	2	2	2	2	2
Delay (seconds)	43s	45s	45s	45s	20s	20s	21s	21s
Enterprise Way (S) Ahead / RT DoS (%)	30.3	31.8	31.5	31.7	31.4	29.5	29.8	29.9
Mean Max. Queue (pcus)	1	1	1	1	1	1	1	1
Delay (seconds)	0s	0s	0s	0s	1s	1s	1s	1s
With Development								
Junction 7 PRC (%)	**-**	**81.0%**	**72.2%**	**62.0%**	**-**	**87.0%**	**-44.3%**	**-43.4%**
Enterprise Way (N) Ahead / LT DoS (%)	-	45.5	52.3	55.6	-	48.1	129.9	129.1
Mean Max. Queue (pcus)	-	7	9	9	-	4	108	111
Delay (seconds)	-	8s	9s	9s	-	10s	485s	474s
Aviator Way LT/RT DoS (%)	-	27.1	28.2	29.1	-	30.3	33.1	34.4
Mean Max. Queue (pcus)	-	2	2	2	-	2	2	2
Delay (seconds)	-	45s	45s	45s	-	20s	21s	20s
Enterprise Way (S) Ahead / RT DoS (%)	-	35.9	38.0	37.8	-	30.6	33.4	33.8
Mean Max. Queue (pcus)	-	1	1	1	-	1	0	0
Delay (seconds)	-	0s	0s	0s	-	1s	1s	1s

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Table 6-12 Summary of LinSig Results for Junction 7 – AM Peak Hour with Mitigation

	AM Peak (08:00 – 09:00)			AM Peak (08:00 – 09:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 7 PRC (%)	**119.6%**	**90.1%**	**79.6%**	**120.0%**	**91.6%**	**81.2%**
Enterprise Way (N) Ahead / LT DoS (%)	41.0	47.4	50.1	40.9	47.0	49.7
Mean Max. Queue (pcus)	5	6	6	5	6	6
Delay (seconds)	7s	8s	8s	7s	8s	8s
Aviator Way LT/RT DoS (%)	27.1	28.2	29.1	27.1	28.2	29.1
Mean Max. Queue (pcus)	2	2	2	2	2	2
Delay (seconds)	45s	45s	45s	45s	45s	45s
Enterprise Way (S) Ahead / RT DoS (%)	39.3	39.5	39.4	35.5	37.9	37.7
Mean Max. Queue (pcus)	1	1	1	1	1	1
Delay (seconds)	0s	0s	0s	0s	0s	0s

Table 6-13 Summary of LinSig Results for Junction 7 – PM Peak Hour with Mitigation

	PM Peak (17:00-18:00)			PM Peak (17:00-18:00) Including 10% reduction in Car Trips		
	2030	**2035**	**2040**	**2030**	**2035**	**2040**
With Development						
Junction 7 PRC (%)	**135.6%**	**95.5%**	**61.5%**	**140.9%**	**97.3%**	**62.8%**
Enterprise Way (N) Ahead / LT DoS (%)	38.2	46.0	55.7	37.4	45.6	55.3
Mean Max. Queue (pcus)	3	4	5	3	4	96
Delay (seconds)	9s	9s	11s	9s	9s	419s
Aviator Way LT/RT DoS (%)	30.3	33.1	34.4	30.3	33.1	34.4
Mean Max. Queue (pcus)	2	2	2	2	2	2
Delay (seconds)	20s	21s	20s	20s	21s	20s
Enterprise Way (S) Ahead / RT DoS (%)	33.0	34.5	36.2	32.9	34.1	36.1
Mean Max. Queue (pcus)	6	5	5	6	5	5
Delay (seconds)	1s	1s	1s	1s	1s	1s

Junction 8: Styal Road/Simonsway signal junction

6.3.34 The results in Table 6-14 show that in the existing situation (2026) the junction operates satisfactorily with a PRC of 23.4% in the AM peak hour and 9.6% in the PM peak hour with a DoS below 85% on all highway links. Similarly in 2030 (without development), the junction has a PRC of 17.8% in the AM peak hour and 0.7% in the PM peak hour with a DoS below 85% on all highway links in the AM peak hour and below 90% in the PM peak hour.

6.3.35 By 2035 (without development), the junction operates over capacity in the PM peak hour with a PRC of -4.4% with a maximum DoS of 93.9%. In 2040 the PRC is -6.8% with a maximum DoS of 96.1%. During the AM peak hour, the junction starts to approach capacity in 2040 with a PRC of 2.8% and a maximum DoS of 87.5%.

6.3.36 The predicted trip generation increases at this junction as a result of the proposed development are 21 / 4 vehicles (AM/PM) on Styal Road (N), 29 / 5 vehicles (AM/PM) on Finney Lane (E), 19 / 79 vehicles (AM/PM) Styal Road (S) and 35 / 6 vehicles (AM/PM) on Simonsway (W).

6.3.37 In the context of the 2030 baseline traffic flows, this represents a percentage increase as follows:

- Styal Road (N): 3.3% / 0.7% (AM/PM)
- Finney Lane (E): 2.1% / 0.7% (AM/PM)
- Styal Road (S): 2.9% / 9.4% (AM/PM)
- Simonsway (W): 6.1% / 0.8% (AM/PM)

6.3.38 Given that the capacity constraint exists in 2035 and 2040 during the PM peak hour and is principally driven by background traffic growth, it is not considered that the development creates or materially exacerbates a highway capacity issue requiring mitigation. Any mitigation should be proportionate to the impact of the development and should not be expected to address wider network deficiencies that would occur in the absence of the proposed scheme.

Table 6-14 Summary of LinSig Results for Junction 8

	AM Peak (08:00 – 09:00)				**PM Peak (17:00-18:00)**			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 8 PRC (%)	**23.4%**	**17.8%**	**8.9%**	**2.8%**	**9.6%**	**0.7%**	**-4.4%**	**-6.8%**
Styal Rd (N) DoS (%)	72.9	75.5	82.6	87.5	63.8	70.3	77.8	90.1
Mean Max. Queue (pcus)	12	13	15	16	10	12	12	13
Delay (seconds)	45s	45s	51s	57s	39s	43s	43s	45s
Finney Lane (E) LT DoS (%)	41.1	41.3	43.4	42.5	30.8	31.9	35.0	35.5
Mean Max. Queue (pcus)	5	6	6	6	3	4	4	4
Delay (seconds)	22s	23s	22s	21s	23s	22s	24s	25s
Finney Lane (E) Ahead / RT DoS (%)	72.6	76.3	81.7	87.2	82.1	87.3	93.8	96.1
Mean Max. Queue (pcus)	9	10	11	12	9	9	12	12
Delay (seconds)	35s	36s	37s	45s	47s	55s	72s	64s

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Styal Rd (S) DoS (%)	71.0	74.1	82.6	87.5	81.5	89.4	93.9	95.8
Mean Max. Queue (pcus)	13	14	16	17	18	22	27	30
Delay (seconds)	41s	42s	45s	47s	41s	51s	62s	38s
Simonsway (W) DoS (%)	60.3	76.4	74.5	83.2	77.4	78.5	84.3	95.3
Mean Max. Queue (pcus)	8	10	10	12	13	13	15	19
Delay (seconds)	43s	53s	50s	55s	50s	48s	53s	70s
With Development								
Junction 8 PRC (%)	**-**	**11.3%**	**3.4%**	**-3.7%**	**-**	**-3.5%**	**-8.7%**	**-12.0%**
Styal Rd (N) DoS (%)	-	80.4	86.3	93.3	-	70.	83.5	92.7
Mean Max. Queue (pcus)	-	14	16	20	-	12	12	13
Delay (seconds)	-	50s	56s	71s	-	43s	43s	44s
Finney Lane (E) LT DoS (%)	-	48.2	47.4	45.9	-	29.8	34.1	37.2
Mean Max. Queue (pcus)	-	6	6	7	-	4	4	4
Delay (seconds)	-	23s	22s	20s	-	22s	24s	26s
Finney Lane (E) Ahead / RT DoS (%)	-	80.6	86.5	93.3	-	91.9	97.8	100.3
Mean Max. Queue (pcus)	-	10	11	14	-	11	16	19
Delay (seconds)	-	39s	45s	58s	-	66s	95s	115s
Styal Rd (S) DoS (%)	-	80.9	87.0	93.3	-	93.1	97.5	100.8
Mean Max. Queue (pcus)	-	15	17	18	-	27	34	44
Delay (seconds)	-	44s	47s	49s	-	55s	75s	103s
Simonsway (W) DoS (%)	-	75.7	84.8	90.8	-	90.9	95.4	96.9
Mean Max. Queue (pcus)	-	11	12	13	-	17	20	21
Delay (seconds)	-	48s	54s	59s	-	65s	77s	79s

Junction 9: A555 Ringway Road West/Wilmslow Road Double Roundabout

6.3.39 The results in Table 6.15 show that in the existing situation (2026) the junction is approaching capacity with noticeable delays with a maximum RFC of 95% / 90% (AM/PM) at the northern roundabout and a maximum RFC of 107% / 109% (AM/PM) at the southern roundabout. This exacerbates significantly through the future years (without development) with a maximum RFC of 101% / 102% (AM/PM) at the northern roundabout and a maximum RFC of 94% / 108% (AM/PM) at the southern roundabout.

6.3.40 The modelling indicates that the forecast deterioration in performance at this junction is principally driven by general background traffic growth.

6.3.41 The predicted trip generation increases at this junction as a result of the proposed development are 23 / 11 vehicles (AM/PM) on the A555 eastbound off-slip at the northern roundabout and 61 / 97 vehicles (AM/PM) on the Wilmslow Road (N) approach. At the southern roundabout, the increase is 45 / 8 vehicles (AM/PM) on Wilmslow Road (S) and 71 / 52 vehicles (AM/PM) on Wilmslow Road N (A555 overbridge).

6.3.42 In the context of the 2030 baseline traffic flows this represents a percentage increase as follows:

- A555 eastbound off-slip: 5.7% / 2.7% (AM/PM)
- Wilmslow Road (N): 8.7% / 13.1% (AM/PM)
- A555 overbridge: 11.1% / 6.8% (AM/PM)
- Wilmslow Road (S): 6.5% / 1.1% (AM/PM)

6.3.43 Even with a modest increase in traffic demand at this junction, once the RFC exceeds 100% this leads to a disproportionate increase in RFC and delay as shown in Table 6-15.

6.3.44 A comparison of the future years with and without development scenarios shows that the junction is expected to exceed capacity regardless of the proposed development, which contributes only a small proportion of the total traffic demand and does not materially alter the underlying operational characteristics of the junction. Whilst delays increase in the with-development scenario, this is largely a consequence of the non-linear response of an oversaturated junction rather than a significant increase in traffic generated by the development.

Table 6-15 Summary of ARCADY Results for Junction 9

	AM Peak (08:00 – 09:00)				**PM Peak (17:00-18:00)**			
	2026	**2030**	**2035**	**2040**	**2026**	**2030**	**2035**	**2040**
Without Development								
Junction 8 Northern Rbt LoS	**D**	**E**	**F**	**F**	**C**	**E**	**F**	**F**
Wilmslow Rd N Max. RFC (%)	0.88	0.93	0.99	1.03	0.83	0.89	0.94	0.97
Mean Queue	6	10	17	26	5	7	11	15
Delay (seconds)	32s	48s	77s	108s	22s	32s	47s	64s
A555 Overbridge (S) Max. RFC (%)	0.43	0.43	0.43	0.43	0.36	0.37	0.38	0.38
Mean Queue	1	1	1	1	1	1	1	1
Delay (seconds)	2s	3s	3s	3s	2s	2s	2s	2s
A555 EB Off-slip Off-slip Max. RFC (%)	0.95	1.01	1.07	1.12	0.90	1.02	1.09	1.13
Mean Queue	9	14	22	29	7	15	25	33
Delay (seconds)	80s	111s	152s	194s	58s	117s	183s	264s
Junction 8 Southern Rbt LoS	**D**	**D**	**D**	**D**	**D**	**E**	**F**	**F**
Wilmslow Rd S Max. RFC (%)	0.94	0.94	0.94	0.94	0.94	1.02	1.08	1.11
Mean Queue	10	10	10	10	10	23	41	54
Delay (seconds)	52s	54s	55s	55s	50s	96s	158s	242s
Clay Lane Max. RFC (%)	0.10	0.11	0.11	0.12	0.05	0.06	0.06	0.06

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Mean Queue	0	0	0	0	0	0	0	0
Delay (seconds)	4s	4s	4s	4s	3s	3s	3s	3s
A555 Overbridge (N) Max. RFC (%)	0.28	0.29	0.30	0.31	0.35	0.36	0.37	0.38
Mean Queue	1	1	1	1	1	1	1	1
Delay (seconds)	2s	2s	2s	2s	2s	2s	2s	2s
A555 WB Off Slip RFC (%)	0.81	0.86	0.90	0.93	0.79	0.90	1.03	1.13
Mean Queue	4	5	7	9	3	7	17	35
Delay (seconds)	24s	32s	45s	54s	26s	51s	112s	202s
With Development								
Junction 8 Northern Rbt LoS		**F**	**F**	**F**		**F**	**F**	**F**
Wilmslow Rd N Max. RFC (%)		1.03	1.09	1.13		0.90	0.94	0.97
Mean Queue		25	43	58		7	11	15
Delay (seconds)		104s	147s	239		34	48s	65
A555 Overbridge (S) Max. RFC (%)		0.40	0.41	0.41		0.37	0.37	0.37
Mean Queue		1	1	1		1	1	1
Delay (seconds)		2s	2s	2		2s	2s	2s
A555 EB Off-slip Off-slip Max. RFC (%)		0.93	1.00	1.05		1.24	1.30	1.35
Mean Queue		9	15	23		54	78	92
Delay (seconds)		71s	76s	157		330	544s	678s
Junction 8 Southern Rbt LoS		F	F	F		F	F	F
Wilmslow Rd S Max. RFC (%)		1.16	1.21	1.25		1.03	1.09	1.11
Mean Queue		62	80	100		26	44	56
Delay (seconds)		311s	417s	568s		106s	167s	264s
Clay Lane Max. RFC (%)		0.10	0.11	0.11		0.05	0.06	0.06
Mean Queue		0	0	0		0	0	0
Delay (seconds)		4s	4s	4s		3s	3s	3s
A555 Overbridge (N) Max. RFC (%)		0.32	0.32	0.32		0.36	0.37	0.38
Mean Queue		1	1	1		1	1	1
Delay (seconds)		2s	2s	2s		2s	2s	3s
A555 WB Off-slip Off-slip Max. RFC (%)		1.07	1.15	1.20		0.92	1.04	1.15
Mean Queue		27	47	60		8	20	38

Delay (seconds)		142s	244s	348s		61s	128s	223s

6.4 Summary of Junction Assessment Results

6.4.1 In summary, the proposed development is not expected to have a significant impact at the following junctions included in the study area:

- **Junction 1:** Thorley Lane / Site Access priority junction
- **Junction 3:** Enterprise Way / site access roundabout

6.4.2 Thorley Lane/Enterprise Way Signal Junction (Junction 2) is shown to operate satisfactorily in the existing and future year scenarios without development. With development, the junction operates satisfactorily in 2030 (with the detailed element) but exceeds capacity in 2035 (detailed+outline). Options for potential mitigation have been explored and assessed at Junction 2 and based on the outcome of the transport impact assessment, mitigation would reasonably be expected in 2035.

6.4.3 The results for the T2 Roundabout (Junction 4) show that this junction operates satisfactorily during the AM peak hour in the existing (2026) situation and in all future years with and without development. The junction also operates satisfactorily in the PM peak hour in the existing situation but with the inclusion of background / airport traffic growth in future years, the junction is forecast to experience capacity constraints.

6.4.4 This deterioration in capacity is attributable to background / airport traffic growth and would occur irrespective of the proposed development. Options for potential mitigation have been explored and assessed at Junction 4 and based on the outcome of the transport impact assessment, mitigation would reasonably be expected in 2035.

6.4.5 The LINSIG modelling for the A555 Enterprise Way/Aviator Way signal junction and A555 /Outwood Lane / Enterprise Way signal junctions (Junctions 5, 6 and 7) has shown that there are existing capacity constraints at these junctions, which exacerbate in the future due to background traffic growth.

6.4.6 There is no increase in vehicle trips expected through Junction 5 and therefore, the proposed development is not the primary driver of capacity issues at this junction. Nevertheless, options for potential mitigation have been explored and assessed at Junction 6, which is also shown to significantly improve the practical reserve capacity at the adjacent Junction 7. Based on the outcome of the assessment, mitigation at Junction 6 would reasonably be expected in 2030.

6.4.7 Styal Road/Simonsway signal junction (Junction 8) is shown to operate satisfactorily in the existing situation (2026) and in 2030 (without development) but by 2035 the junction is shown to deteriorate, which is principally driven by background traffic growth. The proposed development contributes a small proportion of the total traffic demand and does not materially alter the underlying operational characteristics of this junction requiring mitigation.

6.4.8 A comparison of the assessment at the A555 Ringway Road West/Wilmslow Road double roundabout junction (Junction 9) in future years with and without development scenarios shows that the junction is expected to exceed capacity regardless of the proposed development, which contributes only a small proportion of the total traffic demand and does not materially alter the underlying operational characteristics of the junction. Whilst delays increase in the with-development scenario, this is largely a consequence of the non-linear response of an oversaturated junction rather than a significant increase in traffic generated by the development.

6.4.9 Options for potential mitigation have been considered to offset the operational effects arising from development traffic and represents a proportionate response to its impact. It is not intended to remedy the entirety of the expected capacity constraints at these junction, which is largely driven by background / airport traffic growth and existing network conditions.

6.4.10 A summary of the highway mitigation considered and thresholds is set out in Table 6-16.

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Table 6-16 Summary of Highway Mitigation Options Considered

	2030 Detailed Element Units A1, A2, A5 and MSCP)	2035 Detailed + Outline Elements
Junction 1: Thorley Lane / Site Access priority junction	**No Mitigation**	
Junction 2: Thorley Lane/Enterprise Way Signal Junction		✓
Junction 3: Enterprise Way / site access roundabout	**No Mitigation**	
Junction 4: T2 Roundabout		✓
Junction 5: A555 /Outwood Lane signal junction	**No Mitigation**	
Junction 6: A555 Ringway Road/Enterprise Way Signal Junction	✓	
Junction 7: A555 Enterprise Way/Aviator Way signal junction	**No Mitigation**	
Junction 8: Styal Road / Simonsway signal junction	**No Mitigation**	
Junction 9: A555 Ringway Road West/Wilmslow Road double roundabout	**No Mitigation**	

6.4.11 Highway mitigation will be subject to ongoing discussion with MCC, TfGM and National Highways and will have to meet the statutory tests for planning obligations set out in the NPPF and the viability assessment.

6.5 Highway Impact on the Strategic Network

6.5.1 National Highways requested additional information in relation baseline conditions at the M56 Junctions 4 to 6, including collision analysis and an assessment of weaving that occurs at the merge point from the M56 Junction 5 off slip to the T2 Roundabout. Additionally, National Highways requested confirmation of the trip generation at these junctions during highway peak hours. This is described in this section.

6.5.2 The M56 is a strategic route carrying a high volume of airport-bound traffic and commuters. The M56 Junction 5 provides access to/from Manchester Airport via the M56 Airport Spur, which connects to the Terminal 2 Roundabout approximately 965m east of the M56, and the A555 Ringway Road West approximately 300m further east.

6.5.3 M56 Junction 5 comprises a series of on and off slip roads connecting the M56 with the M56 Spur as indicated on Figure 6-2. All the slip roads to/from the M56 Airport Spur have two lanes provided to/from the M56, except the southbound on-slip which has a single lane provided.



Figure 6-2 M56 Junction 5 – Existing Junction Layout

6.5.4 M56 Junction 6 (Hale Barns Junction) shown on Figure 6-3 is located approximately 1.6km to the south of Junction 5 providing access to the A538, with Hale Road providing access towards Hale Barns and Altrincham to the west, and Wilmslow Road providing access to Manchester Airport and Runger Lane to the east and onwards further east towards Wilmslow.

6.5.5 M56 Junction 6 comprises a conventional 4-arm roundabout junction on the western side of the M56 and a 4-arm signalised hamburger roundabout on the eastern side, where the main road through traffic (A538) passes through the centre, resembling a hamburger.

6.5.6 The roundabout on the western side is around 80m in diameter with a 9m circulatory carriageway. The northern arm provides access to a number of hotels and restaurants at Hale Barns and the southern arm provides access to/from the M56 northbound on and off slip roads.

6.5.7 The A538 has two lanes in each direction beneath the M56, which flares to four lanes on the eastbound approach to the signalised hamburger roundabout. The northern arm provides access to Runger Lane and the airport and the southern arm provides access to/from the M56 southbound on and off-slip roads. The A538 through the centre of the roundabout has three lanes westbound and two lanes eastbound.

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Figure 6-3 M56 Junction 6 – Existing Junction Layout

6.5.8 As part of 'the Rainbow Works', highway improvements are proposed at the M56 Junction 6 to provide additional capacity at this junction. These improvements relate to a planning condition as part of the Manchester Airport Runway 2 planning application requiring highway improvements to improve capacity prior to a passenger terminal throughput threshold (10,100 two-way passengers per hour) being reached. The condition referenced a Section 278 dated 7 March 1995.

6.5.9 The proposed highway improvements were reviewed in the early 2000's culminating in a separate Section 278 Agreement being signed between MAG, MCC, Trafford Council and the Secretary of State for Transport in 2014. This Agreement comprised alternative highway improvements involving the replacement of the two A538 Wilmslow Road junctions on either side of the M56 with signalised crossroad junctions (the Blue Works) together with the dualling of Runger Lane from the A538 Wilmslow Road up to Terminal 2, a new roundabout at Terminal 2 and improvements to the Runger Lane/Avro Way junction (the Dark and Light Yellow Works).

6.5.10 Separately, the 'Red Works' proposed improvements to the M56 mainline and the slip roads at Junctions 5 and 6. This was subject to a Section 278 Agreement between MCC and National Highways.

6.5.11 Subsequently, a smart motorway scheme was recently installed to the south of M56 Junction 6, between Junction 6 and Junction 8 near Bowdon, which provides an additional traffic lane to increase capacity and reduce congestion, and also uses active travel management technology to manage incidents in real time. In addition, other highway works in the vicinity of the Airport have been undertaken since the 2014 s278 Agreement (such as the construction of the A555 Manchester Airport Eastern Link Road in 2018 and the new Sydney Avenue in 2025).

6.5.12 Collectively these highway improvement works are known as 'the Rainbow Works' due to their colour-coded description. The passenger throughput threshold set out in the Airport Runway 2 permission has yet to be reached by the Airport and the different highway interventions set out in the s278 have yet to be implemented.

6.5.13 M56 Junction 4 (Wythenshawe Junction) shown on Figure 6-4 is located approximately 900m north of Junction 5 providing access to Simonsway and the surrounding area of Wythenshawe.

6.5.14 M56 Junction 4 is a signalised junction arrangement with internal vehicle storage capacity provided on the bridge over the M56 and restricted access to/from the M56. The signal junction on the western side of the M56 provides access to the M56 northbound on-slip and the junction on the eastern side connects with the M56 southbound off-slip. Both these slip roads have two lanes provided to/from the M56.

6.5.15 It is not possible to access the M56 southbound via this junction and there is no off-slip provided for M56 northbound traffic.



Figure 6-4 M56 Junction 4 – Existing Junction Layout

6.5.16 Collision data has been obtained from the Crashmap database for the most recently available five-year period (2021 to 2025 inclusive) for Junctions 4, 5 and 6 on the M56. The incidents reported at these junctions are shown on Figures 6-5 to 6-7.

6.5.17 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require remedial works, then this could be considered as 'significant'.

6.5.18 There were no collisions recorded in the study area that resulted in a Fatal casualty.

6.5.19 A summary of the collisions recorded at each of the junctions over the last five years is set out below.

- **M56 Junction 4:** 5 collisions at the junction with three at the signal junction on the eastern side of the junction, one at the signal junction on the western side and one on the bridge; 3 involving serious injury and 2 slight injury. The majority of collisions (4) occurred in 2021 and/or 2023 with 1 (serious) collision recorded in 2025.
- **M56 Junction 5:** 3 collisions were recorded on the slip roads at this junction; 1 involving serious injury and 2 slight injury. Collisions occurred in 2021, 2022 and 2024.
- **M56 Junction 6:** 5 collisions at the signal junction on the eastern side of the M56; all involving slight

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injury. Collisions occurred in 2022, 2023 and 2024. Two collisions were recorded at the roundabout on the western side of the junction in 2025 involving slight injury.

6.5.20 No specific patterns or clusters have been identified and the junctions are not shown to have a significant collision record over the five-year period, which therefore raises no specific concerns in relation to the highway layout and safety.



Figure 6-5 – Collision Data – M56 Junction 4



Figure 6-6 – Collision Data – M56 Junction 5



Figure 6-7 – Collision Data – M56 Junction 6

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Trip Generation on the Strategic Highway Network

6.5.21 As stated, National Highways also requested confirmation of the trip generation at these junctions during highway peak hours. This is described in this section

6.5.22 The trip distribution methodology that was used in the March 2026 TA has been adopted to establish the trip distribution at Junctions 4 to 6 on the M56, which is shown in Appendix K together with the resultant trip generation for the morning and evening peak hours at each of the junctions.

6.5.23 The increase in total vehicles through each junction during the AM / PM peak hours is summarised below:

- **M56 Junction 4:** 489 AM / 440 PM
- **M56 Junction 5:** 639 AM / 574 PM
- **M56 Junction 6**: 150 AM / 134 PM

6.5.24 Noting that around 25% of this trip generation relates to the 649 parking spaces on-site that are already allocated to permitted off-site development for previous planning consents, which are theoretically already on the strategic highway network as agreed with National Highways.

6.5.25 To establish baseline traffic flows for the M56 Airport Spur, reference has been made to the latest available flow data from the WebTRIS website using the count location shown on Figure 6-8.



Figure 6-8 –M56 Junction 6 M56 EB Spur – WebTRIS Count Location

6.5.26 The peak hour flows from WebTRIS are shown in Table 6-17 together with the predicted increase in vehicle trips for the proposed development, with and without the 649 spaces already allocated to permitted off-site development.

Table 6-17 M56 Airport Spur (Eastbound) - Increase in Trips

	2018 Baseline		2030 Baseline		2035 Baseline		2040 Baseline		Trip Generation (without 649 spaces)		Trip Generation (with 649 spaces)	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Total Vehicles	2,056	2,175	2,398	2,529	2,561	2,697	2,682	2,821	405	72	524	96
HGV %	3%	2%	3%	2%	3%	2%	3%	2%	2%	6%	2%	4%
PCUs	2,444	2,585	2,850	3,006	3,044	3,205	3,188	3,353	452	91	571	115

6.5.27 The TEMPro growth factors that have been applied to derive the future baseline traffic flows are shown below:

- 2018-2030 AM peak = 1.1666
- 2018-2030 PM peak = 1.1627
- 2018-2035 AM peak = 1.2455
- 2018-2035 PM peak = 1.2398
- 2018-2040 AM peak = 1.3045
- 2018-2040 PM peak = 1.2966

6.5.28 These rates have been derived based on the 'motorway road' type selection and the Manchester 053 MSOA where the site is located.

6.5.29 A link capacity assessment has been undertaken with reference to the Design Manual for Roads and Bridges (DMRB) in order to give an indication of link capacity for the M56 Airport Spur (eastbound) based on forecast traffic flows, road type, layout, speed and safety issues.

6.5.30 The assessment has been undertaken for the section of road indicated on Figure 6-9 as agreed with National Highways, which is the weaving section between the M56 Junction 5 off-slips and the M56 Airport Spur off slips at the T2 Roundabout. The distance of this weaving section is approximately 500m.

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Figure 6-9 –M56 Junction 6 M56 EB Spur

6.5.31 An estimated link capacity of 2,000 pcus/hour/lane has been adopted, which is consistent with DMRB based on a 14.7m four lane carriageway (motorway road type D4M) with a standard radius and gradient, less than 5% HGVs and a low collision record. This gives an estimated total link capacity of up to 8,000 pcu/hr.

6.5.32 The Volume-to-Capacity (V/C) values have been calculated as follows:

Volume-to-Capacity (V/C) = Traffic Volume ÷ Link Capacity

6.5.33 The link capacities with and without the 649 spaces already allocated to permitted off-site development are shown in Table 6-18.

Table 6-18 M56 Airport Spur (Eastbound) - Link Capacity

Including the 649 spaces allocated to permitted off-site development												
	2030 Baseline		2035 Baseline		2040 Baseline		2030 With Development		2035 With Development		2040 With Development	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Link Capacity	35.6%	37.6%	38.1%	40.1%	39.9%	41.9%	42.8%	39.0%	45.2%	41.5%	46.9%	43.4%
Excluding the 649 spaces allocated to permitted off-site development												
	2030 Baseline		2035 Baseline		2040 Baseline		2030 With Development		2035 With Development		2040 With Development	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Link Capacity	35.6%	37.6%	38.1%	40.1%	39.9%	41.9%	41.3%	38.7%	43.7%	41.2%	45.5%	43.1%

6.5.34 A V/C below 85% indicates that this motorway link is generally operating satisfactorily with spare capacity available.

6.5.35 The modelled queues on the M56 Airport Spur off-slip to the T2 Roundabout in the future year assessments set out earlier in this chapter are summarised below, noting that the trip generation used in this assessment includes the 649 spaces allocated to the permitted off-site developments:

- 2030 = maximum queue of 2 pcu AM and PM (queue length circa 12m)
- 2035 = maximum queue of 7 pcus /2 pcus (AM/PM) (queue length 42m)
- 2040 = maximum queue of 11 pcus /3 pcus (AM/PM) (queue length 72m)

6.5.36 These queues can be adequately accommodated within the two lanes provided on the M56 Airport Spur off-slip and do not extend beyond the diverge ghost island with the M56 Airport Spur where diverging traffic leaves the mainline carriageway. This distance is approximately 200m.

6.5.37 The increase in pcus on the M56 Spur eastbound as a result of the proposed MIX development is 571 AM / 115 PM (including the 649 spaces allocated to the permitted off-site developments) and 452 AM / 91 PM (excluding the 649 spaces).

6.5.38 In the context of the baseline motorway flows shown in Table 6-16, the increase during the PM peak hour is not significant and is not expected to materially alter driver lane changing behaviour or weaving demand. During the AM peak hour, the proposed development would result in a modest increase in weaving activity, however, forecast traffic levels remain within the practical capacity of the motorway link and no significant deterioration in operational performance is anticipated.

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7 Construction

7.1.1 National Highways requested additional information in relation to the construction programme, in particular to clarify whether 2027 should also be assessed given that that Mid-tech units A2, A5 and A7 and the Multi-storey Car Park (MSCP) will be complete and operational in 2027.

7.1.2 Whilst it is acknowledged that Mid-tech units A2, A5 and A7 and the MSCP will be complete and operational in 2027, it was not considered necessary to carry out an assessment of this intermediate year given that these units are very small in size as shown below:

- A2 = 2,785sqm Class E (g) (i) (ii) (iii)
- A5 = 950sqm Class E (g) (i) (ii) (iii)
- A7 = 180sqm Class E (ancillary use – likely to be a coffee shop)

7.1.3 Based on the trip generation methodology set out in the March 2026 TA, the trip generation associated with Units A2 and A5 would be 52 arrivals and 8 departures in the AM peak hour, and 6 arrivals and 47 departures in the PM peak hour. Visitors at Unit A7 are expected to be 'linked trips' associated with the wider on-site uses, and therefore not expected to generate additional vehicle additional trips on the network, except occasional servicing.

7.1.4 Whilst the MSCP will be complete and operational in Q4 2027, it would not be fully utilised until the rest of the proposed development is completed in 2035. Vehicle traffic to/from the MSCP in 2027 would include the trip generation shown above for Units A2 and A5, which is shown to be minimal, plus the car trips associated with the 649 parking spaces allocated to the permitted off-site developments, which are theoretically already on the local highway network.

7.1.5 Based on the above, it is not considered necessary to carry out a separate assessment for 2027.

8 Mitigation

8.1.1 The transport impact assessment described in Chapter 8 has shown that the predicted increase in non-motorised trips associated with the proposed development would not have a detrimental impact on the local transport network. The increase in trips is supported by the designed-in (embedded) mitigation, which seeks to shape the proposed development vision from the outset to be a sustainable, well-connected place, rather than focussing on simply mitigating traffic impacts after a scheme has been designed.

8.1.2 As discussed, various sustainable transport improvements have been discussed and agreed in principle with MCC and TfGM to support the vision-led transport strategy to promote a transition to more sustainable travel patterns during operation. In all cases the overall level of contribution and the timing of any improvements is subject to ongoing discussion with MCC / TfGM and will have to meet the statutory tests for planning obligations set out in the NPPF.

8.1.3 The embedded mitigation discussed previously is summarised below:

- Accessible site location, with low levels of car parking (compared to parking standards), high-quality streetscape and connected walk and cycle routes and cycle parking;
- Provision of new bus stops on Enterprise Way to improve bus accessibility, particularly for those site users with reduced mobility;
- Upgrading the existing pedestrian crossings at the Enterprise Way / Thorley Lane signal junction to provide toucan crossings, which will improve cycle connections;
- Extend the existing shared route along the southern side of Thorley Lane to the site access, which will improve pedestrian / cycle connectivity;
- Provision of a new central refuge island at the Thorley Lane / Site Access junction to enable pedestrians and cyclists to cross in stages;
- Provide wayfinding signs within the site to help pedestrians and cyclists navigate and find their way safely and efficiently and provide directions to nearby destinations, and
- Provision of an active travel connection from the southern boundary of Parcel A and the future Terminal 2 Metrolink stop (as part of the Western Leg Tram Extension) which will benefit site users.

8.1.4 Notwithstanding this, the mitigation measures described in this section seek to further manage any development impacts during construction and operation. Additionally, it sets out the vision-led approach to mitigate the impact of vehicle trips for discussion with MCC / TfGM.

8.2 Framework Travel Plan

8.2.1 Travel Plans are an established way to promote and support sustainable and active travel of a development.

8.2.2 A Framework Travel Plan has been submitted with the planning application and provides an outline of sustainable travel measures tailored to the uses at the site along with a plan for implementing and monitoring these measures.

8.2.3 The Framework Travel Plan includes targets to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the Travel Plan with an equivalent increase in public transport/active travel trips.

8.2.4 The Applicant has agreed with MCC to accept a suitably worded planning condition to submit a detailed (Final) Travel Plan prior to first occupation of each phase of the proposed development.

8.3 Construction Traffic Management Plan

8.3.1 An Outline CTMP was submitted as part of the planning application, and the Applicant has agreed with MCC to accept a suitably worded planning condition relating to the submission of a detailed Construction

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Management Plan prior to the commencement of each construction phase, which will include a Construction Workforce Travel Plan.

8.3.2 The Outline CTMP represents the minimum requirements to be adopted on-site by the principal contractor, which seeks to ensure that construction vehicle trips occur outside highway peak periods wherever possible and deliveries will be timed to avoid the peak times for pedestrian movement (such as school start and finish times) as far as possible so as to mitigate against potential conflict between construction traffic and other road users.

8.3.3 As part of the Detailed CTMP, a Construction Traffic Management Plan (CTMP) would be developed prior to the commencement of construction, which will define the hours during which deliveries can be made to and from the site and the routes that vehicles will take. In addition, safe pedestrian passage would be maintained at all times during the construction phase, including adequate footway widths to allow wheelchair users and pushchairs to pass, clear directional signage on hoarding and keeping walkways clear of trip hazards.

8.3.4 A summary of the details contained in the outline CTMP are set out in Chapter 9 of the March 2026 TA.

8.4 Mitigation for Vehicle Trips

8.4.1 The proposed development has adopted a vision-led approach to transport and movement. This approach seeks to reduce reliance on private car travel by prioritising sustainable and active travel opportunities, thereby minimising the number of vehicle trips generated by the site and mitigating potential impacts on the local highway network.

8.4.2 Rather than designing the proposed development around forecast vehicle demand, it has been designed to support travel by walking, cycling and public transport. The site benefits from access to existing sustainable transport infrastructure and services, including for sustainable improvements as part of the embedded mitigation described earlier in this chapter, and these measures are expected to influence travel choices and encourage a modal shift away from private car use.

8.4.3 Notwithstanding, it is noted that highway authorities still require junction impact assessments to be undertaken using robust or 'worst-case' assumptions and this has formed the basis of the traffic impact assessment included in this TAA so that the potential upper limit of highway impacts can be understood.

8.4.4 Accordingly, the use of worst-case scenarios for assessment purposes does not preclude adherence to a vision-led approach. Instead, it ensures that the potential impacts are fully understood, while allowing mitigation to be developed in a way that is consistent with national policy objectives and supports a transition to more sustainable travel patterns.

8.4.5 The outcome of the transport impact assessment described in Chapter 6 identifies the options for potential mitigation that have been explored and assessed thus far::

- **Junction 2: Thorley Lane / Enterprise Way signal junction** - carriageway widening on Thorley Lane to provide additional lane capacity at the junction, and signalisation of the adjacent Bailey Lane junction to provide two full lanes eastbound on Enterprise Way between Thorley Lane and the site access roundabout (Junction 2).
- **Junction 4: T2 Roundabout** - carriageway widening on Enterprise Way to provide two lanes northbound from the T2 Roundabout to the junction with Thorley Lane, and additional lane storage capacity at the Enterprise Way (southbound) approach to the T2 roundabout. Plus, white lining improvements on World Way and adjoining circulatory carriageway on the southern side of the T2 Roundabout to enable better lane usage at the junction.
- **Junction 6: A555 Ringway Road/Enterprise Way signal junction**- carriageway widening on Enterprise Way to provide additional lane capacity at the junction.

8.4.6 The estimated mitigation thresholds for implementing this potential highway mitigation is shown below in Table 8-1 based on the outcome of the transport impact assessment described in Chapter 6.

Table 8-1 Estimated Mitigation Thresholds for Highway Mitigation

	2030 Detailed Element Units A1, A2, A5 and MSCP)	**2035 Detailed + Outline Elements**
Junction 2: Thorley Lane/Enterprise Way Signal Junction		✓
Junction 4: T2 Roundabout		✓
Junction 6: A555 Ringway Road/Enterprise Way Signal Junction	✓	

8.4.7 In line with national policy for a vision-led approach, enhancements to highway capacity to protect the convenience of car-based trips should be considered as a last resort and the focus should be about re-prioritising the road user hierarchy for pedestrians, cyclists and public transport.

8.4.8 The overall level of highway mitigation required will be subject to ongoing discussion with MCC, TfGM and National Highways and will have to meet the statutory tests for planning obligations set out in the NPPF.

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9 Summary and Conclusion

9.1 Summary

9.1.1 This Transport Assessment Addendum (TAA) has been prepared by Buro Happold on behalf of Airport City Limited Partnership (the Applicant) in support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester, M90 5AZ (the site).

9.1.2 The planning application was accompanied by a Transport Assessment (TA), herein referred to as the 'March 2026 TA', a Framework Travel Plan and Traffic and Movement Chapter to the Environmental Statement, also by Buro Happold.

9.1.3 Manchester City Council (MCC), Transport for Greater Manchester (TfGM), National Highways, and Manchester Airport Group (MAG) provided comments on the planning application. Consequently, extensive post-application discussions were held with these stakeholders to agree on the actions required to address their feedback and determine how a formal planning response would be submitted. As agreed through this process, this TAA has been prepared to respond to the stakeholder comments, present the assessments undertaken since the March 2026 TA, and detail the outcomes of the iterative discussions.

9.2 Conclusion

9.2.1 Based on the updated assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance subject to the mitigation set out in this TAA and that the development proposals are appropriate for the location.

9.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

Appendix A Stakeholder Comments on March 2026 TA

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Transport Technical Note

Project	**MIX Manchester**
Project Number	0068696
Subject	Responses to Planning Application Comments on Transport Matters
Date	20 July 2026

Revision	Description	Author	Date	Approved
P01	First Issue	NM	20.07.26	CM

1 Introduction

1.1.1 This Technical Note responds to comments provided by Manchester City Council (MCC) on the planning application for a new science, innovation and manufacturing campus at MIX Manchester M90 5AZ (Planning Ref. 145543/OO/2026).

1.1.2 This Technical Note has been prepared on behalf of Airport City Limited Partnership (the Applicant) to address each of the relevant points raised, followed by Buro Happold's response shown in blue. The comments received from MCC (dated 13 May 2026) are appended to this note in full for reference (see Appendix A).

2 Response to MCC Comments

Comment 1 –National Highways and TAA

"The applicant must also liaise directly with National Highways regarding response NHPR 25-01 (dated 24.04.2026)."

BH Response: Buro Happold have been actively liaising with National Highways pre-planning and during determination. National Highways comments on the TA were received on 1 July, which are currently being worked through. Buro Happold will issue a separate technical note to National Highways responding to these comments, which will also be circulated to MCC / TfGM.

Comment 2 –Request for TAA

"Highways request submission of a Transport Addendum (TAA) in order to address all highways and transport related matters."

BH Response: It has been agreed with MCC that stakeholder comments will be dealt with through a series of technical notes such as this, which once approved will be included in a TAA for formal submission.

Comment 3 –Existing Site Operations

"Further evidence is required to demonstrate how displaced parking demand will be accommodated to avoid on-street overspill. Proposals for relocation of taxi holding and drop-off facilities also remain unclear and may result in impacts on the surrounding highway network, including nearby residential areas. Additional detail is therefore required and may need to be secured by condition."

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BH Response: The car parking accumulation for the MIX development is shown in Table 2.1, which shows a peak car parking accumulation generated by MIX of 1,198 spaces. The proposed car parking at the site for MIX (1,364 spaces) is therefore considered appropriate for the location and development proposed, being sufficient to meet the anticipated parking demand from staff and visitor trips and not likely to cause an overspill parking issue.

Table 2.1 Car Parking Accumulation

Hour	Cars IN	Cars OUT	Car Parking Accumulation
06:00-07:00	42	12	53
07:00-08:00	378	67	364
08:00-09:00	594	109	849
09:00-10:00	356	107	1,098
10:00-11:00	168	107	1,159
11:00-12:00	129	113	1,175
12:00-13:00	198	217	1,157
13:00-14:00	217	176	**1,198**
14:00-15:00	138	176	1,159
15:00-16:00	102	226	1,035
16:00-17:00	112	372	775
17:00-18:00	95	534	336
18:00-19:00	72	335	73
19:00-20:00	21	31	62
20:00-21:00	11	14	59
21:00-22:00	4	7	56

In terms of the taxi holding and drop-off facilities at JetParks 1, MAG are actively progressing plans to relocate these facilities. The existing facility has capacity for 88 spaces and this will be increased to 250 spaces due to increased demand and will include the introduction of new toilet facilities, resting area, wash facility and area for prayer. This relocation is likely to be re-provided within another JetParks site or an existing meet and greet storage area. It is currently in the planning stages and is likely to take 12-18 months to deliver.

Should further details be required, the Applicant is happy to accept for this to be secured by condition.

Comment 3 –Baseline Traffic Surveys

"Information received from Manchester Airport suggests that new baseline traffic surveys were undertaken in April 2026. Confirmation is sought whether updated modelling will be submitted based on the updated flows."

BH Response: A spot check traffic count was undertaken in April 2026 at the T2 Roundabout, which showed changes in traffic flows as a result of the airline moves that took place after the October 2025 surveys were undertaken (flight transfers from Terminal 1 to Terminal 2 as confirmed by MAG).

Further surveys have therefore been carried out (W/C 22 June 2026), which include turning counts at all of the following junctions (study area agreed with MCC on 9 June 2026):

1) Thorley Lane / Airport Car Park (Jet Parks 1) staggered priority junction with Little Faces Access
2) Thorley Lane / Enterprise Way signal junction
3) Enterprise Way / Airport Car Park (Jet Parks 2) roundabout
4) Enterprise Way / M56 / World Way (Terminal 2 Roundabout)
5) A555 Ringway Road / Outward Lane signal junction
6) Enterprise Way / Aviator Way signal junction
7) A555 Ringway Road / Enterprise Way signal junction
8) B5166 Styal Road / Simonsway signal junction
9) A555 / Wilmslow Road double roundabout junction

ATCs were also undertaken at the same time to inform the EIA.
The junction modelling will be updated to suit (described further under Comment 4).

Comment 4 –Vehicle Trip Generation and Junction Assessment

"The Transport Assessment (TA) is based on TRICS rates with trip distribution derived from Census data. However, several concerns remain:

- *It is unclear how Manchester Airport growth has been incorporated.*
- *The study area should include all junctions experiencing ≥30 peak hour trips.*
- *Early morning (pre-07:00) impacts have not been assessed – further justification is required with reference to baseline + proposed flows during this period.*
- *Displaced JetParks trips have been removed from baseline flows but do not appear to have been reassigned within the network.*
- *Priority and roundabout junctions should be assessed using PICADY/ARCADY models.*
- *Potential impact of the Rainbow Works (including the realignment of Runger Lane) has not been sufficiently considered.*
- *Application Refs. 121270/OO/2018&129109/JO/2021(THQ – Enterprise Way) should be included as committed development as planning approval has not lapsed."*

Furthermore, no meaningful sustainable transport improvements are included. As such.it is not reasonable to assume a significant modal shift away from private car use.
The TAA must address the above and TfGM comments, with revised modelling, clearly presented results and defined mitigation measures."

BH Response: Responses to each of the concerns raised are set out below:

- Manchester Airport growth
  - Section 5.4 of the TA confirms how future airport growth has been incorporated, which has been guided by information provided by MAG and their transport consultants Aecom. Updated growth factors are being provided by MAG / Aecom to suit the June 2026 traffic surveys.
- Study Area
  - Refer to Comment 3, which confirms the agreed study area with MCC / TfGM.
- Pre-07:00 assessment impacts
  - Table 2.2 demonstrates that the highway peak hour 08:00 to 09:00 represents a worst case for the purpose of the transport assessment when combined with peak traffic generation for the proposed development. It is noted that Junction 5 has been excluded as there is no predicted increase in trip generation at this junction.

Table 2.2 Comparison of Baseline + Trip Generation during Morning Peak Period (Total Vehicles)

Junction		2025 Baseline			MIX Trip Generation			Total		
		06:00-07:00	07:00-08:00	08:00-09:00	06:00-07:00	07:00-08:00	08:00-09:00	06:00-07:00	07:00-08:00	08:00-09:00
1	Thorley Lane / Jet Parks 1 Access	719	953	1,255	45	122	167	764	1,075	**1,422**
2	Thorley Lane / Enterprise Way	1,171	1,566	2,066	46	313	487	1,217	1,879	**2,553**
3	Enterprise Way / Site Access	692	1,097	1,488	19	343	562	711	1,440	**2,050**
4	Terminal 2 Roundabout	2,057	1,195	2,337	31	265	419	2,088	1,460	**2,756**
6	Enterprise Way / Aviator Way	503	858	1,280	14	122	194	517	980	**1,474**
7	A555 / Enterprise Way	2,121	3,747	4,089	14	122	194	2,135	3,869	**4,283**

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8	Bailey Lane / Enterprise Way	690	1,085	1,423	2	20	32	692	1,105	**1,455**

- Displaced JetParks trips
  - The existing trips to/from the site access on Thorley Lane (134 arrivals and 106 departures AM and 138 arrivals and 146 departures PM) have been removed from the highway network within the TA study area as JetParks 1 is being removed when the Outline Element comes forward between 2030 and 2035.
  - These trips would likely be diverted to other MAG-owned and operated car parks spread across the wider Airport area. It has not been considered necessary or indeed robust to attempt to redistribute the flows as the origin, destination and route choices are not known. Also in the wider sense the trips are already on the network and their impacts will be similar in future as now, spread across the highway network around the airport as a whole.
- Priority and roundabout junctions should be assessed using PICADY/ARCADY
  - It has been agreed with TfGM that a network-wide LINSIG model is not required and all junctions in the agreed study area will be modelled as follows:

    1 Thorley Lane / Airport Car Park (Jet Parks 1) staggered priority junction with Little Faces (PICADY)
    2 Thorley Lane / Enterprise Way signal junction (LINSIG)
    3 Enterprise Way / Airport Car Park (Jet Parks 2) roundabout (ARCADY)
    4 Enterprise Way / M56 / World Way (Terminal 2 Roundabout) (ARCADY)
    5 A555 Ringway Road / Outward Lane signal junction (LINSIG)
    6 Enterprise Way / Aviator Way signal junction (LINSIG)
    7 A555 Ringway Road / Enterprise Way signal junction (LINSIG)
    8 B5166 Styal Road / Simonsway signal junction (LINSIG)
    9 A555 / Wilmslow Road double roundabout junction (ARCADY)

  As agreed with TfGM, all junctions will be modelled in isolation, except Junctions 5, 6 and 7, which will form a LINSIG network model given the close proximity and likely interaction of these junctions.
- Potential impact of the Rainbow Works (including the realignment of Runger Lane)
  - This is a committed highway improvement scheme as part of the Manchester Airport Runway 2 planning application, which is to be implemented prior to a passenger terminal throughput threshold (10,100 two-way passengers per hour) being reached. These improvements will be implemented through a Section 278 Agreement between Manchester Airport, Manchester City Council, Trafford Council and the Secretary of State for Transport.
  - The agreement comprised alternative highway improvements involving the replacement of the two A538 Wilmslow Road junctions on either side of the M56 with signalised junctions (the Blue Works) together with the dualling of Runger Lane from the A538 Wilmslow Road up to Terminal 2, a new roundabout at Terminal 2 and improvements to the Runger Lane/Avro Way junction (the Dark and Light Yellow Works).
  - Separately, the 'Red Works' proposed improvements to the M56 mainline and the slip roads at Junctions 5 and 6, which was the subject of a separate Section 278 Agreement between Manchester Airport and National Highways.
  - The improvements will provide additional capacity at the M56 Junction 6 and will improve access to the airport through the re-alignment and dualling of Runger Lane. The strategic modelling that was undertaken to assess the scheme included for trip generation associated with the Airport City North site, which the MIX site forms part of.
  - The agreed trip distribution set out in the TA shows that 3% of trips are expected via Thorley Lane / Runger Lane, which equates to up to 32 vehicles (two-way) during the peak hour. This is not

significant and unlikely to have an impact on Runger Lane, with or without the future highway improvements.

- In terms of the M56 Junction 6, the increase in trips at this junction (shown on Figure 2.1 below) is not considered to be significant taking into account the high baseline traffic flows through the junction. This information has been submitted to National Highways for their consideration (Technical Note dated 21st May 2026), which concludes that the increase in trips at this junction is not considered material in operational terms and given the low collision record with no identifiable safety concerns, and therefore the impact of the proposed development is not considered to be significant. This is currently with National Highways for comment.



Figure 2.1 M56 Junction 6 – MIX Trip Generation

- Application Refs. 121270/OO/2018&129109/JO/2021(THQ should be included as a committed development.
  - It is understood from CBRE that Phase 1 of the THQ development remains valid and will be included as a committed development. The remaining phases of the THQ development that were submitted in outline have lapsed.

Comment 5 – Sustainable Travel

"Key concerns include:

- *The highest GMAL score of 8 would be the expectation for the site. Measures should be provided to improve the GMAL score of 6 to 7*
- *Estimated Metrolink mode share is likely to be higher than presented due to use of 2011 Census mode share data. Further assessment is required to accurately assess impacts on Metrolink use/capacities.*
- *Existing bus stops may not be attractive or conveniently located for all users.*
- *Lack of continuous cycle provision along Thornley Lane and connections to Painswick Park.*
- *Limited connectivity to nearby residential areas.*
- *Lack of assessment on existing pedestrian/cycle crossing facilities.*
- *Unclear routes between the Green Bridge, GTI and surrounding infrastructure due to recent local planning approvals and construction works to the south of the bridge, including the Chicago Avenue Coach & Drop-off facility.*
- *No mitigation proposed for identified 'critical' issues in the Streets for All assessment.*

Further work is required to assess pedestrian and cycle movements and identify appropriate infrastructure improvements. As a minimum, bus-stop provision along Enterprise Way should be explored together with consideration of a shuttle-bus connection between the site and GTI."

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BH Response: Responses to each of the concerns raised are set out below:

- The highest GMAL score of 8 would be the expectation for the site
  - The site has a GMAL score of 6-7, reflecting good existing accessibility by a range of public transport modes, including proximity to bus services and the wider public transport network. Whilst higher levels of accessibility for the site are desirable, it is not felt reasonable to require this to be the sole responsibility of a single development site.
  - The already high levels of accessibility are considered appropriate encouragement to site users to travel by sustainable means and do not pose a barrier / disincentive to this. The improvements proposed by the development to walking and cycling connectivity and access to local bus services (see Item 3 below) will improve accessibility further.
  - Should it come forward, the Metrolink extension would also improve the GMAL score, and the Applicant is committed to working with TfGM/MCC and MAG to facilitate an active travel connection to a new Terminal 2 stop (refer to Comment 7).

- Estimated Metrolink mode share is likely to be higher than presented
  - The submitted TA acknowledged that the Metrolink mode share for workplace trips may be on the low side given that the 2011 Census data pre-dates the opening of the Metrolink line to the airport. A review of other sources of data was undertaken at the time but this was inconclusive, and no further adjustments were made for the purpose of the assessment, keeping to a worst-case scenario in terms of baseline mode split.
  - It is noted that whilst TfGM have confirmed that the 2021 Census data is considered broadly representative in terms of the Metrolink mode share, Table 2.3 below shows that it is similar to the 2011 Census data for MSOA Area E02001097: Manchester 053 where the site is located.

Table 2.3 2021 Census Mode Split compared to 2011 Census

Mode	2011 Census	2021 Census
Work mainly at or from home	0.0%	0.0%
Metrolink	**0.7%**	**1.1%**
Train	3.4%	1.7%
Bus, minibus or coach	8.2%	6.6%
Taxi	0.7%	1.7%
Motorcycle, scooter or moped	1.0%	0.5%
Driving a car or van	77.0%	68.3%
Passenger in a car or van	3.8%	6.5%
Bicycle	2.5%	2.3%
On foot	3.1%	10.0%

- Existing bus stops may not be attractive or conveniently located for all users
  - The majority of buses in this area operate via the bus stops on Bailey Lane, which are within 500m walking distance of both parts of the site and it is understood that these bus stops will be improved as part of the Dakota Hotel development on the corner of Bailey Lane / Enterprise Way (Planning Ref. 140206/FO/2024 – Condition 14 off site highway works) although it is unclear what these improvements include.
  - The provision of new bus stops on Enterprise Way would be situated closer to the site than the Bailey Lane stops and therefore particularly beneficial for those who are physically impaired or disabled.

- It is acknowledged that the provision of new bus stops on Enterprise Way supports the vision-led transport strategy for improving the attractiveness of sustainable travel and reducing reliance on private car use.
- The Applicant is open to discussing the requirement for a financial contribution towards the provision of new bus stops on Enterprise Way.

- Lack of continuous cycle provision along Thornley Lane and connections to Painswick Park.
  - It is acknowledged that the existing shared route on Thorley Lane extends from Enterprise Way to Painswick Park and then continues northwards through Painswick Park.
  - There is scope to extend this shared route to the site access and convert the existing footway to a 3m shared route for pedestrians and cyclists. TfGM have suggested a planning condition for a financial contribution towards these improvements be agreed prior to occupation of Parcel A and the Applicant is willing to discuss this further.

- Limited connectivity to nearby residential areas.
  - Active travel connections to/from the residential areas to the north would be via Bailey Lane and/or Painswick Park.
  - The existing shared use route on Thorley Lane extends along Enterprise Way to Painswick Park and then continues northwards through Painswick Park connecting to the residential areas to the north. There are signal controlled crossing facilities provided at the Enterprise Way / Thorley Lane junction and to improve cycle access the Applicant is open to discussing a financial contribution towards upgrading to toucan crossings. These crossings align with the proposed route connections within the site providing good connectivity to/from the residential areas to the north.
  - Similarly, footways are present on both sides of Bailey Lane and it is understood that these are being resurfaced between Enterprise Way and Hilary Road as part of the Dakota development (Planning Ref. 140206/FO/2024 – Condition 14) together with bus stop improvements.
  - Whilst there are no dedicated cycle lanes on Bailey Lane, there is traffic calming (speed cushions) in place along its route, which is subject to a 20mph speed limit and a weight restriction for vehicles over 7.5 tonnes, which seeks to improve safety for pedestrians and cyclists. Noting also that as described in the TA there have been no collisions recorded on Bailey Lane for the most recently available five-year period.

- Lack of assessment of existing pedestrian/cycle crossing facilities and unclear routes between the Green Bridge, GTI and surrounding infrastructure
  - Pedestrian / cycle routes to the south of the bridge towards the GTI are shown on Figure 3.1 in the TA and suitable crossing facilities are provided along these routes including zebra crossings and uncontrolled crossing facilities at roundabouts with refuge islands, dropped kerbs and tactile paving.

- No mitigation proposed for identified 'critical' issues in the Streets for All assessment
  - Our view is that the findings of the active travel assessment should provide observations about existing conditions for active travel on these routes to inform the local highway authority and are not a list of improvements that are required to mitigate the impacts of the proposed development. These observations are intended to inform how the local highway authority allocates funding (or developer contributions from various projects in the area) – or, in some cases, may already be subject to planned improvements.
  - Notwithstanding the above, as discussed under Item 4, the Applicant is willing to discuss a financial contribution towards upgrading the existing pedestrian crossings at the Enterprise Way / Thorley Lane signal junction to provide toucan crossings, as well as contributions more generally to

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pedestrian and cycle infrastructure. It is noted that the overall level of contributions will have to meet the 3 statutory tests for planning obligations set out in the NPPF.

- Further work is required to assess pedestrian and cycle movements and identify appropriate infrastructure improvements. As a minimum, bus-stop provision along Enterprise Way should be explored together with consideration of a shuttle-bus connection between the site and GTI.
    - As discussed above, the Applicant is willing to discuss potential financial contributions towards public transport/infrastructure improvements with MCC. With the provision of new bus stops on Enterprise Way stops this negates the need for a shuttle bus.

Comment 7 –Metrolink Western Extension

"In order to provide a convenient route between the western parcel and future Terminal 2 Metrolink stop and to ensure active travel connections are provided at reserved matters stage, continuous engagement between the developer and MCC, TfGM and MAG will be necessary. Further information is provided in TfGM response."

BH Response: The Applicant is willing to accept a planning condition committing them to involve the TfGM Rapid Transit Development team, MCC and MAG in regular and collaborative discussions around the design and siting of the development proposals in the area of the potential future Terminal 2 Metrolink stop and active travel connection to it from the southern boundary of Parcel A, including any land required to facilitate this. Furthermore, they commit that these agreed details will be included in design drawings for any subsequent Reserved Matters Application (RMA).

Comment 8 –Pedestrian and Cycle Access

"The proposals include segregated pedestrian and cycle access points and internal connections. However:

- *Clarification is required regarding route widths and segregation.*
- *Connectivity to the A555 for the eastern parcel should be retained. Submitted plans indicate that the site layout severs this existing access point.*
- *Phasing and delivery of internal active travel infrastructure should be clearly defined."*

BH Response: Responses to each of the queries raised are set out below:

- Clarification is required regarding route widths and segregation
    - The Design and Access Statement (DAS) confirms that during the initial phase of development a shared route will be provided for pedestrians and cyclists and in the final phase, when the internal loop road becomes one way, a segregated cycle route will be created. It is envisaged that the active travel infrastructure within the site would be agreed at the detailed design stage by condition.
- Connectivity to the A555 for the eastern parcel should be retained.
    - The existing footway connection with the A555 can be retained as part of the proposed development, as indicatively shown on Figure 2.2. A full suite of revised drawings and associated technical information will be submitted to MCC to reflect this change.

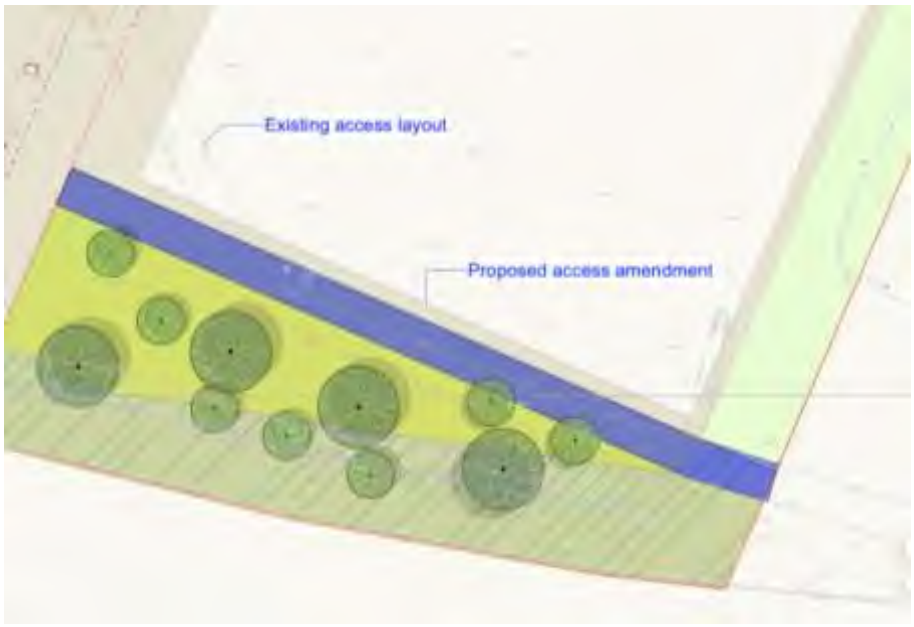


Figure 2.2 Footway connection to A555 to be retained

- Phasing and delivery of internal active travel infrastructure should be clearly defined
    - It is envisaged that the phasing and delivery of active travel infrastructure details would be agreed at the detailed design stage by condition.

Comment 9 –Vehicular Access

"Access arrangements rely on existing infrastructure, including the JetParks1 access and Enterprise Way roundabout, however:

- *No details are provided on required S278 works/tie-in works.*
- *Visibility splays must be demonstrated, particularly with reference to proposed boundary treatment and existing/retained hedges/shrubbery.*
- *Current swept-path assessment at Thorley Lane does not present the full carriageway i.e. the northern kerb-line is missing. The worst case (left-out) movement will also need to be assessed.*
- *The JetParks access is overly wide and not pedestrian-friendly. The presented internal crossing appears to not be positioned on the pedestrian desire-line and is unlikely to be effective.*
- *Any changes to junction geometries will require updated swept-path assessment.*
- *Submitted swept-path assessment of the internal vehicular routes/loading bays appear acceptable, although more detailed/dimensioned plans would be useful.*
- *Highways assume that the internal access roads will remain unadopted.*
- *Internal TROs will be required to manage on-site parking/servicing and to maintain internal junction visibility and clearance in the vicinity of pedestrian crossing locations."*

BH Response: Responses to each of the queries raised are set out below:

- No details are provided on required S278 works/tie-in works
    - Further discussion is required with MCC to determine what is required.
- Visibility splays must be demonstrated
    - Visibility splays will be provided on preliminary highway design drawings with the TAA.
- Swept-path assessment at Thorley Lane does not present the full carriageway i.e. the northern kerb-line is missing and the worst case (left-out) movement

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  - Vehicle swept path analysis at the Thorley Lane access will be updated as part of the junction re-design and included in the TAA.

- The JetParks access is overly wide and not pedestrian-friendly
  - A preliminary highway drawing will be included in the TAA incorporating a central refuge island at the Thorley Lane access to enable pedestrians and cyclists to cross in stages and other improvements to junction where possible.

- Any changes to junction geometries will require updated swept-path assessment
  - Vehicle swept path analysis will be updated where necessary and included in the TAA.

- More detailed/dimensioned plans would be useful for the swept-path assessment
  - Dimensions will be included on the swept path drawings included in the TAA.

- Highways assume that the internal access roads will remain unadopted
  - It is intended that the roads within the site will remain private and not be offered for adoption.

- Internal TROs will be required to manage on-site parking/servicing and to maintain internal junction visibility and clearance in the vicinity of pedestrian crossing locations.
  - It is intended that the roads within the site will remain private. It is envisaged that suitable signage, white lining and control details would be discussed and agreed at the detailed design stage by condition.

Comment 10 – Off-Site Highways Works

"No off-site mitigation is proposed. Given the scale of development and level of multi-modal trips throughout the local network, off-site works are required to mitigate impacts and support/promote sustainable travel. These are to be agreed."

BH Response: Mitigation measures will be discussed further with MCC once the updated junction modelling has been completed (as described under Comments 3 and 4).

Comment 11 –Parking

"A total of 2,031 spaces are proposed, with 1,364 allocated to MIX. The latter equates to 56% provision with reference to Core Strategy Maximum Standards. This represents a significant shortfall and raises concerns regarding overspill parking. Further justification is required, supported by parking accumulation assessments. Highways note that the site will potentially accommodate 6-8k workers and so additional car parking assessment is necessary.

Whilst it is noted that the parking will be for site users/permit holders only, no management/control of parking allocations or pricing structure information has been provided/developed. A Parking Management Strategy should be secured by condition to monitor demand and mitigate impacts. This would need to include:

- *Ongoing review of how individual tenants are utilising and managing their allocated spaces.*
- *Surveys to monitor on-street parking demand.*
- *Surveys to monitor car park occupancy levels.*
- *Regular review of site-user travel statistics (obtained as part of the Travel Plan).*
- *Identification of appropriate measures to mitigate against on-street overspill (i.e. local TRO reviews/amendments and/or measures linked to active travel promotion).*
- *Highways request implementation of the Parking Management Strategy following completion of the detailed element.*

Disabled provision (5%) is acceptable, although further detail is required regarding location and compliance with accessibility standards, for example proximity to building entrance points etc."

BH Response: The car parking accumulation for the MIX development is described under Comment 3, which shows that the anticipated parking demand is not likely to cause an overspill parking issue.

The Applicant is open to discussing a suitably worded planning condition relating to the submission of a Parking Management Plan prior to first occupation of each phase of the proposed development, which will also include details requested with regard to accessible parking provision.

Comment 12 – Electric Vehicle Charging

"Provision of 5% active and 15% passive EV charging is proposed which is below MCC standards (20% + passive provision). Justification for this level of provision is required with a commitment to future monitoring and provision."

BH Response: An 'Electric Vehicle Charging Study' report was submitted with the planning application (prepared by CPWP), which provides justification for the proposed electric vehicle charging infrastructure at the site.

Paragraph 6.6.2 of the submitted Framework Travel Plan for the proposed development confirms that the electric vehicle charging provision at the site will be monitored by the Travel Plan Co-ordinator in discussion with the Applicant to ensure that provision meets demand and will consider the provision of additional charging infrastructure should there be a demand for it. This will also be referenced in the Parking Management Plan as per Comment 11.

Comment 13 – Cycle Parking

"Cycle parking provision accords with MCC Core Strategy standards, however, further detail on type and location is required. Provision should be secured through condition and monitored via the Travel Plan."

BH Response: Paragraph 6.3.7 of the submitted Framework Travel Plan confirms that the Travel Plan Co-ordinator will monitor the cycle parking provision in discussion with occupiers at the site to ensure that there are adequate cycle parking facilities provided, including for any future increases anticipated over the lifetime of the Travel Plan. In addition the Applicant agrees to a Condition that secures the details required by MCC in terms of number, type, location of cycle parking provision.

Comment 14 – Refuse, Deliveries and Servicing

"Internal loading bays are proposed along with dedicated service yards for larger units. Centralised waste stores will be provided alongside individual and specialist waste stores. All refuse and servicing will be done via the proposed internal access roads. A Delivery & Servicing Management Plan will be required to ensure efficient on-site operations."

BH Response: The Applicant agrees to a Condition to submit a Delivery and Servicing Management Plan prior to first occupation of each phase of the proposed development.

Comment 15 – Travel Plan

"A Framework Travel Plan has been submitted, targeting a 10% reduction in single-occupancy car trips. The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

Highways also request submission of a Construction Workforce Travel Plan prior to the commencement of each construction phase. This will be required to help mitigate against operational issues and parking which may arise due to the high levels of contractors and lengthy construction period."

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BH Response: The Applicant agrees to accept a Condition to submit a detailed (Final) Travel Plan prior to first occupation of the proposed development and a separate Construction Workforce Travel Plan prior to the commencement of each construction phase.

Comment 16 – Construction Management Plan

"The construction phase (9–10 years) will generate significant traffic. Further assessment of peak-period impacts is required.

A detailed Construction Management Plan (CMP) will be required prior to each phase of works, and should include:

- *The duration/phasing of construction works and associated vehicle trips;*
- *Confirmation of display of an emergency contact number;*
- *Contact details of the site manager/responsible person to discuss issues/amendments that arise;*
- *Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;*
- *Requirements for any tower crane, including arrangements for delivery, assembly and removal;*
- *Routing of construction traffic and associated swept-path assessment;*
- *Details of the location and arrangements for contractor parking;*
- *The identification of the vehicular access points into the site;*
- *Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;*
- *Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc;*
- *Traffic Management measures for vehicles, pedestrians and cyclists; Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc;*
- *Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway;*
- *The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality ((including Rainbow Works / Metrolink etc.); and*
- *Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.*
-

Early liaison with Highways Network Management and Licensing Teams is required due to the scale of development works:

- *Requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email:* highwaylicences@manchester.gov.uk
- *Requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email:* highwaynetworkmanagement@manchester.gov.uk.
- *Any Traffic Management will require agreement from MAG, which may have implications for timescales.*
- *Planning of construction traffic movements should aim to avoid peak periods aroundthe airport, taking into account both daily peak hours and busier seasonal periods,such as school holidays."*

BH Response: The Applicant is willing to accept a Condition to submit a detailed Construction Management Plan prior to each construction phase.

Comment 17 – Construction Management Plan

"There are inconsistencies between the ES and TA regarding construction impacts and traffic flows. Clarification and alignment are required.

Updated modelling results should be used to reassess operational impacts, particularly driver delay and pedestrian impacts."

BH Response: The construction years and details described in the TA align with the ES. An ES Transport Chapter Addendum will be submitted in due course based on the updated baseline traffic flows.

Comment 18 – Holcroft Moss

"The TA states that it is considered unlikely that any material volume of traffic associated the development would route along the M62 past Holcroft Moss given the distance and geographic location of the site.

Further evidence (i.e. further review of vehicle numbers and anticipated routes) is required to justify the above assertion."

BH Response: As described in the submitted TA, given the distance and geographic location of the site the majority of traffic to/from the population areas to the west are likely to travel via either the M56 and M60, or M56 and M6 as these provide the direct routes to/from the site. The section of the M62 that runs past Holcroft Moss connects north-south between these two routes as indicated on the figures below, and is therefore unlikely to be used by traffic to/from the site.

Further analysis has been undertaken of the 2011 Census data, which shows that Holcroft Moss is located in MSOA Area Warrington 002, which accounts for approximately 0.3% of trips to/from the site. Applying this to the total daily trip generation via the M56 (1,902 vehicles), results in approximately 6 vehicles per day travelling between the site and the population areas within the Warrington 002 area, which include Glazebury, Culcheth, and Croft. The driving routes to/from these population areas are indicated on Figures 2.3 to 2.5 and show that alternative more direct routes are available to the M62 via Holcroft Moss, as described above, and therefore unlikely that many of these 6 vehicles would use this route.

Therefore as stated in the TA, the proposed development does not exceed the thresholds in the Holcroft Moss SPD and a contribution is not required.



Figure 2.3 MIX – Holcroft Moss Vehicle Routeing – Croft to MIX

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Figure 2.4 MIX – Holcroft Moss Vehicle Routeing – Culcheth to MIX



Figure 2.5 MIX – Holcroft Moss Vehicle Routeing – Glazebury to MIX

3 Feedback and Response Summary

3.1.1 The Applicant has responded to each of MCC's comments and has demonstrated that the proposed development is founded on a vision-led transport strategy which prioritises sustainable travel. It includes a confirmed commitment to enhanced active travel and public transport infrastructure with ongoing collaboration with MCC and TfGM and additional assessment where required to inform proportionate highway impact mitigation and contributions

3.1.2 Additional information has been provided in line with stakeholder requests for the following, which is appended to this Note:

- Trip distribution at M56 Junctions 4 to 6 - submitted to National Highways /MCC /TfGM on 7th May 2026.
- Permitted Off-Site Parking Locations – submitted to National Highways /MCC /TfGM on 11th May 2026.
- Transport Technical Note for National Highways setting out predicted increase in trips at Junctions 4 to 6 on the M56 – submitted to National Highways /MCC /TfGM on 21st May 2026.
- Trip distribution across the wider network showing junctions with an increase of over 30 vehicles per hour - submitted to MCC / TfGM on 5th June 2026.
- Agreement of additional junctions to be assessed to TA Study Area (MCC email dated 9 June 2026.

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APPENDIX A MCC Consultation response dated 13 May 2026

From: Robert Griffin <robert.griffin@manchester.gov.uk>
Sent: 13 May 2026 14:50
To: Bracha, Megan @ Leeds <Megan.Bracha@cbre.com>
Cc: Eyre, Ollie @ Manchester <Ollie.Eyre@cbre.com>
Subject: 145543/OO/2026: MIX Manchester - MCC Highways, Transport for Greater Manchester & Manchester Airport Consultation responses

External

Dear Megan,

I am now in receipt of comments from colleagues in the Council's Highway Services team and Transport for Greater Manchester. I have also today received a response from Manchester Airport Plc and given all of these responses raise matters relating to transport and highways implications of the proposals I have combined them in this email response. In responding to these comments and the earlier ones from National Highways the Council as local planning authority believes that a combined response from the applicant is required rather than separate responses to individual consultee comments.

The comments received from MCC Highway Services and Manchester Airport are set out below, the comments from TfGM are attached to this email.

MCC Highways Response

This response incorporates feedback from TfGM (see response dated 07.05.2026). The applicant must also liaise directly with National Highways regarding response NHPR 25-01 (dated 24.04.2026).

Highways request submission of a Transport Addendum (TAA) in order to address all highways and transport related matters.

Existing Site and Operations

The eastern parcel comprises vacant brownfield land. The western parcel includes JetParks1 (1,152 spaces), a private hire holding/welfare area, and a free drop-off facility with shuttle bus access to the terminal.

Further evidence is required to demonstrate how displaced parking demand will be accommodated to avoid on-street overspill. Proposals for relocation of taxi holding and drop-off facilities also remain unclear and may result in impacts on the surrounding highway network, including nearby residential areas. Additional detail is therefore required and may need to be secured by condition.

Vehicle Trip Generation and Junction Capacity

Information received from Manchester Airport suggests that new baseline traffic surveys were undertaken in April 2026. Confirmation is sought whether updated modelling will be submitted based on the updated flows.

The proposed development is expected to generate significant peak-hour traffic – the following exclude 'permitted' MSCP trips:

- ***AM Peak:*** *802 two-way trips*
- ***PM Peak:*** *684 two-way trips*

The Transport Assessment (TA) is based on TRICS rates with trip distribution derived from Census data. However, several concerns remain:

- *It is unclear how Manchester Airport growth has been incorporated.*
- *The study area should include all junctions experiencing ≥30 peak hour trips.*

- *Early morning (pre-07:00) impacts have not been assessed – further justification is required with reference to baseline + proposed flows during this period.*
- *Displaced JetParks trips have been removed from baseline flows but do not appear to have been reassigned within the network.*
- *Priority and roundabout junctions should be assessed using PICADY/ARCADY models.*
- *Potential impact of the Rainbow Works (including the realignment of Runger Lane) has not been sufficiently considered.*
- *Application Refs. 121270/OO/2018 & 129109/JO/2021 (THQ – Enterprise Way) should be included as committed development as planning approval has not lapsed.*

Current TA modelling indicates that several junctions will operate at or over capacity in future scenarios, including with development traffic. No mitigation measures have been proposed.

Furthermore, no meaningful sustainable transport improvements are included. As such. it is not reasonable to assume a significant modal shift away from private car use.

The TAA must address the above and TfGM comments, with revised modelling, clearly presented results and defined mitigation measures.

Highway Safety

A review of the most recent five-year period identifies 8 collisions (3 serious, 5 slight) within the study area. No existing highway safety concerns have been identified.

Sustainable Travel

The TA demonstrates that the proposals would generate a significant level of pedestrian, cycle and public transport trips, but further clarity is required regarding how these movements interact with the surrounding network. Diagrams showing the distribution of these movements should be provided.

Whilst GMAL ratings are moderate to high (6 – 7), access to public transport throughout the site is variable. For example, the GTI is located 1.1km from the western parcel.

Key concerns include:

- *Estimated Metrolink mode share is likely to be higher than presented due to use of 2011 Census mode share data. Further assessment is required to accurately assess impacts on Metrolink use/capacities.*
- *Existing bus stops may not be attractive or conveniently located for all users.*
- *Lack of continuous cycle provision along Thornley Lane and connections to Painswick Park.*
- *Limited connectivity to nearby residential areas.*
- *Lack of assessment on existing pedestrian/cycle crossing facilities.*
- *Unclear routes between the Green Bridge, GTI and surrounding infrastructure due to recent local planning approvals and construction works to the south of the bridge, including the Chicago Avenue Coach & Drop-off facility.*
- *No mitigation proposed for identified 'critical' issues in the Streets for All assessment.*

Further work is required to assess pedestrian and cycle movements and identify appropriate infrastructure improvements. As a minimum, bus-stop provision along Enterprise Way should be explored together with consideration of a shuttle-bus connection between the site and GTI.

Metrolink Western Extension

In order to provide a convenient route between the western parcel and future Terminal 2 Metrolink stop and to ensure active travel connections are provided at reserved matters stage, continuous engagement between the developer and MCC, TfGM and MAG will be necessary. Further information is provided in TfGM response.

Pedestrian and Cycle Access

The proposals include segregated pedestrian and cycle access points and internal connections. However:

- *Clarification is required regarding route widths and segregation.*

- *Connectivity to the A555 for the eastern parcel should be retained. Submitted plans indicate that the site layout severs this existing access point.*
- *Phasing and delivery of internal active travel infrastructure should be clearly defined.*

Vehicular Access

Access arrangements rely on existing infrastructure, including the JetParks1 access and Enterprise Way roundabout, however:

- *No details are provided on required S278 works/tie-in works.*
- *Visibility splays must be demonstrated, particularly with reference to proposed boundary treatment and existing/retained hedges/shrubbery.*
- *Current swept-path assessment at Thorley Lane does not present the full carriageway i.e. the northern kerb-line is missing. The worst case (left-out) movement will also need to be assessed.*
- *The JetParks access is overly wide and not pedestrian-friendly. The presented internal crossing appears to not be positioned on the pedestrian desire-line and is unlikely to be effective.*
- *Any changes to junction geometries will require updated swept-path assessment.*
- *Submitted swept-path assessment of the internal vehicular routes/loading bays appear acceptable, although more detailed/dimensioned plans would be useful.*

Highways assume that the internal access roads will remain unadopted.

Internal TROs will be required to manage on-site parking/servicing and to maintain internal junction visibility and clearance in the vicinity of pedestrian crossing locations.

Off-Site Highways Works

No off-site mitigation is proposed. Given the scale of development and level of multi-modal trips throughout the local network, off-site works are required to mitigate impacts and support/promote sustainable travel. These are to be agreed.

Parking

A total of 2,031 spaces are proposed, with 1,364 allocated to MIX. The latter equates to 56% provision with reference to Core Strategy Maximum Standards. This represents a significant shortfall and raises concerns regarding overspill parking. Further justification is required, supported by parking accumulation assessments. Highways note that the site will potentially accommodate 6-8k workers and so additional car parking assessment is necessary.

Whilst it is noted that the parking will be for site users/permit holders only, no management/control of parking allocations or pricing structure information has been provided/developed. A Parking Management Strategy should be secured by condition to monitor demand and mitigate impacts. This would need to include:

- *Ongoing review of how individual tenants are utilising and managing their allocated spaces.*
- *Surveys to monitor on-street parking demand.*
- *Surveys to monitor car park occupancy levels.*
- *Regular review of site-user travel statistics (obtained as part of the Travel Plan).*
- *Identification of appropriate measures to mitigate against on-street overspill (i.e. local TRO reviews/amendments and/or measures linked to active travel promotion).*
- *Highways request implementation of the Parking Management Strategy following completion of the detailed element.*

Disabled provision (5%) is acceptable, although further detail is required regarding location and compliance with accessibility standards, for example proximity to building entrance points etc.

EV Charging

Provision of 5% active and 15% passive EV charging is proposed which is below MCC standards (20% + passive provision). Justification for this level of provision is required with a commitment to future monitoring and provision.

Cycle Parking

Cycle parking provision accords with MCC Core Strategy standards, however, further detail on type and location is required. Provision should be secured through condition and monitored via the Travel Plan.

Refuse, Deliveries and Servicing

Internal loading bays are proposed along with dedicated service yards for larger units. Centralised waste stores will be provided alongside individual and specialist waste stores. All refuse and servicing will be done via the proposed internal access roads.

A Delivery & Servicing Management Plan will be required to ensure efficient on-site operations.

Travel Plans

A Framework Travel Plan has been submitted, targeting a 10% reduction in single-occupancy car trips. The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

Highways also request submission of a Construction Workforce Travel Plan prior to the commencement of each construction phase. This will be required to help mitigate against operational issues and parking which may arise due to the high levels of contractors and lengthy construction period.

Construction Management

The construction phase (9–10 years) will generate significant traffic. Further assessment of peak-period impacts is required.

A detailed Construction Management Plan (CMP) will be required prior to each phase of works, and should include:

- *The duration/phasing of construction works and associated vehicle trips;*
- *Confirmation of display of an emergency contact number;*
- *Contact details of the site manager/responsible person to discuss issues/amendments that arise;*
- *Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;*
- *Requirements for any tower crane, including arrangements for delivery, assembly and removal;*
- *Routing of construction traffic and associated swept-path assessment;*
- *Details of the location and arrangements for contractor parking;*
- *The identification of the vehicular access points into the site;*
- *Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;*
- *Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc;*
- *Traffic Management measures for vehicles, pedestrians and cyclists;*

Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc;

- *Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway;*
- *The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality ((including Rainbow Works / Metrolink etc.); and*

- *Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.*

Early liaison with Highways Network Management and Licensing Teams is required due to the scale of development works:

- *Requirements for licensing, hoarding / scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email: highwaylicences@manchester.gov.uk*
- *Requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email: highwaynetworkmanagement@manchester.gov.uk.*

- *Any Traffic Management will require agreement from MAG, which may have implications for timescales.*
- *Planning of construction traffic movements should aim to avoid peak periods aroundthe airport, taking into account both daily peak hours and busier seasonal periods,such as school holidays.*

Environmental Statement

There are inconsistencies between the ES and TA regarding construction impacts and traffic flows. Clarification and alignment are required.

Updated modelling results should be used to reassess operational impacts, particularly driver delay and pedestrian impacts.

Holcroft Moss SPD

The TA states that it is considered unlikely that any material volume of traffic associated the development would route along the M62 past Holcroft Moss given the distance and geographic location of the site.

Further evidence (i.e. further review of vehicle numbers and anticipated routes) is required to justify the above assertion.

Manchester Airport Plc comments

The Airport has been in constructive dialogue with the applicants over the scope of the Transport Assessment prepared to accompany the planning application so that the impact of the proposed development upon the Airport's roads and wider road network are properly assessed and understood.

We have also been engaging in order that the applicants able to take account of the fully local traffic patterns and the understand Airport's and are forecast should also be recognise d that there is no constraint growth on the Airport's capacity imposed by any existing planning permission (subject to . It conditions being complied with) The . submitted network Olympic House Manchester M90 1QX United Kingdom Transport Assessment is informed by surveys of the local road that w ere undertaken in October 2025 . These were , however , completed prior to the completion of a series of major airline moves from the Airport's Terminal 1 to Terminal 2 in mid-November 2025 , with accompanying changes in vehicular movements across and around the airport campus . Approximately 75% of the airport's passenger s now depart from and arrive into Terminal 2, with only 25% using Terminal 3 (Terminal 1 is now closed). The Terminal 2 area, particularly World Way, the T2 elevated roundabout , the Enterprise Way /A555 junction and Thorley Lane/Enterprise Way junction , are now subject to more traffic than when the applicant's surveys were undertaken . It is therefore important that the baseline highway conditions and vehicular flows in the submitted Transport Assessment are properly representative of the current situation and the future operation of the Airport. As a consequence, the modelling undertaken by the applicants of the proposed development 's impact in future years and the subsequent identification of mitigation measures of the impacts arising should be updated.

As a result of comments received on this application in relation to the highway implications of the proposals it is the Councils current view that it is necessary for the Environmental Statement submitted to be supplemented with additional information relating to matters directly relevant to reaching a reasoned conclusion on the likely significant effects of the development. The Council as local planning authority is therefore notifying you in writing that additional further information is required to be submitted under regulation 25 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Regards

Rob Griffin

Principal Planner
Development Management (Areas Team)

APPENDIX B Additional Information

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Natalie Maynard

From: Natalie Maynard
Sent: 11 May 2026 15:36
To: Trevett, Emma
Cc: McKenzie, Neville; Shivam Sagwal; Bracha, Megan @ Leeds; Robert Griffin; Rebecca Hesketh; Chris Mullett; Emily Fleet; Helen Ratcliffe; Christopher Rumsey; Simon Foden; Blunstone, Hannah @ Manchester
Subject: MIX Manchester (Ref. 145543/OO/2026) - Permitted Off-Site Parking Location Plans
Attachments: MIX permitted offsite parking - site location plan.pdf; MIX permitted off site parking - location of existing car parking.pdf

Hi Emma,
Please find attached the following information, as requested:

1. A plan showing the location of the sites that form part of the permitted off-site parking relocating to the proposed MSCP at the MIX site (649 spaces in total) – as set out in Table 6.3 in the TA these sites include Plot H3 (TRIBE hotel), Plot P1 (Ibis and Holiday Inn hotels) and the MAG offices

2. A plan showing the location of where these permitted sites currently park – it can be seen that the majority (440 spaces) are currently using Plot X, which is located approximately 300m east of the MIX site on Enterprise Way. The remainder (209 spaces) are using the existing surface car park located to the south of the M56 Spur / east of World Way

As confirmed in the TA, the trip generation associated with these permitted off-site developments (649 parking spaces in total) has been included in the junction impact analysis as a worst case, albeit that they are currently in operation and theoretically already on the existing highway network (represents around 25% of the total trip generation)

Should you have any further queries, please don't hesitate to give me a call

The flow diagram showing the distribution of trips on the M56 (Junctions 4-6) will follow shortly

Kind Regards,

Natalie Maynard
Associate

Buro Happold Engineering | Cities | Transport & Mobility
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Plot E1 - Amenity Hub

- 1,493 space proposed new MSCP

Area 2 – Existing surface car park

- Current P1/H3 Car Parking
- Accommodating existing Tribe Hotel / Holiday Inn / IBIS Budget Hotels
- 209 spaces allocated to be relocated into new Plot E1 MSCP

Plot X – Existing surface car park

- Current 4M/ Building Car Park
- 440 spaces allocated to be relocated into new Plot E1 MSCP



Plot E1
(MSCP)

Plot P1
Holiday Inn
& IBIS
(99 spaces)

Plot H3
(Tribe Hotel)
(110 spaces)

Voyager House
&
4M Building
(MAG Offices)
(440 spaces)

Total – Pre-agreed spaces = 649 spaces



BURO HAPPOLD

Technical Note 001

Project	**MIX Manchester**
Project Number	0068696
Subject	Transport Technical Note for National Highways
Date	21 May 2026

Revision	Description	Author	Date	Approved
P01	First Issue	NM	21.05.26	CM

1 Introduction

1.1.1 This Technical Note has been prepared on behalf of the Airport City Limited Partnership (the Applicant) in response to the request from National Highways for additional information (meeting dated 7 May 2026) in relation to the Transport Assessment (TA) that was submitted with the planning application for the proposed science, innovation and manufacturing campus at MIX Manchester (Manchester City Council Planning Ref. 145543/OO/2026).

1.1.2 The following information has been requested by National Highways, which has been included in this note:

- A description of baseline conditions at Junctions 4 to 6 on the M56, including collision statistics; and,
- A flow diagram showing the predicted increase in trips at Junctions 4 to 6 on the M56;

2 Baseline Highway Conditions

2.1.1 The M56 is a key strategic route carrying a high volume of airport-bound traffic and commuters. The M56 Junction 5 provides access to/from Manchester Airport via the M56 Airport Spur, which connects to the Terminal 2 Roundabourt approximately 965m east of the M56 and the A555 Ringway Road approximately 300m further east.

2.1.2 M56 Junction 5 comprises a series of on and off slip roads connecting the M56 with the M56 Spur as indicated on Figure 2.1. All the slip roads to/from the M56 Airport Spur have two lanes provided to/from the M56, except the southbound on-slip which has a single lane provided.

This Design Note has been prepared for the sole benefit, use and information of Airport City Limited Partnership for the purposes set out in the Design Note or instructions commissioning it and shall be subject to the express contract terms with Airport City Limited Partnership. BH assumes no liability or responsibility for any reliance placed on this Design Note by any third party. All concepts and proposals are copyright © 1976 – 2026 Buro Happold. All rights reserved. Issued in commercial confidence.



Figure 2.1 M56 Junction 5 – Existing Junction Layout

2.1.3 M56 Junction 6 (Hale Barns Junction) shown on Figure 2.2 is located approximately 1.6km to the south of Junction 5 providing access to the A538, with Hale Road providing access towards Hale Barns and Altrincham to the west, and Wilmslow Road providing access to Manchester Airport and Runger Lane to the east and onwards further east towards Wilmslow.

2.1.4 M56 Junction 6 comprises a conventional 4-arm roundabout junction on the western side of the M56 and a 4-arm signalised hamburger roundabout on the eastern side, where the main road through traffic (A538) passes through the centre, resembling a hamburger.

2.1.5 The roundabout on the western side is around 80m in diameter with a 9m circulatory carriageway. The northern arm provides access to a number of hotels and restaurants at Hale Barns and the southern arm provides access to/from the M56 northbound on and off slip roads.

2.1.6 The A538 has two lanes in each direction beneath the M56, which flares to four lanes on the eastbound approach to the signalized hamburger roundabout. The northern arm provides access to Runger Lane and the airport and the southern arm provides access to/from the M56 southbound on and off slip roads. The A538 through the centre of the roundabout has three lanes westbound and two lanes eastbound.



Figure 2.2 M56 Junction 6 – Existing Junction Layout

2.1.7 As part of 'the Rainbow Works', highway improvements are proposed at the M56 Junction 6 to provide additional capacity at the junction. These improvements relate to a planning condition (Hi) as part of the Manchester Airport Runway 2 planning application requiring highway improvements to improve capacity prior to a passenger terminal throughput threshold (10,100 two-way passengers per hour) being reached. The condition referenced a Section 278 dated 7 March 1995.

2.1.8 The proposed highway improvements were reviewed in the early 2000's culminating in a separate Section 278 Agreement being signed between Manchester Airport, Manchester City Council, Trafford Council and the Secretary of State for Transport in 2014. This Agreement comprised alternative highway improvements involving the replacement of the two A538 Wilmslow Road junctions on either side of the M56 with signalised crossroad junctions (the Blue Works) together with the dualling of Runger Lane from the A538 Wilmslow Road up to Terminal 2, a new roundabout at Terminal 2 and improvements to the Runger Lane/Avro Way junction (the Dark and Light Yellow Works).

2.1.9 Separately, the 'Red Works' proposed improvements to the M56 mainline and the slip roads at Junctions 5 and 6. This was subject to a Section 278 Agreement between Manchester Airport and National Highways.

2.1.10 Subsequently, a smart motorway scheme was recently installed to the south of Junction 6, between Junction 6 and Junction 8 near Bowdon, which provides an additional traffic lane to increase capacity and reduce congestion, and also uses active travel management technology to manage incidents in real time. In addition, other highway works in the vicinity of the Airport have been undertaken since the 2014 s278 Agreement (such as the construction of the A555 Manchester Airport Eastern Link Road in 2018 and the new Sydney Avenue in 2025).

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2.1.11 Collectively these highway improvement works are known as 'the Rainbow Works' due to their colour-coded description. The passenger throughput threshold set out in the Airport Runway 2 permission has yet to be reached by the Airport and the different highway interventions set out in the s278 have yet to be implemented

2.1.12 M56 Junction 4 (Wythenshawe Junction) shown on Figure 2.3 is located approximately 900m north of Junction 5 providing access to Simonsway and the surrounding area of Wythenshawe.

2.1.13 M56 Junction 4 is a signalised junction arrangement with internal vehicle storage capacity provided on the bridge over the M56 and restricted access to/from the M56. The signal junction on the western side of the M56 provides access to the M56 northbound on-slip and the junction on the eastern side connects with the M56 southbound off-slip. Both these slip roads have two lanes provided to/from the M56.

2.1.14 It is not possible to access the M56 southbound via this junction and there is no off-slip provided for M56 northbound traffic.



Figure 2.3 M56 Junction 4 – Existing Junction Layout

2.1.15 Collision data has been obtained from the Crashmap database for the most recently available five-year period (2020 to 2024 inclusive) for Junctions 4, 5 and 6 on the M56. The incidents reported at these junctions are shown on Figures 2.4 to 2.6.

2.1.16 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require remedial works, then this could be considered as 'significant'.

2.1.17 There were no collisions recorded in the study area that resulted in a Fatal casualty.

2.1.18 A summary of the collisions recorded at each of the junctions over the last five years is set out below.

- **M56 Junction 4:** 4 collisions at the junction with two at the signal junction on the eastern side of the junction, one at the signal junction on the west side and one on the bridge; 2 involving serious injury and 2 slight injury. Collisions occurred in 2021 and 2023.

- **M56 Junction 5:** 3 collisions on the slip roads at the junction; 1 involving serious injury and 2 slight injury. Collisions occurred in 2021, 2022 and 2024.
- **M56 Junction 6:** 5 collisions at the signal junction on the eastern side of the M56; all involving slight injury. Collisions occurred in 2022, 2023 and 2024. No collisions were recorded at the roundabout on the western side of the junction.

2.1.19 No specific patterns or clusters have been identified and the junctions are not shown to have a significant collision record over the five-year period, which therefore raises no specific concerns in relation to the highway layout and safety.



Figure 2.4 – Collision Data – M56 Junction 4

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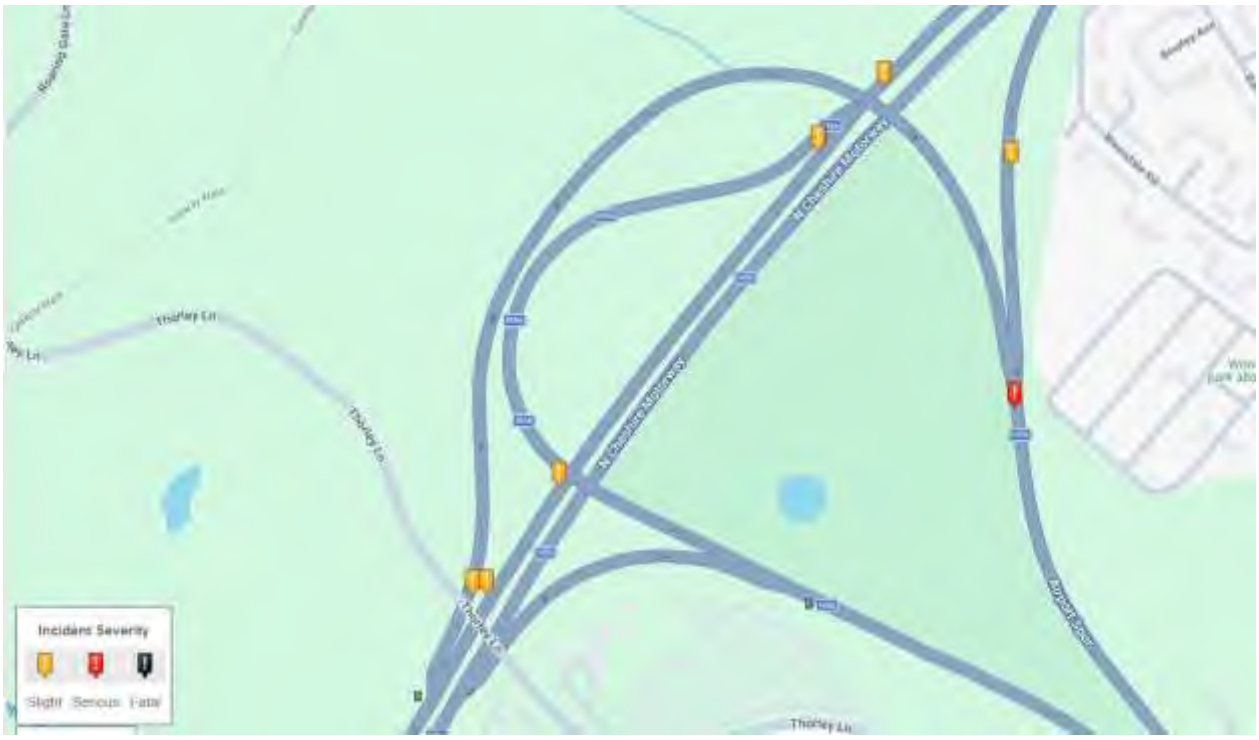


Figure 2.5 – Collision Data – M56 Junction 5



Figure 2.6 – Collision Data – M56 Junction 6

3 Trip Generation on the Strategic Highway Network

3.1.1 The trip distribution methodology that was used in the TA has been adopted to establish the trip distribution at Junctions 4 to 6 on the M56, which is shown in Appendix A, together with the resultant trip generation for the morning and evening peak hours.

3.1.2 The increase in total vehicles through each junction during the AM / PM peak hours is summarized below:

- **M56 Junction 4:** 489 AM / 440 PM
- **M56 Junction 5:** 639 AM / 574 PM
- **M56 Junction 6**: 150 AM / 134 PM

3.1.3 Noting that around 25% of this trip generation relates to the 649 parking spaces on-site that are allocated to permitted off-site development for previous planning consents, which are theoretically already on the strategic highway network.

3.1.4 Table 8.5 in the MIX TA shows the increase in Annual Average Daily Traffic (AADT) flows on the M56 Airport Spur, which has been incorporated into Table 3.1 below, together with the percentage increases on the M56 to the north and south of Junction 5.

3.1.5 The 2035 baseline traffic flows north and south of Junction 5 have been extracted from the Transport Technical Note that was recently submitted to National Highways (dated March 2026) as part of the consented scheme at Manchester Business Park (Planning Ref. 144691/FO/2025), which was based on available traffic data through the National Highways traffic count database (WebTRIS). Whilst these 2035 traffic flows include for background (TEMPRO) and committed development growth, it is unclear if it includes future airport growth (as described in Section 5.4 of the MIX TA), but nevertheless, the percentage impact assessment shown in Table 3.1 is considered robust given that a higher baseline flow would result in a smaller percentage impact.

Table 3.1 M56 Junctions 4-6– Increase in Vehicle Trips (AADT)

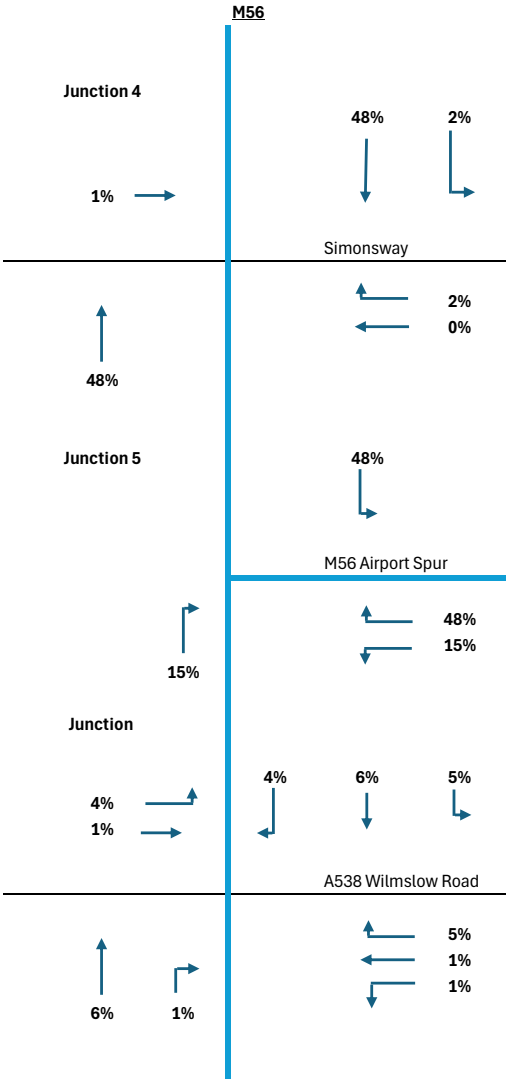
Link	2035 Baseline	MIX Development Flow	% Increase
M56 North of J5 NB	89,581	1,811	**2.0%**
M56 North of J5 SB	89,205	1,849	**2.1%**
M56 Airport Spur EB	46,703	1,830	**3.9%**
M56 Airport Spur WB	45,758	1,902	**4.2%**
M56 South of J5 NB	81,060	565	**0.7%**
M56 South of J5 SB	79,048	554	**0.7%**

3.1.6 The percentage increase on the M56 Airport Spur as a result of the proposed development is around 4% in each direction. To the south of Junction 5 the increase on the M56 shown to be less than 1% in each direction, and around 2% to the north of Junction 5. This increase is not considered material in operational terms and given the low collision record with no identifiable safety concerns, the impact of the proposed development is not considered to be significant.

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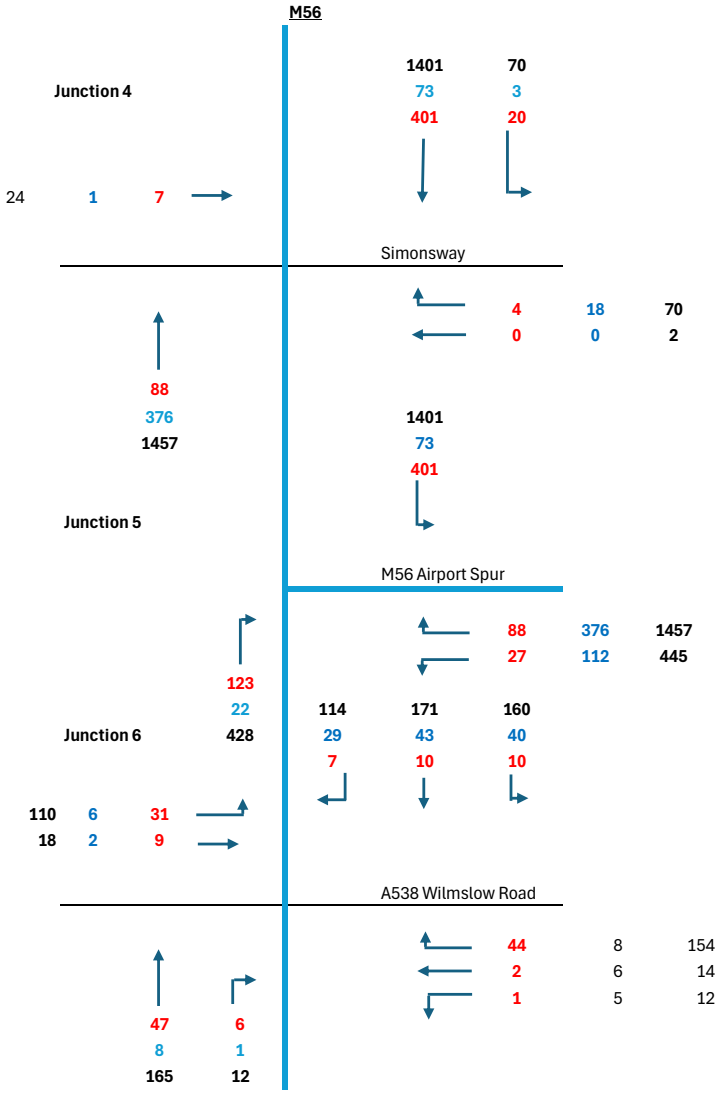
APPENDIX A Trip Generation for M56 Junctions 4-6

M56 - MIX Trip Distribution - %



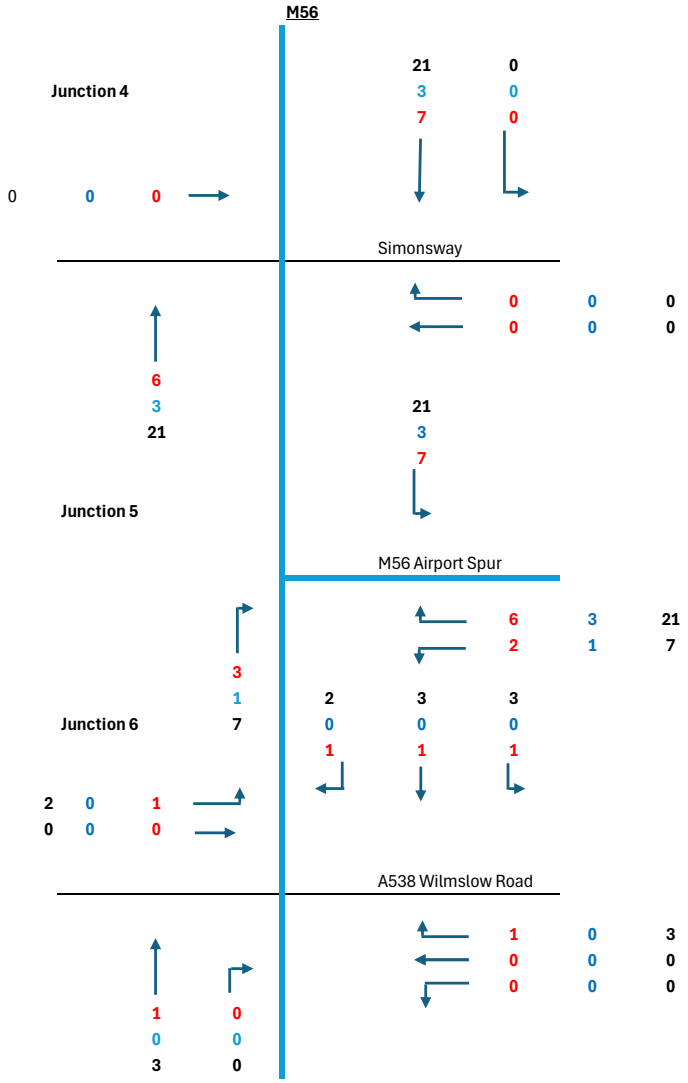
Project:	Manchester MIX	**Date:**	19/05/2026		
Project Number:	68696	**Initials:**	JMc	**Revision:**	A

M56 - MIX Trip Distribution - Total Vehicles



BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	19/05/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

M56 - MIX Trip Distribution - HGVs



BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	19/05/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

Natalie Maynard

From: Natalie Maynard
Sent: 05 June 2026 13:35
To: Mike Bottomley
Cc: Chris Mullett; 'Helen Ratcliffe'; 'Robert Griffin'; 'Rebecca Hesketh'; 'Bracha, Megan @ Leeds'; 'Muniza Usmani'; 'Blunstone, Hannah @ Manchester'; 'Richard Dolphin'; James McManus
Subject: MIX - wider trip distribution
Attachments: 260605 Wider Trip Distribution Calcs v3 05.06.26.pdf

Hi Mike / Becky – please find attached the Trip Distribution flow diagrams for the wider network showing where there is an increase of 30 vehicles / hour or more through the junction

Please can you confirm the additional junctions that you would like us to assess / model

As discussed, we are looking to commission traffic surveys as quickly as we can (in June) so would welcome your feedback as soon as possible - should you have any queries, please don't hesitate to call

Kind Regards,

Natalie Maynard
Associate

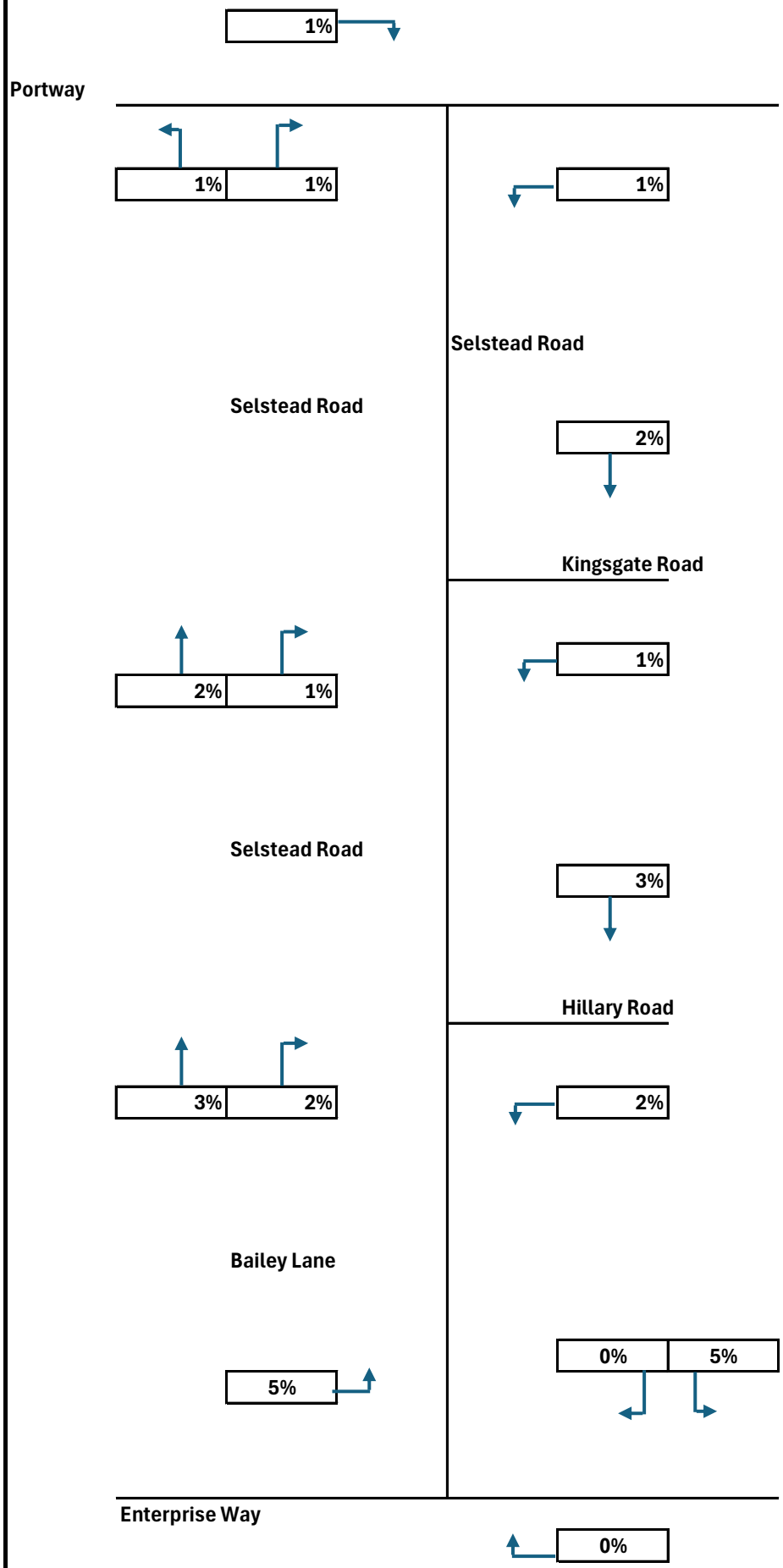
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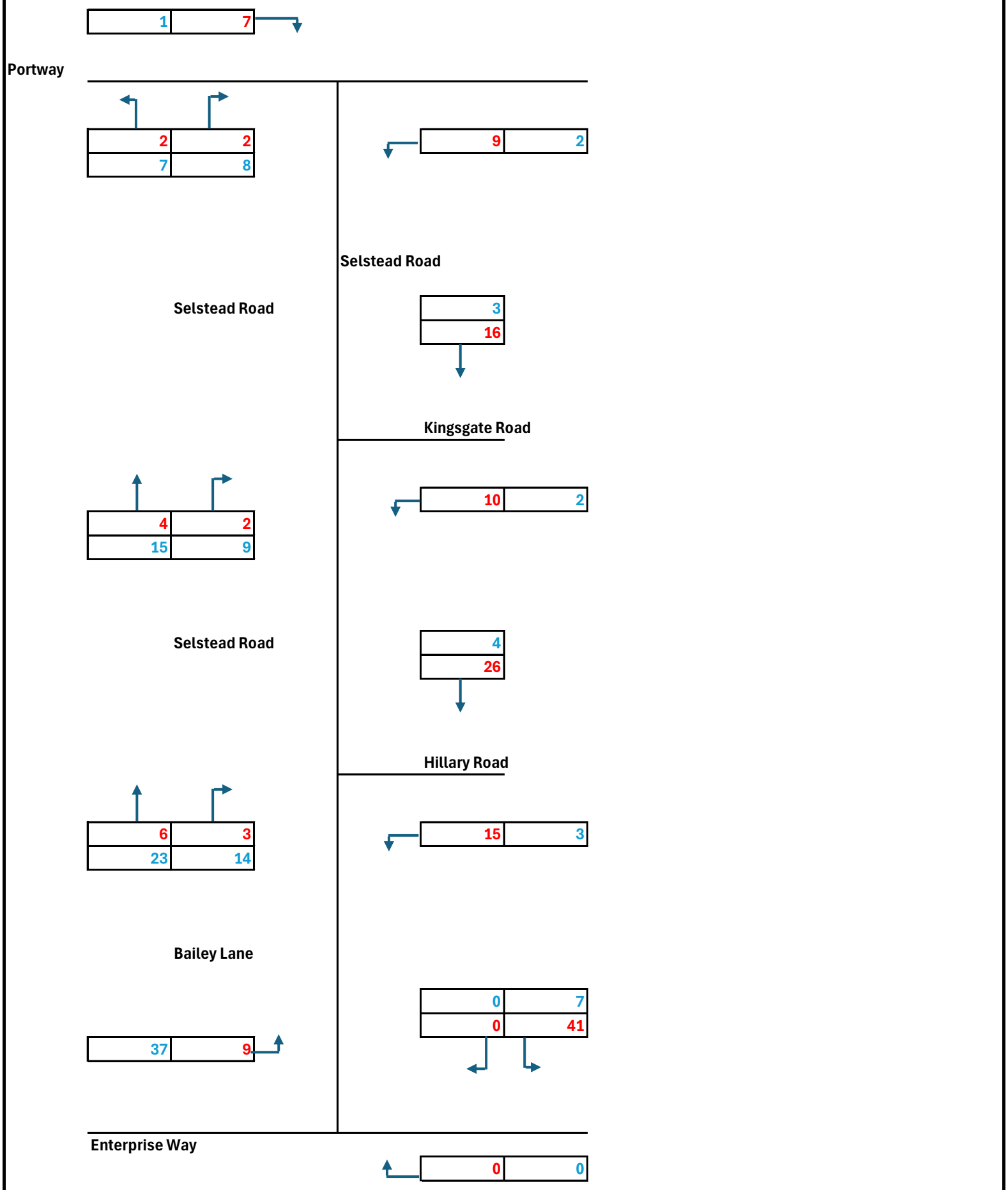


Bailey Lane -Trip Distribution (%)



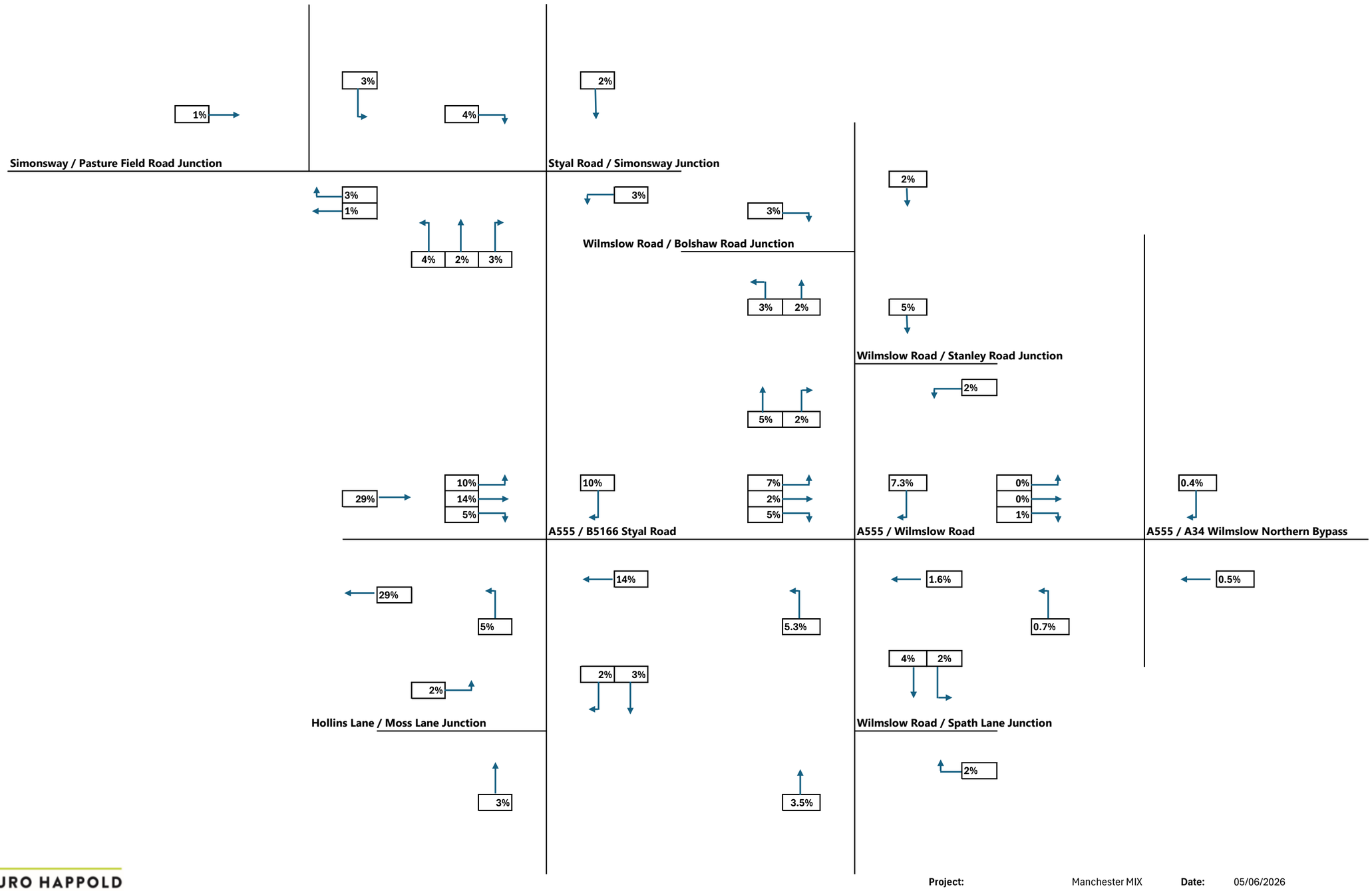
BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	04/06/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

Bailey Lane -Trip Distribution (Vehicles)



BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	04/06/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

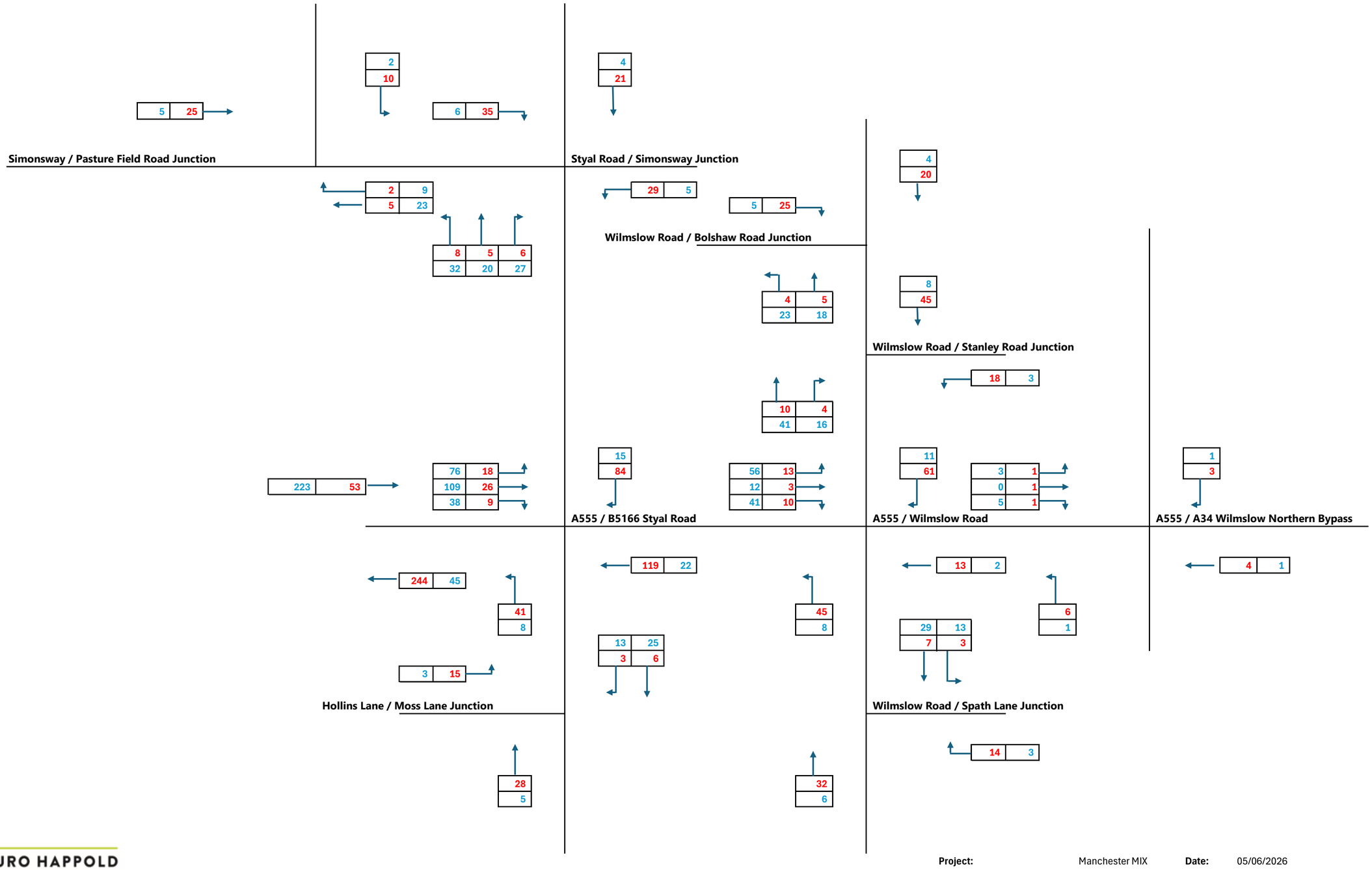
A555 - Trip Distribution (%)



BURO HAPPOLD

Project:	Manchester MIX	**Date:**	05/06/2026	
Project Number:	68696	**Initials:**	JMc	**Revision:** A

A555 - Trip Distribution (Vehicles)



BURO HAPPOLD

Project:	Manchester MIX	**Date:**	05/06/2026		
Project Number:	68696	**Initials:**	JMc	**Revision:**	A

Natalie Maynard

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Sent: 09 June 2026 15:59
To: Natalie Maynard
Cc: Chris Mullett; Helen Ratcliffe; Robert Griffin; Bracha, Megan @ Leeds; Muniza Usmani; Mike Bottomley; Blunstone, Hannah @ Manchester; Richard Dolphin; James McManus
Subject: RE: MIX - wider trip distribution

External Email. This email originated from outside Buro Happold.

Hi Natalie,

Thank you for issuing the trip distribution figures across the wider network.

Based on the flows shown, and taking into account existing junction operations as well as further discussions with TfGM, Highways request that the following junctions are also included for operational assessment:

- A555/Wilmslow Road
- Styal Road/Simonsway

Many thanks
Becky

From: Natalie Maynard <Natalie.Maynard@BuroHappold.com>
Sent: 09 June 2026 10:23
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: Chris Mullett <Chris.Mullett@BuroHappold.com>; Helen Ratcliffe <helen.ratcliffe@magairports.com>; Robert Griffin <robert.griffin@manchester.gov.uk>; Bracha, Megan @ Leeds <megan.bracha@cbre.com>; Muniza Usmani <muniza.usmani@manchester.gov.uk>; Mike Bottomley <mike.bottomley@tfgm.com>; Blunstone, Hannah @ Manchester <hannah.blunstone@cbre.com>; Richard Dolphin <richard.dolphin@tfgm.com>; James McManus <James.McManus@BuroHappold.com>
Subject: RE: MIX - wider trip distribution

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Hi Becky – I tried calling you this morning, I just wanted to check that you received the wider distribution I sent across last week and whether you / TfGM have had a chance to review it ?

As you'll appreciate, we're keen to commission any traffic surveys as quickly as we can so would welcome your feedback as soon as possible – please feel free to call if there is anything I can assist with

Kind Regards,

Natalie Maynard
Associate

BURO HAPPOLD

Transport Technical Note

Project	**MIX Manchester**
Project Number	0068696
Subject	Responses to Planning Application Comments on Transport Matters
Date	20 July 2026

Revision	Description	Author	Date	Approved
P01	First Issue	NM	20.07.26	CM

1 Introduction

1.1.1 This Technical Note responds to comments provided by Transport for Greater Manchester (TfGM) on the planning application for a new science, innovation and manufacturing campus at MIX Manchester, M90 5AZ (Planning Ref. 145543/OO/2026).

1.1.2 This Technical Note has been prepared on behalf of Airport City Limited Partnership (the Applicant) to address each of the relevant points raised, followed by Buro Happold's response shown in blue. The comments received from TfGM (dated 7 May 2026) are appended to this note in full for reference (see Appendix A).

2 Response to TfGM Comments

Comment 1 – Vision-Led Planning Approach

"Paragraphs 115 to 118 of the December 2024 NPPF require that significant impacts on the transport network and highway safety are mitigated through a vision-led approach…this should underpin the development of all transport strategies in support of new development, such that the design of highway infrastructure needed to mitigate significant development impacts is based on residual car use and ensuring safety and permeability for sustainable modes, following the application of the vision-led approach."

BH Response: The vision-led approach seeks to prioritise sustainable travel, reduce reliance on the private car, and ensure that any required highway interventions are based on residual impacts following the application of mode shift measures.

The site has an allocation in policy and has a longstanding recognition for development to come forward. The development is purposely located on a site that has a high level of accessibility to sustainable modes of transport, as reported fully in the submitted TA. Despite its 'Out of Town' location, its accessibility levels are similar to that found in city centre locations and the proposals capitalise on this. The transport strategy has been developed to first maximise opportunities for walking, cycling and public transport use. The site layout has been designed to promote permeability, with direct, safe and legible connections to surrounding active travel networks and nearby public transport services. High quality pedestrian and cycle infrastructure, secure cycle parking, public transport enhancements (refer to Comments 2 and 5) and travel planning would be embedded within the scheme from the outset.

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Notwithstanding, it is noted that highway authorities still require junction impact assessments to be undertaken using robust or 'worst-case' assumptions and this has formed the basis of the traffic impact assessment included in the TA so that the potential upper limit of highway impacts can be understood. The scope of these assessments has been agreed with all relevant highway authorities.

Accordingly, the use of worst-case scenarios for assessment purposes does not preclude adherence to a vision-led approach. Instead, it ensures that the potential impacts are fully understood, while allowing mitigation to be developed in a way that is consistent with national policy objectives and supports a transition to more sustainable travel patterns.

Further analysis is proposed as part of the junction modelling described later in this Note to demonstrate the residual impacts of the development after mode shift and demand management measures have been embedded to ensure that proportionate highway improvements and mitigation measures will be determined in line with the vision-led principles.

Comment 2 – Bus Accessibility

"Consideration should be given to the blocking, landscaping/ public realm design and site access points (particularly of the outline phases) to ensure desire lines to these connections are preserved and promoted. It would also be beneficial to add a bus stop on Enterprise Way to provide more direct access to bus routes that serve the site and already route through Enterprise Way (43, 103, 130, 248). (768 and 769 also provide services in close proximity to the site but do not go north-south down Enterprise Way.)"

BH Response: The majority of bus services in this area use the existing bus stops on Bailey Lane, which are within a 500m walk of both parts of the site. It is understood that improvements are proposed at these bus stops as part of the Dakota Hotel planning permission (Planning Ref. 140206/FO/2024 – Condition 14).

Bus routes 43, 103, 130 and 248 operate north-south along Enterprise Way as indicated on Figure 2.1 below. Provision of new bus stops on Enterprise Way for these routes would be closer to the site than the existing Bailey Lane stops and therefore more accessible, particularly for those site users with reduced mobility. These bus services also stop at the Ground Transport Interchange, thereby providing a highly accessible link to the wider public transport network and the airport itself.

It is acknowledged also that the provision of new bus stops on Enterprise Way further supports the vision-led transport strategy for improving the attractiveness of sustainable travel and reducing reliance on private car use.

The Applicant is willing to discuss a financial contribution towards the provision of new bus stops on Enterprise Way.



Figure 2.1 Existing Bus Routes via Enterprise Way

In addition to the above services, bus routes 768 and 769 operate via Thorley Lane and Bailey Lane as shown on Figure 2.2 below. These buses operate a limited timetable during school term times only with each service providing one bus in the morning (around 08:30) and one in the afternoon (around 16:00), Monday to Friday. The closest bus stops for these services are on Bailey Lane and within 500m of both parts of the site, which is considered acceptable, given the current service pattern in particular. No additional improvements are considered necessary.



Figure 2.2 Bus Route on Thorley Lane / Bailey Lane

Comment 3 – GMAL

"The highest GMAL score of 8 would be the expectation for the site. Measures should be provided to improve the GMAL score of 6 to 7."

BH Response: The site has a GMAL score of 6-7, reflecting good existing accessibility by a range of public transport modes, including proximity to bus services and the wider public transport network. Whilst higher levels of accessibility for the site are desirable, it is not felt reasonable to require this to be the sole responsibility of a single development site.

The already high levels of accessibility are considered appropriate encouragement to site users to travel by sustainable means and do not pose a barrier / disincentive to this. The improvements proposed by the development to walking and cycling connectivity and access to local bus services (see Comment 2 above) will improve accessibility further.

Should it come forward, the Metrolink extension would also improve the GMAL score, and the Applicant is committed to working with TfGM/MCC and MAG to facilitate an active travel connection to a new Terminal 2 stop – see Comment 4 below.

Comment 4 – Rapid Transit Development

"The Development Parameter Plan (Transport Assessment Appendix C) shows a section of 'TfGM safeguarded land' on the southern boundary of Parcel A. It should be noted that this location is indicative and TfGM should be included in discussions around the design and siting of the development proposals in this area as work on the Western Leg Metrolink extension (and pedestrian access to it) progresses. As part of a reserved matters application, details of the land required to facilitate active travel access from the south of MIX Parcel A should be included within design drawings. This should be produced in conjunction with TfGM Rapid Transit Development team (and MCC and MAG) to ensure coordination with any forthcoming Metrolink extension, in

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order to provide a convenient route between the site and future Terminal 2 Metrolink stop (as part of the Western Leg Extension) which will benefit site users.

Details of construction timelines and vehicle movements will to be agreed in advance and coordinated with other projects in the vicinity (NPR and Western Leg Metrolink Extension) to avoid additional stress on the surrounding highway network and unacceptable impacts on nearby construction sites and existing developments.

Section 3.3 of the Framework Travel Plan (ES Vol 2, Appendix 12.2) covers proposals for the Metrolink Western Leg Extension. Please note that at 3.3.3 all Metrolink stops are 'stops' and not stations – please amend as appropriate. The TfGM Rapid Transit Development team would also recommend that the sentence 'Discussions between the Applicant and TfGM are ongoing in this respect,' is strengthened to 'Discussions between the Applicant and TfGM Rapid Transit Development Team should be regular and collaborative and should take place in advance of Reserve Matters Applications."

BH Response: The Applicant is open to agreeing a suitably worded planning condition to commit them to involve the TfGM Rapid Transit Development team. MCC and MAG are in regular and collaborative discussions around the design and siting of the development proposals in the area of the potential future Terminal 2 Metrolink stop and active travel connection to it from the southern boundary of Parcel A, including any land required to facilitate this. Furthermore, they commit that these agreed details will be included in design drawings for any subsequent Reserved Matters Application (RMA).

Comment 5 –Active Travel Improvements at the Enterprise Way / Thorley Lane signal junction

"TfGM's Active Travel team have indicated that protected space for cycling on Thorley Lane would provide a key east-west connection helping to deliver a route identified in MCC's active travel network plan and the GM Strategic Cycle Network. Furthermore, MCC's active travel network plan has identified the need for improvements to routes which connect to the site from the north via Painswick Park including cycle crossings at the Bailey Lane, Enterprise Way, and Thorley Lane junction. Developer contributions could be used to fund Phase 1 of the Manchester CC Active Travel Network routes in the vicinity.

Additionally, in order to encourage walking and cycling trips to/from the site, it would be expected that the applicant funds improvements to address the critical issues identified by the audit."

BH Response: It is acknowledged that active travel improvements further supports the vision-led transport strategy by improving the attractiveness of sustainable travel and reducing reliance on private car use.

The Applicant is willing to discuss a financial contribution towards upgrading the existing pedestrian crossings at the Enterprise Way / Thorley Lane signal junction to provide toucan crossings. It is noted that the overall level of contribution will have to meet the three statutory tests for planning obligations set out in the NPPF.

Comment 6 –Active Travel Improvements on Enterprise Way

"Enterprise Way forms part of the vision for both Manchester CC's Active Travel Network plan and the Greater Manchester Strategic Cycle Network programme. Both strategies identify the need for protected cycle infrastructure along Enterprise Way. It is therefore essential that any development does not jeopardise the potential to deliver a high-quality cycle connection. For example, the scale of the proposed development could reduce the available highway width and constrain the future delivery of protected cycle tracks.

While some of the study area benefits from dedicated cycle spaces, there are gaps in this provision which are a cause for concern in an area with such a high volume of existing traffic. The cycling and pedestrian provision in this area was implemented prior to publication of LTN 1/20 and the Manchester Streets for All guidance, so are not in line with best practice. The junctions within the study have also not been assessed against the S4A guidance, and the lack of controlled crossings is a concern as this causes severance between the site and the Airport GTI (and other routes). The outline phase (Parcel A) in particular suffers from poor connection between the site and facilities to the south, with a lack of controlled crossings available.

It would be useful for the developer to identify how the proposals will link with existing and proposed strategic cycle routes rather than relying on cyclists only using local roads.

In respect of Section 4.2.11 of the TA, the section of shared use footway should be shown on plan and ideally it should be widened to above the minimum 3.0 metre width. If this is not possible an explanation should be provided."

BH Response: It is acknowledged that MCC and TfGM's ambition as part of their active travel strategies is to provide fully segregated cycle lanes in priority corridors, although Enterprise Way is not specifically mentioned it identifies Manchester Airport as a strategic priority area. The MIX development itself does not require land outside of the ownership boundary, reduce the available highway width or constrain the future delivery of protected cycle tracks.

Whilst the existing infrastructure around Enterprise Way pre-dates current design guidance, it nevertheless provides continuous connections that are considered suitable for the anticipated levels of pedestrian and cycle demand associated with the development. Routes are generally 3m wide and LTN 1/20 confirms that shared use routes are appropriate where pedestrian / cycle flows are low and interaction between pedestrians and cyclists is minimal.

LTN 1/20 confirms that for pedestrian / cycle flows between 300 and 1,000 users per hour, a minimum width of 3m is required, and Manchester Streets for All guidance specifies an 'absolute minimum' between 2m to 2.5m.

LTN 1/20 recommends that segregated routes should be provided where there are high pedestrian volumes such as town centres, retail areas, schools and busy commuter corridors.

It is estimated that peak pedestrian and cycle movements along the shared use routes on Enterprise Way, including for committed developments and MIX, would be circa 300 users per hour, which is not considered to be a high flow and corresponds to LTN 1/20 width requirements.

The pedestrian / cycle routes between the site and key public transport destinations are shown on Figure 2.3.

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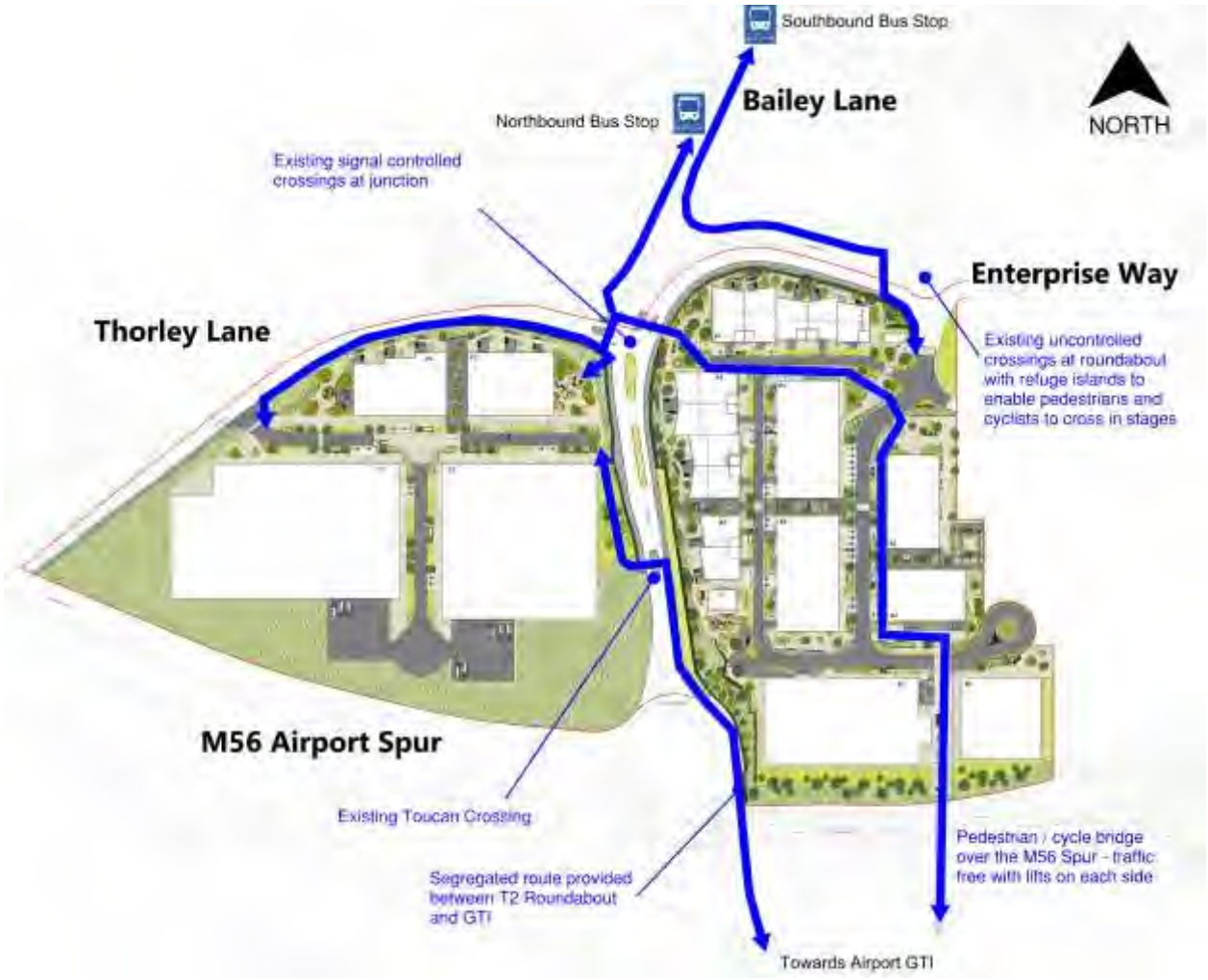


Figure 2.3 Pedestrian / Cycle Routes to Key Public Transport Destinations

The crossing facilities along the key routes are described below:

To/from north / Bailey Lane

There are uncontrolled crossings with dropped kerbs and tactile paving provided across all arms of the Enterprise Way site access roundabout, providing good access for pedestrians and cyclists to/from Bailey Lane and the eastern part of the site. The median islands on each approach at this roundabout divide the crossing movement into stages and provide suitable refuge for pedestrians and cyclists crossing.

Pedestrians and cyclists to/from Bailey Lane can also make use of the signal-controlled crossing facilities at the Enterprise Way / Thorley Lane junction, which will be upgraded to toucan crossings as part of the proposed development (as discussed under Comment 5) to provide better accessibility for cyclists. Noting that these crossings align with the proposed routes and connections within the site.

The existing shared use route along Thorley Lane provides an alternative route for pedestrians and cyclists to/from Parcel A and it is acknowledged that there is scope to extend this shared use route further along Thorley to the site access and widen the existing footway to a 3m shared route for both pedestrians and cyclists. It has been suggested by TfGM (under Comment 22) that a planning condition for a financial contribution towards these improvements should be agreed prior to occupation of Parcel A. The Applicant is willing to discuss this further, acknowledging that these active travel improvements support the vision-led transport strategy to improve the attractiveness of sustainable travel and reduce reliance on private car use.

To/from the south / GTI

It is envisaged that pedestrian / cycle trips from the eastern part of the site would use the pedestrian/cycle bridge over the M56 Spur given that this provides the most direct route (traffic free and step free) to the Manchester Airport GTI.

Site users at Parcel A are also expected to use this route and cross Enterprise Way via the signal-controlled crossing facilities provided at the Enterprise Way / Thorley Lane junction. These existing signal crossing facilities align with the proposed path / route connections within the site, providing good level of connectivity for Parcel A to/from the south.

Pedestrian / cycle routes to the south of the pedestrian/cycle bridge over the M56 Spur towards the GTI are shown on Figure 3.1 in the TA and there are crossing facilities are provided along these routes where appropriate, including zebra crossings and uncontrolled crossing facilities at roundabouts with refuge islands, dropped kerbs and tactile paving.

The assessment of junctions against the Streets for All Guidance will be discussed further with TfGM and if required provided within the TA Addendum (TAA).

Comment 7 –Wayfinding Signs

"Clear wayfinding using signs should be provided as part of the development."

BH Response: The Applicant commits to providing wayfinding signs within the site boundary as part of the development proposals, and requests that this be secured by planning condition or relevant advertisement consent.

Comment 8 –DfT Connectivity Score

"The DfT connectivity score should be provided for the site."

BH Response: The DfT Connectivity score ranges from 60-67 across the site as shown in Figure 2.4, which reflects good public transport accessibility.



Figure 2.4 DfT Connectivity Score

Comment 9 –Framework Travel Plan

"Section 10.2 states that the Framework Travel Plan includes targets to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the travel plan with an equivalent increase in public transport/active travel trips. Whilst a reduction in single occupancy car trips of 10% is considered acceptable in principle, this reduction should be considered from the outset (linked to the measures to be implemented to support sustainable transport

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in accordance with NPPF paragraphs 115 to 118), and should represent one of the scenarios tested to determine the optimum design and transport infrastructure needed to achieve the site vision, in accordance with PfE policy JP-C8 (paragraph 16) and the vision-led approach set out in NPPF. The Travel Plan should provide a more robust monitoring and management strategy to be implemented in the occupation phase of the development.

BH Response: The junction modelling described later in this Note will include an assessment scenario to account for the Framework Travel Plan target to reduce car trips by 10% by 2040 with an equivalent increase in public transport/active travel trips. This will inform decision making regarding the design and transport infrastructure needed to achieve the site vision.

In terms of the monitoring and management strategy set out in the Framework Travel Plan, this can be reviewed in more detail as part of the detailed / Final Travel Plan to be secured by condition and/or s106 obligation and submitted prior to first occupation of the Proposed Development.

Comment 10 –Trip Distribution

"The trip distribution has been derived using 2011 census data, which will need updating to 2021. The TA states that the distribution aligns with other MAG work being undertaken by AECOM, these values should be provided in the TA. TfGM HFAS have previously requested that a figure is provided which shows the development trips on the road network. Appendix E contains traffic flow diagrams but a scenario showing development trips only is not provided. We would request that this is provided and includes all junctions which are expected to face an increase of over 30 vehicles per hour as a result of the development."

BH Response: It is not considered appropriate to make reference to the more recent 2021 Journey to Work Census dataset as there are pandemic-related quality considerations associated with this i.e. data was collected during lockdown when travel was restricted. This is discussed further under Comment 11. It is also noted that the 2011 census data was adopted during the scoping discussions and no issues were raised by MCC / TfGM at that time.

A comparison is shown below in Table 2.1 of the distribution adopted for assessment in the MIX TA compared with that used historically as part of the airport-related strategic modelling assessment work that was undertaken by MAG and their transport consultants AECOM. It demonstrates that the distribution adopted for assessment in the MIX TA are similar.

Table 2.1 Trip Distribution compared with AECOM

Direction	MIX TA	AECOM
North via M56	48%	54%
North via Bailey Lane	5%	6%
South via M56	15%	14%
South via Thorley Lane / Runger Lane	3%	3%
East via A555	29%	23%

Trip distribution across the wider network showing an increase of over 30 vehicles per hour was submitted to TfGM / MCC on 5 June 2026 and it was agreed on 9 June 2026 (refer to Appendix B) that the following junctions should be included in the study area (Junctions 8 and 9 are in addition to those included in the TA):

1) Thorley Lane / Airport Car Park (Jet Parks 1) staggered priority junction with Little Faces Access
2) Thorley Lane / Enterprise Way signal junction
3) Enterprise Way / Airport Car Park (Jet Parks 2) roundabout
4) Enterprise Way / M56 / World Way (Terminal 2 Roundabout)
5) A555 Ringway Road / Outward Lane signal junction
6) Enterprise Way / Aviator Way signal junction
7) A555 Ringway Road / Enterprise Way signal junction
8) B5166 Styal Road / Simonsway signal junction

9) A555 / Wilmslow Road double roundabout junction

In addition is noted that additional traffic surveys have now been undertaken to reflect the airline moves confirmed by MAG that took place after the October 2025 traffic surveys were undertaken for the TA. The junction modelling presented in the TA will be updated to suit.

Comment 11 –Workplace Mode Split

"Section 7.3 of the TA (Workplace Mode Split) uses an average of 2011 census data and GMAL accessibility scores to inform the assumed modal split used to travel to the site. However, with a mode share of 0%, Strategic Planning consider this to underplay the proportion of people using the Metrolink for journeys to/from the MSOA in terms of both current and potential future users resulting from this development and more current data should be sought. TfGM consider that 2021 Census data is broadly representative of the modal split and therefore should be used as the baseline for this assessment, but this should be supplemented with more recent bus patronage data to account for the decline in bus use in 2021."

BH Response: 2021 Journey to Work Census data was not used for the TA due to the impact of the pandemic on travel behaviour being reflected in the Census. The submitted TA acknowledged that the Metrolink mode share for workplace trips may be on the low side given that the 2011 Census data pre-dates the opening of the Metrolink line to the airport. A review of other sources of data was undertaken at the time but this was inconclusive, and no further adjustments were made for the purpose of the assessment, keeping to a worst-case scenario in terms of baseline mode split.

Nonetheless, as shown in Table 2.2, the 2021 Census data shows a similar Metrolink mode split to the 2011 Census data for MSOA Area E02001097: Manchester 053 where the site is located.

Table 2.2 2021 Census Mode Split compared to 2011 Census

Mode	2011 Census	2021 Census
Work mainly at or from home	0.0%	0.0%
Metrolink	**0.7%**	**1.1%**
Train	3.4%	1.7%
Bus, minibus or coach	8.2%	6.6%
Taxi	0.7%	1.7%
Motorcycle, scooter or moped	1.0%	0.5%
Driving a car or van	77.0%	68.3%
Passenger in a car or van	3.8%	6.5%
Bicycle	2.5%	2.3%
On foot	3.1%	10.0%

Comment 12 –Public Transport Impact

"Section 8.3 of the Transport Assessment (Public Transport Impact) states that increases in Metrolink trips would decrease other public transport mode share. It is also noted that Table 8.3 assumes no travel to work trips associated with the detailed portion of the proposals will be made via tram. These assumptions seem at odds with the availability of both the tram and bus routes as existing modes and the GM vision; this should instead be framed as an opportunity to increase trips across all forms of public transport, in line with the Right Mix vision set out in the Local Transport Plan. We would expect to see a vision-led scenario achieving a higher proportion of trips via active and public transport."

BH Response: The Framework Travel Plan includes a target to increase public transport and active travel each by 5% and to reduce car use by 10%. Based on the adopted baseline mode split, this would result in a reduction in car use from 66.8% to 56.8% over the 5-year timeframe of the Travel Plan.

This is considered to be a realistic Travel Plan target at this stage prior to occupation. Noting that these are interim targets, which would be subject to review with MCC once the baseline travel surveys have been

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undertaken following occupation (as set out in the Framework Travel Plan). Similarly, the baseline mode split will also be compared and reviewed against the baseline travel surveys and should there be an opportunity to achieve a higher proportion of trips via active travel and public transport, this would be determined at that stage.

Comment 13 –Traffic Counts

"In respect of Section 8.4.16 of the TA, the term it is 'generally accepted' is not appropriate, particularly when ATC data is available on the A555. This should be used to determine the day-to-day variability on the road."

BH Response: A review of the ATC data from the October 2025 surveys for the A555 is shown below in Tables 2.3 and 2.4. It demonstrates that the day-to-day variation during the AM peak hour ranges from -7% to + 6% and during the PM peak hour between -18% to + 14%.

Paragraph 8.4.16 of the TA is therefore considered appropriate, which states that *"day-to-day variation of traffic on a road is frequently + or -10%, particularly on strategic routes with significant traffic flows such as the A555. Therefore, projected changes in traffic of less than 10% are unlikely to create a discernible impact".*

Table 2.3 Daily Traffic Variation on the A555– Total Vehicles (AADT)

A555 Eastbound					
Hour	**Wednesday 15th October**	**Thursday 16th October**	**Friday 17th October**	**Monday 20th October**	**Tuesday 21st October**
08:00-09:00	1,666	1,610 (-56)	1,621 (-45)	1,651 (-15)	1,646 (-20)
17:00-1800	1,345	1,476 (+131)	1,528 (+183)	1,146 (-199)	1,267 (-78)
A555 Westbound					
08:00-09:00	1,477	1,564 (+87)	1,369 (-108)	1,418 (-59)	1,483 (+6)
17:00-1800	1,459	1,564 (+105)	1,521 (+62)	1,548 (+89)	1,193 (-266)

Table 2.4 Range in Daily Traffic Variation on the A555

Hour	A555 Eastbound	A555 Westbound
08:00-09:00	Min -1% Max -3%	Min -7% Max 6%
17:00-1800	Min -15% Max 14%	Min - 18% Max 7%

Comment 14 –Study Area

"In terms of the study area that should be captured, any junction which will be subject to increases of over 30 vehicles should be studied. This extends beyond the study area included in the TA, and it appears that junction impact analysis has not been undertaken outside of the study area.

The junctions below will have an increase of over 30 vehicles (as shown in Appendix J of the TA) but have not been modelled. TfGM UTC would expect these junctions and any others which will be subject to increases of over 30 vehicles to be modelled, as with the other junctions in the study area:

- *Junction 1 - A555 / B5166 signal junction – located 1.7km east of Enterprise Way*
- *Junction 2 - A555 / Wilmslow Road signal junction – located 4.7km east of Enterprise Way."*

BH Response: Refer to Comment 10 and agreement with MCC / TfGM to include the following junctions in the study area (Junctions 8 and 9 are in addition to those included in the TA):

1 Thorley Lane / Airport Car Park (Jet Parks 1) staggered priority junction with Little Faces Access
2 Thorley Lane / Enterprise Way signal junction
3 Enterprise Way / Airport Car Park (Jet Parks 2) roundabout
4 Enterprise Way / M56 / World Way (Terminal 2 Roundabout)
5 A555 Ringway Road / Outward Lane signal junction
6 Enterprise Way / Aviator Way signal junction
7 A555 Ringway Road / Enterprise Way signal junction
8 B5166 Styal Road / Simonsway signal junction
9 A555 / Wilmslow Road double roundabout junction

Comment 15 –LINSIG modelling

"With reference to Section 8.4.13 of the TA, whilst the 2007 guidance has been withdrawn officially, no similar guidance has been provided, and it is accepted common practice to still use the guidance.

The results of the modelling for each junction should be provided in the main body of the report. This should show the DoS/Queue/Delays for each approach for each modelled scenario; simply providing the LINSIG results in the appendix is not sufficient. In respect of Section 8.4.4 of the TA, the delay should also be reported."

BH Response: The LINSIG results were summarised in a series of Tables included in Appendix H of the submitted TA. The LINSIG output data was also included in the Appendix to this Note. Due to the size of the results summary tables they were not included in the main body of the report to improve legibility of the document for all audiences.

Comment 16 –Thorley Lane / Site Access Junction

"This junction should be modelled using PICADY."

BH Response: This junction was modelled in PICADY and the parameters were included in the LINSIG network model.

It has been agreed with TfGM (email dated 3 June) that a network-wide LINSIG model is not required and all junctions in the agreed study area will be modelled as follows:

1 Thorley Lane / Airport Car Park (Jet Parks 1) staggered priority junction with Little Faces (PICADY)
2 Thorley Lane / Enterprise Way signal junction (LINSIG)
3 Enterprise Way / Airport Car Park (Jet Parks 2) roundabout (ARCADY)
4 Enterprise Way / M56 / World Way (Terminal 2 Roundabout) (ARCADY)
5 A555 Ringway Road / Outward Lane signal junction (LINSIG)
6 Enterprise Way / Aviator Way signal junction (LINSIG)
7 A555 Ringway Road / Enterprise Way signal junction (LINSIG)
8 B5166 Styal Road / Simonsway signal junction (LINSIG)
9 A555 / Wilmslow Road double roundabout junction (ARCADY)

All junctions are to be modelled in isolation, except Junctions 5, 6 and 7, which will form a LINSIG network model given the close proximity and likely interaction of these junctions.

Comment 17 – T2 Roundabout

"The parameters used in the roundabout model should be provided from an ARCADY model – it is not sufficient to use the default parameters in LINSIG."

BH Response: This junction was modelled in ARCADY and the parameters were included in the LINSIG network model. It has been agreed with TfGM that the updated junction modelling will be undertaken as described above under Comment 16.

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Comment 18 – A555 / Enterprise Way / Outwood Lane Junctions

"The junction is on MOVA and the maximum cycle time has been used for the LINSIG modelling. It would be more realistic to use the average cycle time over the peak periods."

BH Response: The cycle time used in the modelling was set to 125 seconds in the AM peak and 120 seconds in the PM peak. A single cycle time was used to be able to model the platooning between closely spaced adjacent junctions in order to gain queue profiling and thus help validation of the model. Otherwise, under different cycle times at each node the entry flow to each junction would vanish and form a simple uniform arrival profile with no allowance for platooning.

Direct inspection of the survey videos revealed that the Outwood Lane junction was running onto a long cycle on the majority of cycles, consistently noted two minute plus cycles in AM. This node appears to be the critical one on Ringway Road and influences the capacity of the other local signal junctions due to queue blocking. At the Enterprise Way / Ringway Rd junction it is agreed a shorter cycle does occur, which is shown in the MOVA log data provided. The modelling by necessity forms a compromise, with the aim to not exceed 100% DoS in the observed scenario and to replicate the realistic throughput and capacity of the local network to be able to test development impacts.

Comment 19 – A555 / Aviator Way Junction

"Stage 2 hasn't been included in the model. The numbers below are the appearance of Stage 2 during the AM peak – i.e. 22 times in the 29 cycles during the hour. The model isn't correct and Stage 2 should be modelled:

09:00: 34 TOTALS: 29 22 29"

BH Response: TfGM confirmed that this junction operates under VA control. On that basis, a reasonable assumption was made to omit Stage 2 given the low demands on the right turn on Enterprise Way (7 vehicles in the AM peak) assuming demand responsiveness calling the indicative right turn arrow only when needed, as these vehicles would seek gaps during Stage 1. This will be verified with the camera footage for the additional traffic surveys undertaken W/C 22 June 2026.

Comment 20 – Highway Mitigation

"Notwithstanding background growth, the development will attract additional vehicle trips to the network, and this has not been mitigated. Furthermore, no improvements to active travel facilities or public transport are proposed and hence it cannot be assumed that a 're-mode' will take place to reduce the traffic volumes. The Travel Plan would not be monitored, and no annual reports are proposed on trips to and from the site.

At the very least mitigation should be proposed at the junction of the A555 / Enterprise Way. The only way of increasing the capacity of the junction is to change the layout to provide two right turning lanes from Enterprise Way at the junction. This widening would utilise the two lanes away from the junction on Enterprise Way.

The two modelled roundabouts are predicted to have RfCs above 85 per cent. As such mitigation is expected, simply stating that there is space for the queuing is insufficient."

BH Response: Highway mitigation will be discussed with MCC/TfGM further once the updated junction modelling has been completed, ahead of the Addendum TA being submitted.

It is envisaged that the implementation and monitoring of the Framework Travel Plan would be secured by condition and/or s106 obligation, including a detailed / Final Travel Plan to be submitted and approved by MCC/TfGM prior to first occupation.

Comment 21 – Car Parking Provision

"The TA confirms that 2,013 car parking spaces are planned over the detailed and outline sections of the proposed development, 1,364 of which are highlighted as being for the site. It is stated that this level of car parking is below Manchester City Council maximum car parking standards, however, a more vision-led

approach would be to compare the anticipated car parking accumulation for site uses and ensure that the car parking to be provided does not significantly exceed this and indeed supports the vision for the site, capitalising on very good multimodal accessibility to the site and the GM Right Mix Vision to achieve 50% car (including car sharing) and 50% sustainable mode use (including walking, wheeling, cycling and public transport).”

BH Response: The car parking accumulation for the proposed development is shown in Table 2.5, which shows a peak car parking accumulation generated by MIX of 1,198 spaces. The proposed car parking at the site for MIX (1,364 spaces) is therefore considered appropriate for the location and development proposed, being sufficient to meet the anticipated parking demand from staff and visitor trips and not likely to cause an overspill parking issue.

Table 2.5 Car Parking Accumulation – From MIX

Hour	Cars IN	Cars OUT	Car Parking Accumulation
06:00-07:00	42	12	53
07:00-08:00	378	67	364
08:00-09:00	594	109	849
09:00-10:00	356	107	1,098
10:00-11:00	168	107	1,159
11:00-12:00	129	113	1,175
12:00-13:00	198	217	1,157
13:00-14:00	217	176	**1,198**
14:00-15:00	138	176	1,159
15:00-16:00	102	226	1,035
16:00-17:00	112	372	775
17:00-18:00	95	534	336
18:00-19:00	72	335	73
19:00-20:00	21	31	62
20:00-21:00	11	14	59
21:00-22:00	4	7	56

Comment 22 – Conditions

“The following conditions are suggested to ensure coordination with wider infrastructure development, and to encourage modal shift away from private vehicle trips:

1) Prior to the occupation of the outline phase (Parcel A), details of proposed contributions to upgrading offsite pedestrian infrastructure (referred to previously) should be submitted in writing to and agreed with the local planning authority.

2) Prior to development being undertaken on site, details of the proposed contributions to local (off-site) cycle infrastructure improvements should be submitted in writing to and agreed with the local planning authority.

3) Prior to the development being brought into use, details of additional bus stops on Enterprise Way should be agreed with TfGM and MCC, submitted to and approved in writing by the local planning authority.”

BH Response: These conditions are acceptable to the Applicant in principle and will be discussed further with MCC once the TAA has been submitted.

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3 Feedback and Response Summary

3.1.1 The Applicant has responded to each of TfGM's comments and has demonstrated that the proposed development is founded on a vision-led transport strategy which prioritises sustainable travel. It includes a confirmed commitment to enhanced active travel and public transport infrastructure with ongoing collaboration with TfGM and MCC and additional assessment where required to inform proportionate highway impact mitigation and contributions.

3.1.2 Additional information has been provided in line with stakeholder requests for the following, which is appended to this Note in Appendix B:

- Permitted Off-Site Parking Locations – submitted to National Highways /MCC /TfGM on 11th May 2026.
- Transport Technical Note for National Highways setting out predicted increase in trips at Junctions 4 to 6 on the M56 – submitted to National Highways /MCC /TfGM on 21st May 2026.
- Trip distribution across the wider network showing junctions with an increase of over 30 vehicles per hour - submitted to MCC / TfGM on 5th June 2026.
- Agreement of additional junctions to be assessed to TA Study Area (MCC email dated 9 June 2026.

APPENDIX A TfGM Comments dated 7 May 2026

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Transport for Greater Manchester

Transport for Greater Manchester

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Phone: 0161 244 1000
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Your ref: 145543/OO/2026
Our ref: MAN/26/115

Manchester City Council
Planning
P O Box 532
Town Hall
Manchester
M60 2LA

7th May 2026

Location: **MIX Manchester (Formerly Airport City North), Manchester, M90 5AZ**

Development: **Full Planning Permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping; and, , Outline Planning Permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a multi-storey car park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.**

Dear Rebecca Hesketh

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for Phase 1 Mix Manchester which comprises a hybrid planning application for:

[1]TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. [2]TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

- Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

- Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.

The site is not within a Places for Everyone (PfE) allocation, but it is close to the Medipark/Timperley Wedge allocation (JPA 3) and to Manchester Airport (Policy JP-Strat10).

It should be highlighted that TfGM have previously provided comments on these proposals (guidance for the trip assumptions and junctions to be included and subsequent scoping for trip rates, growth etc) as part of pre-application work with the Local Highway Authority.

Development Impact

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services), TfGM UTC (Urban Traffic Control), TfGM Strategic Planning, TfGM Rapid Transit Development and TfGM Active Travel have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Vision-Led Planning Approach

The application will generate a significant volume of trips over the lifetime of the development. Paragraphs 115 to 118 of the December 2024 NPPF require that significant impacts on the transport network and highway safety are mitigated through a vision-led approach. This reinforces the need for early integration of transport planning into development proposals, ensuring alignment with sustainable transport objectives. A vision-led planning approach should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.

The vision-led principles outlined above should underpin the development of all transport strategies in support of new development, such that the design of highway infrastructure needed to mitigate significant development impacts is based on residual car use and ensuring safety and permeability for sustainable modes, following the application of the vision-led approach.

It is acknowledged that section 2.2.7 states that: *"[…] enhancements to highway capacity are to be considered as a last resort and the methodology used within this TA reflects the vision-led approach to providing safe and accessible developments for all by re-prioritising the road user hierarchy for pedestrians, cyclists and public transport with vehicular traffic at the bottom, in line with para 118 of the NPPF."* However, in reviewing the submitted Transport Assessment, it appears that a 'business as usual' approach has been taken, with significant reliance on private vehicle trips as illustrated by the large number of proposed car parking spaces (1,493 + 520) in the 2 proposed MSCPs.

II. Site Accessibility

The Transport Assessment has reviewed the existing provision in terms of pedestrian connections, local cycle network, public transport accessibility, and the local highway network. An active travel assessment is provided which assesses the potential to walk, wheel or cycle to/from key points in the vicinity (e.g. the Ground Transport Interchange (GTI) at the airport, and Wythenshawe town centre) against Streets for All metrics.

Public Transport

- Bus

The TA highlights the availability of bus stops in proximity to the site, including at the airport GTI (approx. 400m from the southern boundary of the development site), Thorley Lane (approx. 400m from the western boundary of the development site) and Bailey Lane (approx. 100m from the northern boundary of the development site). The airport GTI also provides access to heavy rail and Metrolink services. These distances are broadly acceptable, but consideration should be given to the blocking, landscaping/ public realm design and site access points (particularly of the outline phases) to ensure desire lines to these connections are preserved and promoted. It would also be beneficial to add a bus stop on Enterprise Way to provide more direct access to bus routes that serve the site and already route through Enterprise Way (43, 103, 130, 248). (768 and 769 also provide services in close proximity to the site but do not go north-south down Enterprise Way.)

With respect to Section 3.4.2 of the TA, the highest GMAL score of 8 would be the expectation for the site. Measures should be provided to improve the GMAL score of 6 to 7. It should be noted that the proposed measures listed in Section 3.5 do not propose any timescales or any certainty that they will proceed. This cannot be relied upon for improving the public transport accessibility of the development.

- Rapid Transit Development

The Development Parameter Plan (Transport Assessment Appendix C) shows a section of 'TfGM safeguarded land' on the southern boundary of Parcel A. It should be noted that this location is indicative and TfGM should be included in discussions around the design and siting of the development proposals in this area as work on the Western Leg Metrolink extension (and pedestrian access to it) progresses. As part of a reserved matters application, details of the land required to facilitate active travel access from the south of MIX Parcel A should be included within design drawings. This should be produced in conjunction with TfGM Rapid Transit Development team (and MCC and MAG) to ensure coordination with any forthcoming Metrolink extension, in order to provide a convenient route between the site and future Terminal 2 Metrolink stop (as part of the Western Leg Extension) which will benefit site users.

Details of construction timelines and vehicle movements will to be agreed in advance and coordinated with other projects in the vicinity (NPR and Western Leg Metrolink Extension) to avoid additional stress on the surrounding highway network and unacceptable impacts on nearby construction sites and existing developments.

Section 3.3 of the Framework Travel Plan (ES Vol 2, Appendix 12.2) covers proposals for the Metrolink Western Leg Extension. Please note that at 3.3.3 all Metrolink stops are 'stops' and not stations – please amend as appropriate. The TfGM Rapid Transit Development team would also recommend that the sentence '*Discussions between the Applicant and TfGM are ongoing in this respect,'* is strengthened to *'Discussions between the Applicant and TfGM Rapid Transit Development Team should be regular and collaborative and should take place in advance of Reserve Matters Applications.*

Active Travel

Section 4.7 of the Transport Assessment sets out some of the key findings, and whilst it is noted that this states it is not a list of improvements required to mitigate the impacts of the development, the TA acknowledges that this may help the LHA allocate funding or developer contributions. TfGM's Active Travel team have indicated that protected space for cycling on Thorley Lane would provide a key east-west connection helping to deliver a route identified in MCC's active travel network plan

and the GM Strategic Cycle Network. Furthermore, MCC's active travel network plan has identified the need for improvements to routes which connect to the site from the north via Painswick Park including cycle crossings at the Bailey Lane, Enterprise Way, and Thorley Lane junction. Developer contributions could be used to fund Phase 1 of the Manchester CC Active Travel Network routes in the vicinity.

Additionally, in order to encourage walking and cycling trips to/from the site, it would be expected that the applicant funds improvements to address the critical issues identified by the audit.

Enterprise Way forms part of the vision for both Manchester CC's Active Travel Network plan and the Greater Manchester Strategic Cycle Network programme. Both strategies identify the need for protected cycle infrastructure along Enterprise Way. It is therefore essential that any development does not jeopardise the potential to deliver a high-quality cycle connection. For example, the scale of the proposed development could reduce the available highway width and constrain the future delivery of protected cycle tracks.

While some of the study area benefits from dedicated cycle spaces, there are gaps in this provision which are a cause for concern in an area with such a high volume of existing traffic. The cycling and pedestrian provision in this area was implemented prior to publication of LTN 1/20 and the Manchester Streets for All guidance, so are not in line with best practice. The junctions within the study have also not been assessed against the S4A guidance, and the lack of controlled crossings is a concern as this causes severance between the site and the Airport GTI (and other routes). The outline phase (Parcel A) in particular suffers from poor connection between the site and facilities to the south, with a lack of controlled crossings available.

It would be useful for the developer to identify how the proposals will link with existing and proposed strategic cycle routes rather than relying on cyclists only using local roads.

In respect of Section 4.2.11 of the TA, the section of shared use footway should be shown on plan and ideally it should be widened to above the minimum 3.0 metre width. If this is not possible an explanation should be provided.

Clear wayfinding using signs should be provided as part of the development.

The DfT connectivity score should be provided for the site.

III. Framework Travel Plan

Section 10.2 states that the Framework Travel Plan includes targets to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the travel plan with an equivalent increase in public transport/active travel trips. Whilst a reduction in single occupancy car trips of 10% is considered acceptable in principle, this reduction should be considered from the outset (linked to the measures to be implemented to support sustainable transport in accordance with NPPF paragraphs 115 to 118), and should represent one of the scenarios tested to determine the optimum design and transport infrastructure needed to achieve the site vision, in accordance with PfE policy JP-C8 (paragraph 16) and the vision-led approach set out in NPPF. The Travel Plan should provide a more robust monitoring and management strategy to be implemented in the occupation phase of the development.

IV. Collision Analysis

Collision analysis has been undertaken for the most recent 5-year period. The analysis shows that there is not a significant record of collisions in this period.

V. Trip Generation, Distribution and Mode Share

As part of our Transport Vision, Greater Manchester has a goal to achieve a 'Right Mix' mode share of 50% car (including car sharing) / 50% sustainable mode use (including walking, wheeling, cycling and public transport) by 2040. This is a ten percentage point shift from our current baseline of 60% car (including car sharing) / 40% sustainable mode use (including walking, wheeling, cycling and public transport).

The use of TRICS is appropriate and the resulting surveys are reflective of the site. The resulting trips are extremely significant, with 669 two-way vehicle trips expected in the AM peak hour and 596 two-way vehicle trips expected in the PM peak hour. This level of trip generation is likely to require significant levels of mitigation on the highway network. Section 10.4 of provides the "vehicle trip mitigation" expected of the development. No highway mitigations are proposed as part of the development.

The trip distribution has been derived using 2011 census data, which will need updating to 2021. The TA states that the distribution aligns with other MAG work being undertaken by AECOM, these values should be provided in the TA. TfGM HFAS have previously requested that a figure is provided which shows the development trips on the road network. Appendix E contains traffic flow diagrams but a scenario showing development trips only is not provided. We would request that this is

provided and includes all junctions which are expected to face an increase of over 30 vehicles per hour as a result of the development.

Section 7.3 of the TA (Workplace Mode Split) uses an average of 2011 census data and GMAL accessibility scores to inform the assumed modal split used to travel to the site. However, with a mode share of 0%, Strategic Planning consider this to underplay the proportion of people using the Metrolink for journeys to/from the MSOA in terms of both current and potential future users resulting from this development and more current data should be sought. TfGM consider that 2021 Census data is broadly representative of the modal split and therefore should be used as the baseline for this assessment, but this should be supplemented with more recent bus patronage data to account for the decline in bus use in 2021.

Section 8.3 of the Transport Assessment (Public Transport Impact) states that increases in Metrolink trips would decrease other public transport mode share. It is also noted that Table 8.3 assumes no travel to work trips associated with the detailed portion of the proposals will be made via tram. These assumptions seem at odds with the availability of both the tram and bus routes as existing modes and the GM vision; this should instead be framed as an opportunity to increase trips across all forms of public transport, in line with the Right Mix vision set out in the Local Transport Plan. We would expect to see a vision-led scenario achieving a higher proportion of trips via active and public transport.

VI. Traffic Counts

In respect of Section 8.4.16 of the TA, the term it is 'generally accepted' is not appropriate, particularly when ATC data is available on the A555. This should be used to determine the day-to-day variability on the road –the location of TfGM's ATC counters is shown below.



VII. Traffic Growth

In terms of growth, the use of Tempro and the study years were agreed during the scoping exercise, and it appears these parameters have been maintained as part of the planning application.

VIII. Study Area

There is no indication provided of how the study area has been determined. In terms of the study area that should be captured, any junction which will be subject to increases of over 30 vehicles should be studied. This extends beyond the study area included in the TA, and it appears that junction impact analysis has not been undertaken outside of the study area.

The junctions below will have an increase of over 30 vehicles (as shown in Appendix J of the TA) but have not been modelled. TfGM UTC would expect these junctions and any others which will be subject to increases of over 30 vehicles to be modelled, as with the other junctions in the study area.

- Junction 1 - A555 / B5166 signal junction – located 1.7km east of Enterprise Way

- Junction 2 - A555 / Wilmslow Road signal junction – located 4.7km east of Enterprise Way

IX. LINSIG Modelling

With reference to Section 8.4.13 of the TA, whilst the 2007 guidance has been withdrawn officially, no similar guidance has been provided, and it is accepted common practice to still use the guidance.

The results of the modelling for each junction should be provided in the main body of the report. This should show the DoS/Queue/Delays for each approach for each modelled scenario; simply providing the LINSIG results in the appendix is not sufficient.

In respect of Section 8.4.4 of the TA, the delay should also be reported.

LINSIG models

The saturation flows have been amended following on site 'calibration' – this will have an impact on the capacity of the modelling. In order to confirm that the saturation flows are correctly entered, the observation results should be provided for each approach that has been changed from the calculated sat flow values. The changed sat flows should be provided in a separate table showing the calculated saturation flows for each link.

Junction 1 – Thorley Lane – Site Access

This should be modelled using PICADY.

Junction 2 – Thorley Lane – Enterprise Way

No comments.

Junction 4 and Junction 5 roundabouts

The parameters used in the roundabout models should be provided from an ARCADY model – it is not sufficient to use the default parameters in LINSIG.

Junction 3 – Enterprise Way – Site Access

No comments

Junction 5 – A555 – Ringway

The junction is on MOVA and the maximum cycle time has been used for the LINSIG modelling. It would be more realistic to use the average cycle time over the peak periods.

Junction 7 – Enterprise Way – Aviator Way

Stage 2 hasn't been included in the model. The numbers below are the appearance of Stage 2 during the AM peak – i.e. 22 times in the 29 cycles during the hour. The model isn't correct and Stage 2 should be modelled.

09:00: 34 TOTALS: 29 22 29

X. Highway Mitigation

With respect to Section 10.4 of the TA, no vehicle mitigation has been proposed. Notwithstanding background growth, the development will attract additional vehicle trips to the network, and this has not been mitigated. Furthermore, no improvements to active travel facilities or public transport are proposed and hence it cannot be assumed that a 're-mode' will take place to reduce the traffic volumes. The Travel Plan would not be monitored, and no annual reports are proposed on trips to and from the site.

At the very least mitigation should be proposed at the junction of the A555 / Enterprise Way. The only way of increasing the capacity of the junction is to change the layout to provide two right turning lanes from Enterprise Way at the junction. This widening would utilise the two lanes away from the junction on Enterprise Way.

The two modelled roundabouts are predicted to have RfCs above 85 per cent. As such mitigation is expected, simply stating that there is space for the queuing is insufficient.

XI. Proposed Access Arrangements

Section 6.5 of the TA details the proposed access arrangements for the development.

Access to the western part of the site will be via the existing JetParks 1 car park entrance on Thorley Lane and for the eastern part of the site, this will be via the existing roundabout on Enterprise Way as indicated on Figure 6.5.

The proposed internal site layout on the eastern part of the site for the full application provides a traffic routing strategy detailed within Section 6.5.2 of the TA.

The proposed servicing arrangements for the development are covered within Section 6.7 of the TA. It is stated that all delivery and servicing vehicles will be accommodated on-site and will be able to turn around within the site and exit back onto the public highway in forward gear. Vehicle swept path analysis has been undertaken and is included within Appendix F.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access and servicing arrangements are acceptable.

XII. Car Parking Provision

The TA confirms that 2,013 car parking spaces are planned over the detailed and outline sections of the proposed development, 1,364 of which are highlighted as being for the site. It is stated that this level of car parking is below Manchester City Council maximum car parking standards, however, a more vision-led approach would be to compare the anticipated car parking accumulation for site uses and ensure that the car parking to be provided does not significantly exceed this and indeed supports the vision for the site, capitalising on very good multimodal accessibility to the site and the GM Right Mix Vision to achieve 50% car (including car sharing) and 50% sustainable mode use (including walking, wheeling, cycling and public transport).

XIII. Conditions

The following conditions are suggested to ensure coordination with wider infrastructure development, and to encourage modal shift away from private vehicle trips:

1) Prior to the occupation of the outline phase (Parcel A), details of proposed contributions to upgrading offsite pedestrian infrastructure (referred to previously) should be submitted in writing to and agreed with the local planning authority.

2) Prior to development being undertaken on site, details of the proposed contributions to local (off-site) cycle infrastructure improvements should be submitted in writing to and agreed with the local planning authority.

3) Prior to the development being brought into use, details of additional bus stops on Enterprise Way should be agreed with TfGM and MCC, submitted to and approved in writing by the local planning authority.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

BURO HAPPOLD

Transport Technical Note

Project	**MIX Manchester**
Project Number	0068696
Subject	Response to Planning Application Comments on Transport Matters
Date	16 July 2026

Revision	Description	Author	Date	Approved
P01	Draft Issue	NM	16.07.26	CM

1 Introduction

1.1.1 This Technical Note has been prepared on behalf of Airport City Limited Partnership (the Applicant) to address comments provided by Manchester Airport Group (MAG) on the planning application for a new science, innovation and manufacturing campus at MIX Manchester M90 5AZ (Planning Ref. 145543/OO/2026).

1.1.2 The comments from MAG received through MCC on 13 May 2026, are set out below followed by Buro Happold's response shown in blue.

2 Consultation Feedback from MAG

"The Airport has been in constructive dialogue with the applicants over the scope of the Transport Assessment prepared to accompany the planning application so that the impact of the proposed development upon the Airport's roads and wider road network are properly assessed and understood.

We have also been engaging in order that the applicants able to take account of the fully local traffic patterns and the understand Airport's and are forecast should also be recognised that there is no constraint growth on the Airport's capacity imposed by any existing planning permission (subject to its conditions being complied with).

The submitted network Olympic House Manchester M90 1QX United Kingdom Transport Assessment is informed by surveys of the local road that were undertaken in October 2025 . These were , however , completed prior to the completion of a series of major airline moves from the Airport's Terminal 1 to Terminal 2 in mid-November 2025, with accompanying changes in vehicular movements across and around the airport campus .

Approximately 75% of the airport's passengers now depart from and arrive into Terminal 2, with only 25% using Terminal 3 (Terminal 1 is now closed). The Terminal 2 area, particularly World Way, the T2 elevated roundabout , the Enterprise Way /A555 junction and Thorley Lane/Enterprise Way junction , are now subject to more traffic than when the applicant's surveys were undertaken . It is therefore important that the baseline highway conditions and vehicular flows in the submitted Transport Assessment are properly representative of the current situation and the future operation of the Airport. As a consequence, the modelling undertaken by the applicants of the proposed development 's impact in future years and the subsequent identification of mitigation measures of the impacts arising should be updated."

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BH Response: Additional traffic surveys have now been undertaken (W/C 22nd June 2026) to reflect the airline moves confirmed by MAG that took place after the October 2025 traffic surveys used in the TA. The junction modelling presented in the TA will be updated to suit.

It has been agreed with MCC that the revised junction modelling results will be submitted in a technical note for discussion with MCC / TfGM. Subject to agreement, this information would then be included in a Transport Addendum (TAA) for formal submission to address all highways and transport related matters.

BURO HAPPOLD

Transport Technical Note

Project	**MIX Manchester**
Project Number	0068696
Subject	Responses to Planning Application Comments on Transport Matters
Date	29 July 2026

Revision	Description	Author	Date	Approved
P01	First Issue	NM	29.07.26	CM

1 Introduction

1.1.1 This Technical Note responds to further comments provided by National Highways (NH) on the planning application for a new life science, innovation and manufacturing campus at MIX Manchester, M90 5AZ (Planning Ref. 145543/OO/2026).

1.1.2 This Technical Note has been prepared on behalf of Airport City Limited Partnership (the Applicant) to address each of the relevant points raised, followed by Buro Happold's response shown in blue. The comments received from NH on 1 July 2026 are appended to this note in full for reference (see Appendix A).

2 Response to NH Comments

Comment 3.01 – Baseline Traffic Data

"WSP note that whilst the TN does not specifically address the previous comments made with regard to the SoCG, further comments later in this review address the specific requirements of M56 Junction 5 in relation to the effects of development.

"It is noted that the baseline traffic survey data has been collected to reflect peak network conditions and a neutral survey period in line with DfT TAG M1.2 guidance.

WSP have reviewed the additional information presented in the TN regarding baseline conditions, which is welcomed but does not fully reflect current operations on the SRN. For example, WSP are aware that queuing occurs back along the M56 spur from the signalised junction Ringway Road West / Outwood Lane signalised junction towards the terminal 2 roundabout off slip. In addition, weaving occurs at the merge point from the M56 Junction 5 off slips but is unclear whether the known queuing interacts with the merge movements or whether the weaving movements result in the slowing of vehicles that queues back along the slip roads.

This information is important as it must form the basis of how this part of the SRN could be impacted by the proposed development."

BH Response: The queue observations undertaken during both traffic surveys (October 2025 and June 2026) showed that queuing along the M56 from the Outwood Lane junction did not extend beyond the T2 Roundabout during peak periods, and therefore did not interact with merge movements at the slip road to the T2 Roundabout and/or weaving movements.

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The distance between the merge point from the M56 Airport Spur off slip to the T2 Roundabout and the eastbound stopline at the M56 / Ringway Road West / Outwood Lane signal junction is c.560m. The queue observations undertaken as part of the traffic counts in October 2025 showed a maximum queue of 36 passenger car units (pcus) in a single lane on the M56 eastbound approach. This equates to a queue length of c.210m (based on an average stationary queue length of 6m per pcu, which is typically adopted for junction modelling calculations in the UK). This is indicated on Figure 2.1.



Figure 2.1 M56 / Ringway Road West / Outwood Lane – Maximum Queue Length observed at Peak Periods on the M56 Eastbound Approach

This maximum queue was observed between 17:00 and 17:15 and was shown to dissipate through the remainder of the PM peak hour with a maximum queue of between 10 and 24 pcus. Similar observations were made throughout the survey period (06:00 to 09:00 and-16:00 to 19:00).

The queue observations from the traffic surveys undertaken in June 2026 showed a similar situation with a maximum queue of 33 pcus, which equates to a queue length of circa 200m.

The LinSig modelling in the TA indicates that this junction is expected to deteriorate by 2030 with the addition of forecast background traffic growth, airport growth and committed development traffic. The Degree of Saturation (DoS) is shown to exceed 100% on the M56 eastbound approach by 2030 during the AM Peak hour. The DoS is below 85% on all approaches in the PM Peak hour.

Once the DoS exceeds 100%, this results in exponential increases in queuing and delay in the modelling software, which is reflected in the modelling results, showing a maximum queue of 107 pcus on this approach in 2030. This equates to a queue length of circa 640m, which (theoretically) would extend beyond the merge point for the off slip to the T2 Roundabout.

The LinSig modelling shows that the proposed development does not worsen the DoS or queues in the future assessment years as there is no increase in development traffic anticipated through this junction. The capacity constraints identified at this junction are attributable to forecast traffic growth and therefore the proposed development is not the primary driver of capacity issues at this junction.

Comment 4.01 – Construction Phasing

"WSP have reviewed the TA and CTMP again and note that the various phases have been outlined in the CTMP, as follows:

- *Mid-Tech Units (Plots A2, A5, and A7) which form part of the detailed element of the application. Start Q4 2026 - Complete Q3 2027.*
- *The Multi Storey Car Park (Plot E1) which forms part of the detailed element of the application. Start Q4 2026 – Complete Q4 2027.*

- *Mid-Tech Units (A1) which forms part of the detailed element of the application. Start Q2 2029 – Complete Q1 2030.*
- *Parcel D (Plot B1) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.*
- *Parcel B (Plot A3 and A6) which forms out of the outline element of the scheme and will be subject to future reserved maters. Start 2028 – Complete 2030.*
- *Parcel C (Plots B3 and E2) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.*
- *Parcel A (Plots F1 to F4) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035*

WSP note that mid-tech units A1 and Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027. It is unclear whether these units and car park will remain unoccupied until the remaining parcels are completed by 2030 (the stated opening year).

Therefore, clarification is required on the opening year of development in light of the above. It is recommended that subject to confirmation of the year, the opening year in the transport assessment is updated."

BH Response: Opening years 2030 and 2035 have been assessed in the TA for the proposed development, which are considered valid as they represent the full opening year for the detailed element (2030) and for the entire development, detailed plus outline elements (2035).

It is acknowledged that mid-tech units A2, A5 and A7 and the multi-storey car park (MSCP) will be complete and operational in 2027 but it was not considered necessary to carry out an assessment of this intermediate year given that these units are very small in size as shown below:

- A2 = 2,785sqm Class E (g) (i) (ii) (iii)
- A5 = 950sqm Class E (g) (i) (ii) (iii)
- A7 = 180sqm Class E (ancillary use – likely to be a coffee shop)

Based on the trip generation methodology set out in the TA, the trip generation associated with Units A2 and A5 would be 52 arrivals and 8 departures in the AM peak hour, and 6 arrivals and 47 departures in the PM peak hour. Visitors at Unit A7 are expected to be 'linked trips' associated with the wider on-site uses, and therefore not expected to generate additional vehicle additional trips, except occasional servicing.

Whilst the MSCP will be complete and operational in Q4 2027, it would not be fully utilised until the rest of the proposed development is completed by 2035. Vehicle traffic to/from the MSCP in 2027 would include the trip generation shown above for Units A2 and A5, which is shown to be minimal, plus the car trips associated with the 649 parking spaces allocated to the permitted off-site developments, which are already on the local highway network.

Based on the above, it is not considered necessary to carry out a separate assessment for 2027.

Comment 4.02 – Parking

"The scale of vehicle parking provision, including the proposed multi-storey car park, is noted, and it is acknowledged that the TA confirms that this facility is intended to serve development users, whilst also accommodating a proportion of parking demand associated with off-site uses including airport-related employment. However, given the scale of parking proposed and the site's proximity to the SRN, it is important that the implications of this parking provision are fully reflected within the assessment of SRN impacts.

As set out at scoping stage, a proportionate assessment of impacts on the SRN is required in line with DfT Circular 01/2022 (paragraph 15), which states:

"The potential impact of development proposals on the SRN must be fully assessed and evidenced within the Transport Assessment"

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It is unclear from the information presented in the TA and TN whether the 649 spaces are allocated for office staff, based on discussions had previously. It is also unclear how these spaces are to be managed in context of MIX and should be clarified because this may result in parking being sought off-site if the level of parking proposed for MIX vs. vehicles travelling to site is greater than the available spaces.

In addition to the above, WSP recommend further information is provided regarding the measures proposed to manage and enforce the use of the MSCP to ensure that demand does not exceed provision, which may give rise to unassessed SRN impacts.

The TA justifies reduced parking provision on the basis of assumed high levels of public transport accessibility and reduced car use, particularly for the hotel element. Whilst this approach is acknowledged; it relies on key assumptions regarding travel behaviour and accessibility that are integral to the traffic impact assessment. It is therefore important that these assumptions are fully evidenced and clearly reflected within the assessment of impacts on the SRN."

BH Response: The 649 spaces are allocated for office staff associated with the permitted off-site developments.

The Applicant has confirmed that they are open to discussing a suitably worded planning condition with MCC relating to the submission of a Parking Management Plan prior to first occupation of each phase of the proposed development, which would include the proposed monitoring and management strategy.

The car parking accumulation for the MIX development is shown in Table 2.1, which shows a peak car parking accumulation generated by MIX of 1,198 spaces. The proposed car parking at the site for MIX (1,364 spaces) is therefore considered appropriate for the location and development proposed, being sufficient to meet the anticipated parking demand from staff and visitor trips and not likely to cause an overspill parking issue.

The travel behaviour associated with the proposed hotel use is described under Comment 5.06.

Table 2.1 Car Parking Accumulation

Hour	Cars IN	Cars OUT	Car Parking Accumulation
06:00-07:00	42	12	53
07:00-08:00	378	67	364
08:00-09:00	594	109	849
09:00-10:00	356	107	1,098
10:00-11:00	168	107	1,159
11:00-12:00	129	113	1,175
12:00-13:00	198	217	1,157
13:00-14:00	217	176	**1,198**
14:00-15:00	138	176	1,159
15:00-16:00	102	226	1,035
16:00-17:00	112	372	775
17:00-18:00	95	534	336
18:00-19:00	72	335	73
19:00-20:00	21	31	62
20:00-21:00	11	14	59
21:00-22:00	4	7	56

Comment 5.02 – Assessment Scenarios

"The inclusion of opening year and future year assessment scenarios is noted, and it is acknowledged that these are intended to reflect the phased nature of the hybrid planning application, in line with the DfT Circular 01/2022.

However, as noted in the previous comments provided by WSP, the opening year in the TA does not align to the opening year quoted in the CTMP for some of the units proposed for MIX. WSP note that mid-tech units A1 and

Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027.

Therefore, clarification is required on the opening year of development in light of the above. It is recommended that subject to confirmation of the year, the opening year in the transport assessment is updated and must include all elements of MIX (outline and detailed)."

BH Response: Opening years are discussed under Comment 4.01. The opening year(s) adopted in the TA are considered valid and include all elements of MIX (outline and detailed).

Comment 5.03 and 5.04 – Traffic Growth

"As highlighted in this review, there are inconsistencies in the opening year stated in the TA and CTMP as WSP note that mid-tech units A1 and Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027.

This must be clarified, with the background growth factors updated, if required.

In addition, given the site's proximity to the SRN and the scale and nature of development proposed, further clarity is required on the suitability of the selected TEMPro growth assumptions for representing growth on SRN-influenced routes.

In particular, how background growth derived at MSOA level appropriately reflects traffic growth on strategic corridors, with whether any additional consideration has been given to freight traffic growth associated with employment and airport-related activity.

Providing this clarification is required to confirm that future baseline traffic conditions, against which development impacts are assessed, are appropriate for the purposes of assessing impacts on the SRN, in line with DfT Circular 01/2022."

BH Response: The TEMPro growth rates set out in the TA are for A-Roads, which is applicable for the junctions included in the modelling assessment. Separate growth rates have been extracted for 'motorways' for the link-based assessment at the M56 Junction 5 as described under Comment 5.09.

Comment 5.05 – Committed Developments

"WSP acknowledged in the previous comments issued that the TA includes a review of committed and cumulative development drawing on the information from the Environmental Statement and considering schemes with neighbouring authorities including Trafford, Cheshire East and Stockport.

However, it is unclear whether this list has been discussed and agreed with the LPA and adjoining authorities, which is also unclear in the TN. This must be clarified in order to provide confidence that the SRN junctions have been appropriately assessed with regard to cumulative impacts from other developments anticipated to impact M56 Junctions 4 – 6."

BH Response: The list of cumulative and committed developments was established and agreed with MCC planning officers in advance of the EIA Scoping Report submission. In accordance with standard statutory procedures, neighbouring authorities were subsequently consulted upon submission of the planning application.

Comment 5.06 – Trip Generation

"WSP would have expected the hotel mode split to be benchmarked against operating hotels adjacent to the airport and are of the opinion that the split of car driver trips is low and the walking trips is high, particularly as the data used is in a city centre location where walking trips are to be higher. In addition, it is assumed that the split of cycling trips is for staff working at the site and not visitors, who will be carrying luggage, which should be clarified and updated, if required.

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It is recommended that the mode split is revisited via use of appropriate sites in the TRICS database or trip rates are utilised from nearby approved hotel schemes that reflect its location next to the airport, such as the Dakota Hotel or Etrop Grange Hotel.

BH Response: The supporting TA and Travel Plan for the nearby Dakota hotel (154 bedrooms) does not include person trips and/or mode split. It only includes vehicle trip rates that were extracted from TRICS and agreed with MCC during scoping. These vehicle trip rates are shown below in Table 2.2 (trip rate per bedroom) and were adopted as a worst case for the highway impact assessment in the TA.

As described in the Trip Generation Note for MIX (contained in Appendix B of the TA), the TRICS database does not include recent survey data for hotels near to airports, but has some old survey data containing vehicle trip rates. Despite this survey data being old, the vehicle arrival and departure profiles are considered to give a good representation for an airport hotel. However, as described in Sections 4.5 and 5.3 of the Trip Generation Note it is considered that car trips for the proposed hotel at MIX would be lower given that people using the hotel would likely be flying to/from the Airport and therefore park their car at the airport car parks rather than at the hotel. This is reflected in the significant reduction from the 1:1 parking ratio for the proposed hotel at MIX. This approach was agreed in principle with MCC during the scoping discussions.

For information, Table 2.2 shows a comparison of the hotel vehicle trip generation derived from the vehicle trip rates used for the Dakota hotel against the hotel vehicle trips that have been adopted for the MIX TA. The difference in vehicle trips is shown to be small, and once distributed across the highway network, unlikely to have a discernible impact.

Table 2.2 Vehicle Trips for 300-bed Hotel

Hour	Dakota Hotel (Vehicle Trip Rates)		MIX Vehicle Trips based on Dakota Hotel Trip Rate		MIX Vehicle Trips from TA		Difference	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
07:00-08:00	0.044	0.150	7	24	7	7	0	17
08:00-09:00	**0.103**	**0.188**	**17**	**30**	**8**	**7**	**9**	**23**
09:00-10:00	0.121	0.148	19	24	8	7	11	17
10:00-11:00	0.086	0.136	14	22	7	6	7	16
11:00-12:00	0.068	0.119	11	19	5	6	6	13
12:00-13:00	0.054	0.082	9	13	6	6	3	7
13:00-14:00	0.106	0.085	17	14	7	6	10	8
14:00-15:00	0.133	0.092	21	15	7	7	14	8
15:00-16:00	0.116	0.081	19	13	6	7	13	6
16:00-17:00	0.129	0.064	21	10	7	7	14	3
17:00-18:00	**0.201**	**0.107**	**32**	**17**	**8**	**9**	**24**	**8**
18:00-19:00	0.150	0.093	24	15	11	7	13	8
19:00-20:00	0.102	0.079	16	13	9	9	7	4
20:00-21:00	0.069	0.045	11	7	8	7	3	0
21:00-22:00	0.068	0.042	11	7	5	7	6	0
Total	**1.556**	**1.517**	**249**	**243**	**109**	**105**	**140**	**138**

In terms of the adopted mode split for the hotel (shown in Table 7.12 in the MIX TA), in the absence of recent TRICS survey data for hotels near to airports, this was derived from the TRICS survey data for city centre hotels, arranged into the same sub-categories as the Census data format by assuming a vehicle occupancy of 1.5, with remaining vehicle occupants assumed to travel by taxi (as described in Section 5.3 of the Trip Generation Note in Appendix B of the MIX TA). In the absence of any other survey data, this approach is considered acceptable and was agreed in principle with MCC and TfGM during the transport scoping discussions in January 2026.

Cycling trips for the hotel (1.3%) would predominantly comprise staff working at the site but there may also

be a small number of visitors who choose to cycle, such as those working at the airport or on short breaks or business trip without much luggage.

Comment 5.07 – Service Vehicle Trip Generation

"WSP note the total breakdown of service vehicles anticipated to service MIX Manchester, which appears reasonable but would highlight that the assessment looks to exclude service vehicles to the proposed hotel based on the land use included.

Clarification must be provided to ensure that the assessment fully considers operational vehicles that will service MIX Manchester."

BH Response: The service vehicles associated with the hotel are included in the service vehicle trip generation shown in Tables 7.14 and 7.18 of the MIX TA and have been included in the traffic flow diagrams and assessment modelling.

Comment 5.07 – Trip Generation and Parking Accumulation

"It is noted that a trip generation and mode split methodology was submitted to MCC, TfGM and National Highways and that the proposed approach was agreed in principle.

In addition, it is acknowledged there is flexibility with the proposed land uses and the assessment confirms that a 'reasonable worst-case' vehicle trip generation scenario has been assessed, informed by advice from the Applicant of what is most likely to be delivered. However, further clarity is required on how this worst-case scenario has been defined and whether the future proposals cannot result in higher trip generation.

Based on the total forecast vehicle trips, and the scale of parking provision proposed, it appears that the peak parking demand cannot be fully accommodated within the available car parking if the 649 parking spaces already allocated to permitted off-site development is fully utilised / unavailable for use.

Given the importance of parking availability to both trip generation and route choice, a car parking accumulation assessment is required to demonstrate that the proposed car parking provision is sufficient to accommodate peak demand across all land uses and user groups. This is particularly important given the site's proximity to the SRN and the potential to affect traffic patterns."

BH Response: Given the mix of uses associated with the mid-tech units (Class E (g) (i) (ii) (iii), a reasonable worst case has been adopted by applying a Business Park trip rate, which is considered appropriate as a business park trip rate typically includes a range of office, R&D and light industrial uses.

While permissible under the Use Class Order, the Mid Tech units are not designed, or expected to be used, wholly as office use.

The mid-tech units have a total GIA of 5,715sqm for the detailed element, and 23,100sqm for the outline element. The detailed element has not been designed for pure office use so the architectural layout would need to be re-visited and likely re-assessed through a new planning application. Similarly, when plots within the outline element are brought forward through the Reserved Matters Applications (RMAs), the assessments will naturally be re-visited at the same time.

The proposed car parking accumulation is described under Comment 4.02.

Comment 5.08 – MIX Trip Generation

"Based on the additional information presented in the TN, it is clear what the distribution of vehicular traffic will be on each arm at the SRN junctions. However, it is unclear how the SRN junctions are anticipated to operate when the development is fully operational.

The TA and TN highlight that approximately 25% is as a result of permitted off-site consents; however, WSP would expect the assessment to discount these vehicles if already on the highway network or provide

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confirmation on the level of new trips being generated from MIX Manchester that will be on top of the permitted off-site consents.

On this basis, it is recommended that the information is updated clearly presenting the network diagrams and confirming the actual amount of traffic that is being generated as a result of the proposed development.

Further commentary on junction modelling is provided at Comment 5-09."

BH Response: The trip generation flow diagrams for the SRN have been updated and are included in Appendix B. As requested, it shows the MIX trip generation with and without the 649 spaces that are already allocated to permitted off-site development as part of previous planning consents.

Comment 5.09 – Junction Modelling

""WSP note that comment made in the TA (para 8.4.10) about M56 Junction 5 stating that given there is no increase in vehicle trips expected through Junction 5, the deterioration in capacity at this junction in future years is not expected to be as a direct result of the proposed development. Therefore, the proposed development is unlikely to have a significant impact at this junction.

This comment is disputed because the proposed vehicle movements through M56 Junction is substantial. Whilst WSP acknowledge that this junction would be difficult to model and accurately reflect how the junction operates, the assessment does not currently allow National Highways to understand how the junction could operate with the additional traffic in-situ. WSP would highlight to Buro Happold that M56 Junction 5 is the junction of concern to National Highways, and it is noted that the majority of additional vehicular flows at Junctions 4 and 6 are through flows on the mainline towards Junction 5.

It is recommended that the assessment is updated to provide a link-based assessment of Junction 5 looking at Volume over Capacity. The assessment should also provide commentary on weaving movements as a result of development traffic from the off slips to the M56 spur, which are anticipated to increase as a result of vehicles travelling to MIX.

Specifically, WSP would expect the assessment to consider the following section of Junction 5 where vehicles from the south would need to merge into the inside lane in order to use the off slip to access MIX Manchester:



WSP would reiterate that National Highways does not consider percentage impacts an appropriate assessment and would expect the update to provide:

- *An updated package traffic flow diagrams that clearly presents the increase in traffic with and without the 649 spaces to provide the true level of traffic as a result of MIX.*
- *Volume over Capacity link-based assessment and commentary on weaving movements.*
- *Hourly link flows from a data source as such as WebTRIS, rather than AADT flows.*

This information will then be reviewed in the context of whether National Highways can understand the anticipated impacts on the SRN as a result of the proposed development."

BH Response: As described under Comment 5.08, updated trip generation flow diagrams are included in Appendix B to show the increase in traffic with and without the 649 spaces. As requested, a link-based assessment has been undertaken as follows.

Reference has been made to the latest available hourly flow data from the 2018 WebTRIS. The WebTRIS count location is shown on Figure 2.1, which is within the area indicated on NH's plan above.



Figure 2.2 M56 EB Spur – WebTRIS Count Location

The peak hour flows from WebTRIS are shown in Table 2.3 together with the predicted increase in vehicle trips for the proposed development, with and without the 649 spaces already allocated to permitted off-site development.

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Table 2.3 M56 Airport Spur (Eastbound) - Increase in Trips (Total Vehicles)

	2018 Baseline		2030 Baseline		2035 Baseline		2040 Baseline		Trip Generation (without 649 spaces)		Trip Generation (with 649 spaces)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Total Vehicles	2,056	2,175	2,398	2,529	2,561	2,697	2,682	2,821	405	72	524	96
HGV %	3%	2%	3%	2%	3%	2%	3%	2%	2%	6%	2%	4%
PCUs	2,444	2,585	2,850	3,006	3,044	3,205	3,188	3,353	452	91	571	115

The TEMPro growth factors that have been applied to the strategic road network are as follows:

- 2018-2030 AM peak = 1.1666
- 2018-2030 PM peak = 1.1627
- 2018-2035 AM peak = 1.2455
- 2018-2035 PM peak = 1.2398
- 2018-2040 AM peak = 1.3045
- 2018-2040 PM peak = 1.2966

These rates have been derived based on the 'motorway road' type selection and the Manchester 053 MSOA where the site is located.

A link capacity assessment has been undertaken with reference to the Design Manual for Roads and Bridges (DMRB) in order to give an indication of link capacity for the M56 Airport Spur (eastbound) based on forecast traffic flows, road type, layout, speed and safety issues.

The assessment has been undertaken for the section of road indicated on NH's plan above, which is the weaving section between the M56 Junction 5 off-slips and the M56 Airport Spur off slips at the T2 Roundabout. The distance of this weaving section is approximately 500m.

An estimated link capacity of 2,000 pcus/hour/lane has been adopted, which is consistent with DMRB based on a 14.7m four lane carriageway (motorway road type D4M) with a standard radius and gradient, less than 5% HGVs and a low collision record. This gives an estimated total link capacity of up to 8,000 pcu/hr.

The Volume-to-Capacity (V/C) values have been calculated as follows:

Volume-to-Capacity (V/C) = Traffic Volume ÷ Link Capacity

The link capacities with and without the 649 spaces already allocated to permitted off-site development are shown below in Table 2.4.

Table 2.4 M56 Airport Spur (Eastbound) - Link Capacity

Including the 649 spaces allocated to permitted off-site development												
	2030 Baseline		2035 Baseline		2040 Baseline		2030 With Development		2035 With Development		2040 With Development	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Link Capacity	35.6%	37.6%	38.1%	40.1%	39.9%	41.9%	42.8%	39.0%	45.2%	41.5%	46.9%	43.4%
Excluding the 649 spaces allocated to permitted off-site development												
	2030 Baseline		2035 Baseline		2040 Baseline		2030 With Development		2035 With Development		2040 With Development	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Link Capacity	35.6%	37.6%	38.1%	40.1%	39.9%	41.9%	41.3%	38.7%	43.7%	41.2%	45.5%	43.1%

A V/C below 85% indicates that this motorway link is generally operating satisfactorily with spare capacity available.

The modelled queues on the M56 Airport Spur off-slip to the T2 Roundabout in the future year assessments are shown below, noting that the trip generation used in this assessment includes the 649 spaces allocated to the permitted off-site developments:

- 2030 = AM and PM maximum queue of 1 pcu in the nearside lane and 1 pcu in the offside lane (maximum queue length circa 6m)
- 2035 = AM maximum queue of 7 pcus in the nearside lane and 1 pcu in the offside lane and PM maximum queue of 1 pcu in each lane (maximum queue length 42m)
- 2040 = AM maximum queue of 12 pcus in the nearside lane and 1 pcu in the offside lane and PM maximum queue of 1 pcu in each lane (maximum queue length 72m)

Theses queues can be adequately accommodated within the two lanes provided on the M56 Airport Spur off-slip and do not extend beyond the diverge ghost island with the M56 Airport Spur where diverging traffic leaves the mainline carriageway. This distance is approximately 200m.

The increase in pcus on the M56 Spur eastbound as a result of the proposed MIX development is 571 AM / 115 PM (including the 649 spaces allocated to the permitted off-site developments) and 452 AM / 91 PM (excluding the 649 spaces).

In the context of the baseline motorway flows shown in Table 2.3, the increase during the PM peak hour is not significant and is not expected to materially alter driver lane changing behaviour or weaving demand. During the AM peak hour, the proposed development would result in a modest increase in weaving activity, however, forecast traffic levels remain within the practical capacity of the motorway link and no significant deterioration in operational performance is anticipated.

Comment 5.10 – Construction Traffic

"This latest point raised by WSP has not been addressed but acknowledge that up to 45 HGV movements could occur per day, which WSP would expect to occur outside of typical highway network peak hours and be spread across the day and not all arrive and depart in the same period. Whilst still in early stages of the development of MIX, the Applicant should submit an outline construction programme now in order for National Highways to

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*understand the programme for first / initial phases of development and include a maximum reasonable number for HGVs **and** construction staff arriving to site throughout the construction period.*

It is expected that construction traffic is very carefully managed and coordinated with relevant stakeholders including National Highways and MAG, particularly during peak periods that will increase demand at Manchester Airport, such as summer holidays. Relevant restrictions must be put in place limiting the hours of arrivals and departures for construction vehicles, particularly outside of typical highway network peak hours, as well as restrictions put on construction staff. In addition, tangible measures must be installed for the life of the construction period promoting car sharing or use of active travel and public transport modes with incentives provided for construction staff who do not travel to the site by private vehicles.

Ongoing liaison must ensue with National Highways to ensure that the SRN remains protected for the life of the construction period and not to impact on the safe efficient operation of the SRN.

Notwithstanding the above point about providing an outline construction programme, it is also recommended that clarification is provided regarding the completion date of mid-tech units A2, A5 and A7 as well as the Plot E1 (multi-storey car park)."

BH Response: The Applicant has confirmed that they are open to discussing the wording of a planning condition with MCC relating to the submission of a detailed Construction Management Plan prior to the commencement of each construction phase, which will include a Construction Workforce Travel Plan.

The completion dates for the mid-tech units A2, A5 and A7 as well as Plot E1 (MSCP) are discussed under Comment 4.01.

Comment 5.11 – Framework Travel Plan

"The submission of the Framework Travel Plan (FTP), including the appointment of a site-wide Travel Plan Co-ordinator, defined monitoring arrangements and a package of measures to promote sustainable travel, is noted and acknowledged.

As the FTP develops into a full Travel Plan to support the proposal, it is recommended that ongoing liaison is undertaken with National Highways to ensure that the measures and incentives proposed are appropriate and are tangible in order to reduce vehicle impacts at the SRN and ensure that the use of active travel and public transport modes is the first choice when travelling to the site. It would be expected that bus, tram and rail taster tickets are offered to staff upon confirmation of employment to encourage use of sustainable modes of travel from the start, which will help to determine travel patterns from the beginning."

BH Response: The Applicant has confirmed that they open to discuss the wording of a suitably worded planning condition with MCC relating to the submission of a detailed (Final) Travel Plan prior to first occupation of the proposed development. This detailed Travel Plan will include provision for public transport taster tickets for staff to encourage use of sustainable modes of travel from the start.

APPENDIX A National Highways Comments received 1 July 2026

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National Highways
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Technical Note Review

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1. Introduction

Preamble

National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

National Highways' approach to engaging with the planning system is governed by the advice set out in:

The Strategic Road Network: Planning for the Future – A guide to working with National Highways on Planning Matters (October 2023).

The document is written in the context of statutory responsibilities as set out in National Highways' License, and considering Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ("the circular").

As a statutory consultee in the planning system; National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

"Support local and national economic growth and regeneration."

1.1 Task Overview

Buro Happold have been commissioned on behalf of Airport City Limited Partnership (the Applicant) to produce a Transport Assessment (TA) and Framework Travel Plan (FTP) to support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester. The Phase 1 planning application has been submitted to Manchester City Council (MCC) under planning reference 145543/OO/2026.

As a statutory consultee in the planning process, National Highways has been consulted by MCC due to the sites close proximity to the SRN, specifically M56 Junctions 4 - 6. Subsequently, WSP have been commissioned by National Highways to review the submitted documents and provide advice on whether the proposed methodology is appropriate to assess the potential impacts on the SRN.

1.2 Previous Scoping Activities

Previous Development Proposals

The site has benefited from Enterprise Zone (EZ) status since 2011 as one of the first 24 zones that were announced in the 2011 budget. These areas were designated in order to stimulate economic growth by offering incentives to businesses that are established within the EZ.

Prior to the Airport City Manchester proposals being submitted to MCC, the site had been the subject of multiple planning applications. The majority of these applications were submitted (and approved) for the development of B1 land use. However, these applications did not materialise and instead has been used for car parking, with multiple applications submitted over recent years to temporarily extend the permission to use the land for this purpose.

In 2012, a masterplan was developed for Airport City and included the site boundary and a development area to the south of Manchester Airport. The masterplan proposed the phased redevelopment of the site over a 15-year period to include land for office, advanced manufacturing, hotel, complimentary retail use as well as car parking and cycle storage. The indicative development mix in the masterplan was for:

- 113,433 sqm Offices (B1);
- 49,046 sqm Advanced Manufacturing (B1c);
- 1,293 Hotel Beds (C1);
- 5,761 sqm associated and complementary retail/amenity pavilions (A1/A2/A3/A4/A5/D1/D2);
- 4,182 car parking spaces & 547 cycle storage spaces; and
- Public realm open spaces.

EIA Scoping Note

An Environmental Impact Assessment (EIA) Scoping Opinion request was submitted to MCC in December 2025 to inform the proposed hybrid planning application for Phase 1 of the MIX Manchester development. The submission sought confirmation of the scope of assessments required to support the future planning application, including consideration of potential transport impacts.

WSP, on behalf of National Highways, reviewed the scoping information and provided comments focused on understanding and managing the potential impacts of the development on the SRN. Key matters raised within the review included:

- **Policy reference** – the TA should explicitly reference Policy SGL 12 within Manchester Local Plan, the Places for Everyone: Statement of Common Ground, DfT Circular 01/2022 and the Planning for the Future guidance.
- **Study area definition** – advising that any subsequent TA should clearly define and justify an appropriate study area, ensuring that it captured SRN-influenced junctions and links where traffic associated with the development could reasonably be expected to interact with the SRN. This should be agreed with both WSP and National Highways.

- **Assessment years and scenarios** – recommending the assessment of suitable opening year and future year scenarios, including consideration of phased delivery where relevant, in order to understand both initial and longer-term impacts in accordance with DfT Circular 01/2022.
- **Cumulative development and growth** – highlighting the importance of considering cumulative impacts arising from committed development in the surrounding area, together with forecast growth associated with Manchester Airport and related employment and infrastructure proposals, to ensure a robust understanding of future baseline conditions. Neighbourhood authorities, including Cheshire East, Trafford and Stockport should also be consulted.
- **Scale of development and parking provision** – noting that the scale of development proposed, including the provision of substantial multi-storey car parking, had the potential to generate notable levels of vehicle trips, and that a proportionate assessment of impacts on SRN operation and safety would therefore be required, including clear clarification of the intended use and management of the car parking provision.
- **Construction phase impacts** – advising that construction-related traffic and logistics could have temporary effects on the SRN, and that these should be addressed through an appropriately scoped Construction Traffic Management Plan, to be prepared and agreed as part of any future planning application.

1.3 Liaison and Information Provided to Date

Following submission of the planning application to support the proposals, WSP provided commentary on the TA, to National Highways in April 2026, in line with the advice provided For the EIA Scoping Opinion. The review outlined that a number of matters remained outstanding, as follows:

- **Policy reference** - the TA references DfT Circular 01/2022 and wider Greater Manchester policy documents; however, the expectations set out within Circular 01/2022 and Planning for the Future in relation to evidencing and operationally testing SRN impacts have not been fully reflected in the assessment outputs. The TA refers to Places for Everyone within the policy context, but the implications of the Statement of Common Ground for the assessment of SRN impacts are not clearly articulated.
- **Study area definition** - while the TA identifies a study area and discusses SRN routes at a high level, the extent of SRN-influenced junctions and links has not been clearly defined or agreed with National Highways and does not include the full extent of any SRN junction (M56 Junction 4-6).
- **Assessment years and scenarios** - the TA includes opening year and future year scenarios; however, there are inconsistencies between the CMP and TA opening years proposed.
- **Cumulative development and growth** - a list of committed developments and consideration of airport growth is included; however, some clarity is required.
- **Scale of development and parking provision** - the TA sets out parking provision and includes MSCP demand within trip generation; however, the operational implications for the SRN and the management and control of parking demand are not clearly demonstrated.

- **Construction phase impacts** - an Outline Construction Management Plan has been submitted identifying SRN access routes, but detailed construction traffic impacts and agreement with National Highways have not occurred

Following receipt of these comments, Buro Happold requested a meeting with National Highways to discuss the points highlighted, which was held on 7th May 2026 and involved an online discussion with both parties as well as WSP, CBRE (agents) and MIX (Applicant) in attendance.

Subsequently, following the meeting, Buro Happold submitted additional information to WSP specifically focussing on the projected vehicle trip distribution and resultant trip generation across the study area for the AM and PM peak hours at M56 Junctions 4 – 6, as well as providing narrative around baseline operations at the junctions.

1.4 Technical Information

The following document have been provided by Buro Happold in order to inform this review:

- Transport Technical Note for National Highways (report ref: 0068696 Rev P01, dated 21st May 2026).

The Technical Note (TN) will be reviewed in conjunction with the TA to understand if the comments provided previously have been addressed in order for National Highways to understand anticipated impacts on the SRN, specifically M56 Junctions 4 – 6, from vehicle movements associated with the proposed development.

2. Policy

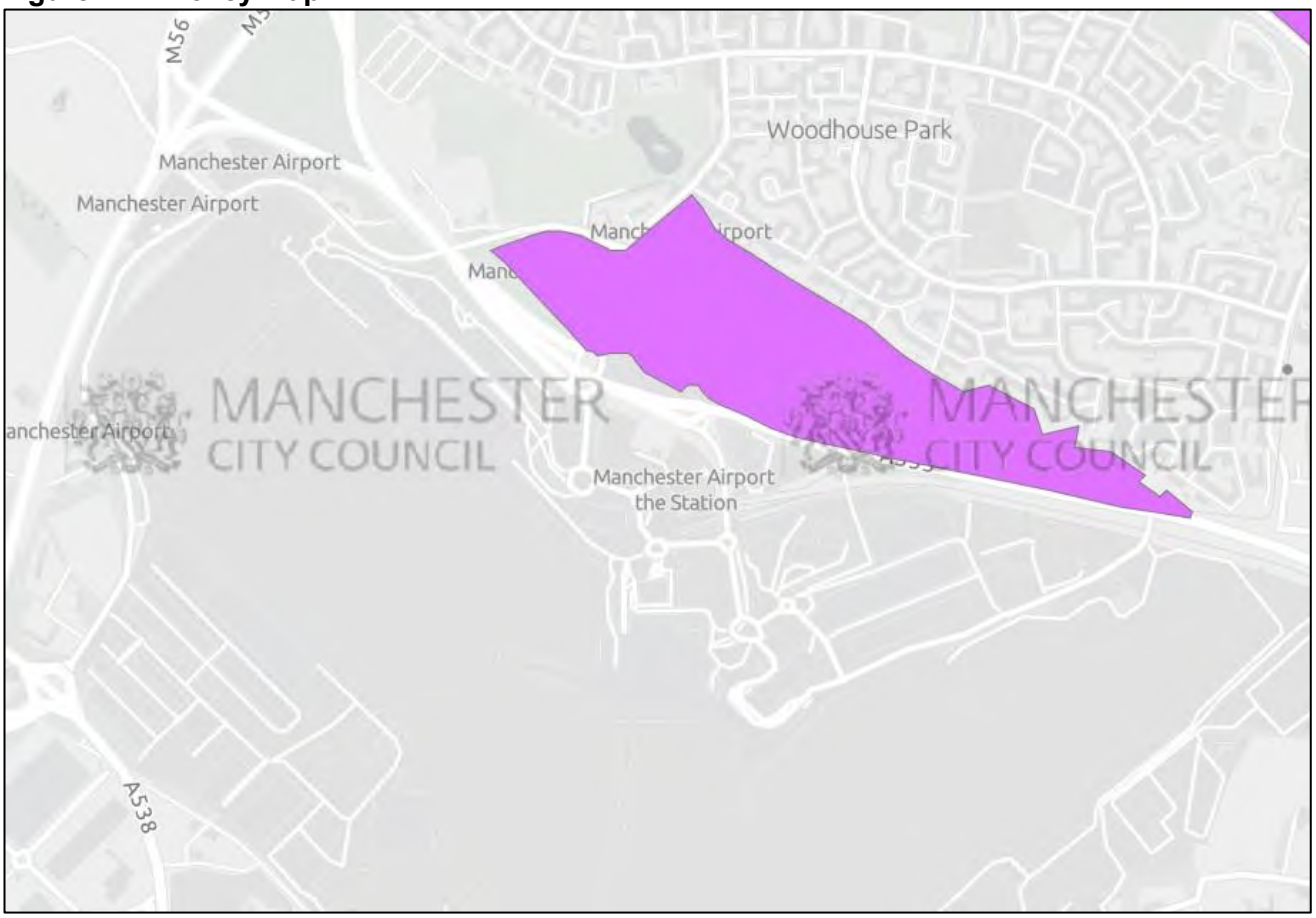
2.1 Site Allocation Status

Manchester Local Plan

The proposed development site is allocated as a Strategic Employment Growth Location: Manchester Airport: The Mix, which is Policy SGL 12 within the Draft Manchester Local Plan 2025. The Draft Manchester Local Plan is currently at the consultation phase, which is highlighted in

.

Figure 2-1 - Policy Map



Policy SGL 12 supports high-density employment and development, sustainable transport and maximising the benefits of proximity to the airport and future retail links. The policy supports uses such as offices (E(g)(i)), research and development (E(g)(ii)), advanced manufacturing (E(g)(iii)) and ancillary commercial facilities to reinforce the area's business destination role.

The policy states that proposals must:

- Take advantage of proximity to Manchester Airport and the future Northern Powerhouse Rail, delivering high-quality, high-density schemes with access to a wider labour market.

- Maximise employment, training, and regeneration benefits for local communities.
- Encourage use of the Manchester Airport transport hub, considering future Metrolink and rail connections.
- Provide for cycling, walking, and improved sustainable transport links to surrounding areas.

It is stated that any development should be guided by a comprehensive masterplan, addressing access, delivery, design, flood risk, energy, scale, landscaping, and biodiversity, in line with the wider Development Plan.

2.2 Policy Context

A review of the email comments provided by WSP has been cross-referenced with the TN produced by Buro Happold. The previous comments provided by WSP noted that the TA referenced DfT Circular 01/2022 and wider Greater Manchester policies; however, the expectations set out within Circular 01/2022 and Planning for the Future in relation to evidencing and operationally testing SRN impacts have not been fully reflected in the assessment outputs.

The response also acknowledged that whilst the TA makes reference to Places for Everyone within the policy context, the implications of the Statement of Common Ground (SoCG) for the assessment of SRN impacts are not clearly articulated.

The submitted TN does not specifically address the comments made regarding the SoCG.

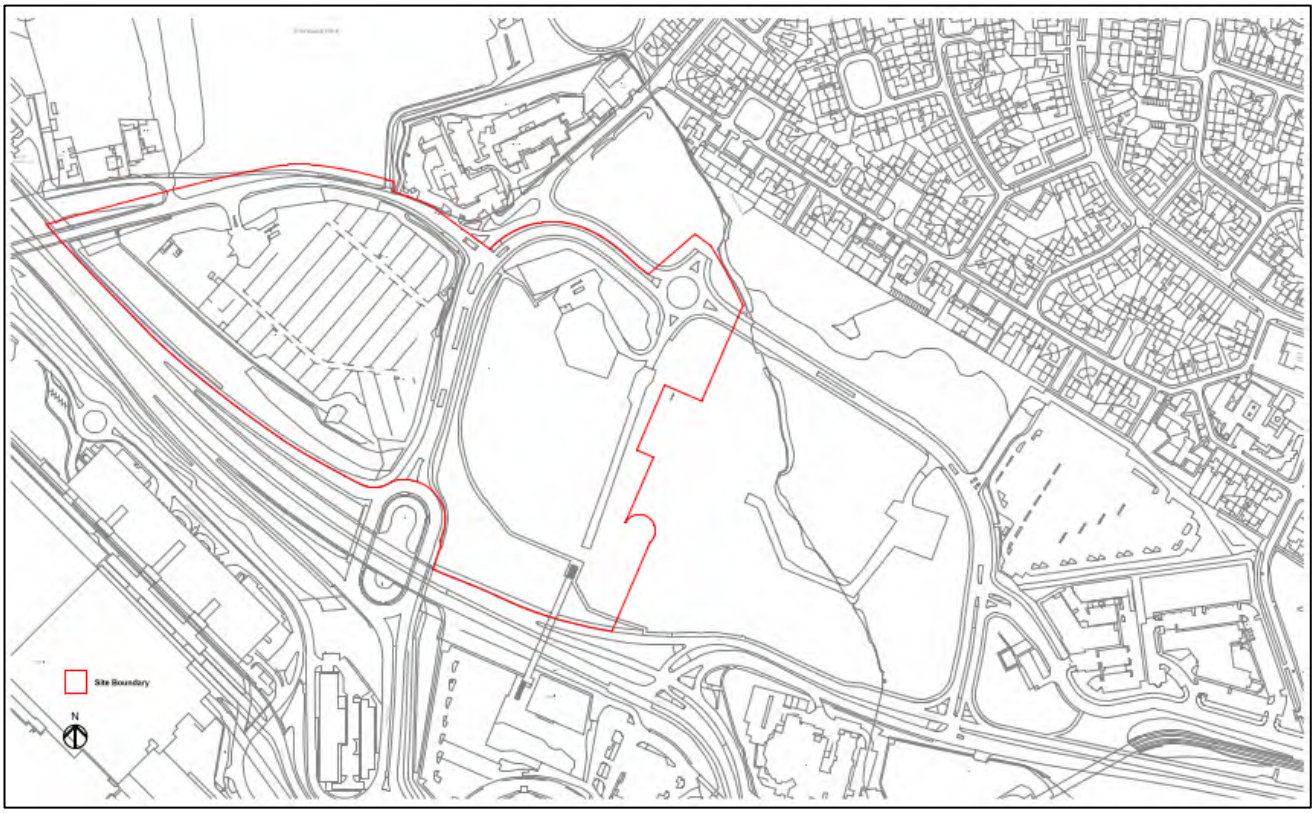
WSP Comment	**Comment 2-01**
WSP note that whilst the TN does not specifically address the previous comments made with regard to the SoCG, further comments later in this review address the specific requirements of M56 Junction 5 in relation to the effects of development. Therefore, on this occasion, WSP do not require any further information on this point.	

3. Existing Site

3.1 Site Location

The proposed development site 24 hectares of development land located to the north of the A56 spur, this is located immediately south of Wythenshawe and to the north of Manchester Airport, within Woodhouse Park ward.

Figure 3-1 - Site Location Plan



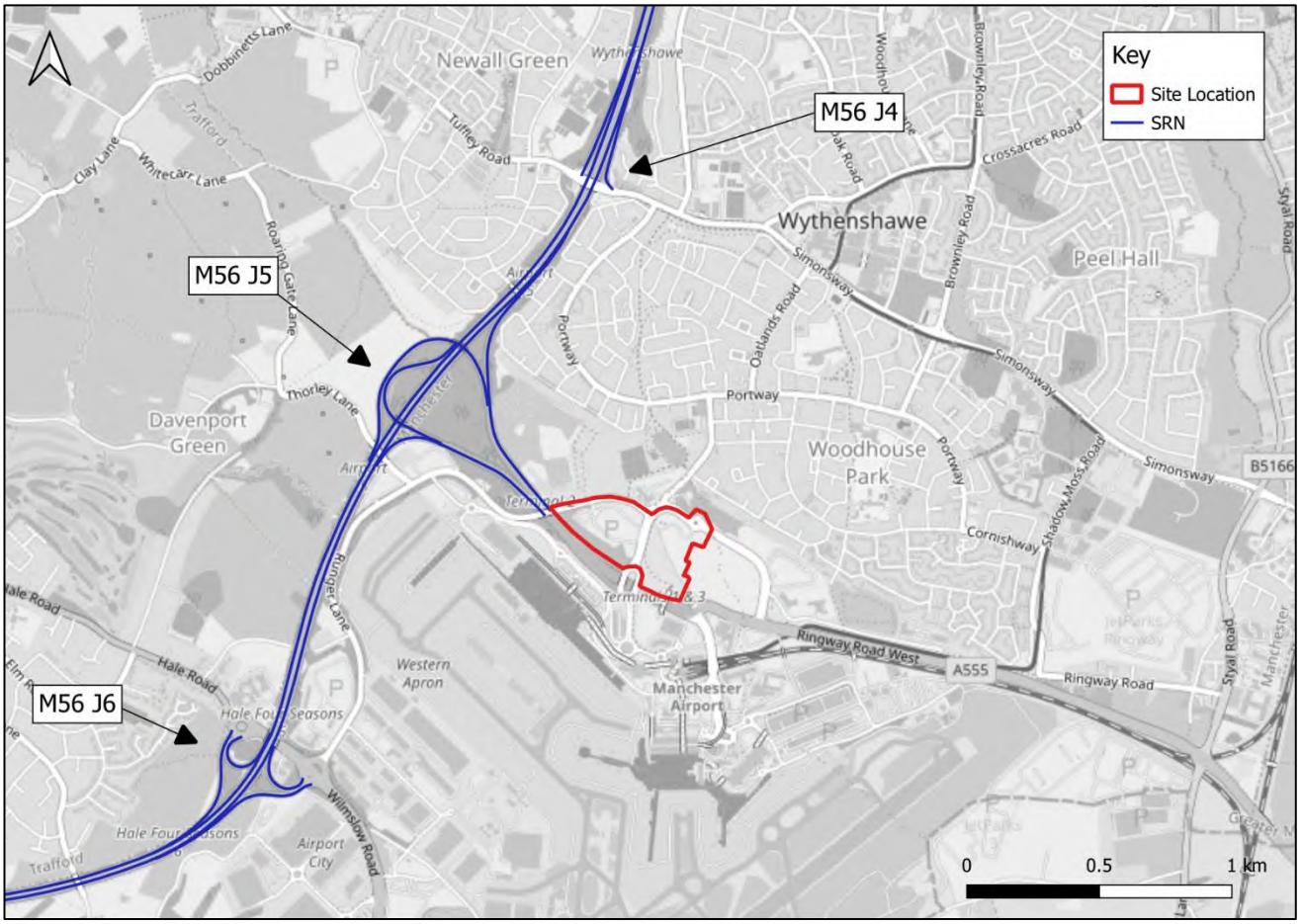
The site is located directly north of the M56 and is approximately 8.9km southwest of Stockport town centre.

3.2 Road Network

The proposed development in relation to the SRN is presented in Figure 3-2. The M65 Junction 5 is located is directly to the west of the site, the M56 Junction 6 is approximately 3km to the southwest, and the M56 Junction 4 is approximately 3km north.

The M56 Junction 5 is the main motorway interchange serving Manchester Airport, it is a large, grade-separated “Directional T” interchange. The interchange provides full access between the M56 and airport spur road, to the Manchester Airport Terminals.

Figure 3-2 - SRN and Site Location



3.3 Baseline Traffic Data

The TA highlighted that to inform the assessment, manual classified count traffic surveys were collected on 13th October 2025, between 06:00-10:00 and 15:00-19:00. The traffic count also collected queue length survey data and saturation flows. The surveys were undertaken at the following junctions:

- Junction 1: Thorley Lane / Site Access priority junction;
- Junction 2: Thorley Lane / Enterprise Way signal junction;
- Junction 3: Enterprise Way / site access roundabout;
- Junction 4: T2 Roundabout;
- Junction 5: A555 Ringway Road/Outwood Lane signal junction;
- Junction 6: A555 Ringway Road/Enterprise Way signal junction; and
- Junction 7: Enterprise Way/Aviator Way signal junction.

The survey data identified the following peak hours:

- **AM Peak:** 08:00 – 09:00; and
- **PM Peak:** 17:00 – 18:00.

Following WSPs review of the TA, WSP noted that the TA identifies a study area and discusses SRN routes at a high level, the extent of SRN-influenced junctions and links has not been clearly defined or agreed with National Highways and does not include the full extent of any SRN junction (M56 Junction 4 - 6).

The TN, produced by Buro Happold, includes baseline highway conditions highlighting that the M56 motorway is a key strategic route carrying a high volume of airport-bound traffic and commuters. M56 Junction 5 comprises a series of on and off slips connecting the M56 mainline with the M56 spur and all have two lanes except the southbound on slip, which only provides a single lane.

M56 Junction 6 provides access to the A538 for access to Altrincham to the west and Manchester Airport to the east, comprising a conventional 4-arm roundabout on the western side of the M56 and a 4-arm signalised hamburger roundabout on the eastern side. The A538 provides two lanes in each direction, flaring to four lanes on the eastbound approach to the hamburger roundabout whilst the A538 through the centre of the roundabout carries three lanes westbound and two lanes eastbound. The northern arm facilitates access to Manchester Airport and Runger Lane and the southern arm provides access to and from the M56 southbound on and off slips.

The TN outlines that as part of the 'Rainbow Works' highways improvements, which has been named due to the colour coded description of the works, a number of improvements are proposed at M56 Junction 6 to improve capacity. Specifically, the 'red' works improvements to the M56 mainline and slip roads at Junction 5 and Junction 6 to increase capacity and reduce congestion included installation of a smart motorway scheme and provide an additional traffic lane and use technology to manage incidents in real time.

M56 Junction 4 provides access to Simonsway into Wythenshawe and is partial junction providing access to the M56 northbound on the western side of the junction and connecting with the M56 southbound off slip. Both slip roads provide two lanes, and the junction is fully signalised.

WSP Comment	**Comment 3-01**
It is noted that the baseline traffic survey data has been collected to reflect peak network conditions and a neutral survey period in line with DfT TAG M1.2 guidance. WSP have reviewed the additional information presented in the TN regarding baseline conditions, which is welcomed but does not fully reflect current operations on the SRN. For example, WSP are aware that queuing occurs back along the M56 spur from the signalised junction Ringway Road West / Outwood Lane signalised junction towards the terminal 2 roundabout off slip. In addition, weaving occurs at the merge point from the M56 Junction 5 off slips but is unclear whether the known queuing interacts with the merge movements or whether the weaving movements result in the slowing of vehicles that queues back along the slip roads. This information is important as it must form the basis of how this part of the SRN could be impacted by the proposed development.	

3.4 Collision Data Analysis

The TA included a review of Personal Injury Collision (PIC) data within the defined study area, covering the most recently available five-year period (2020-2024). The data was obtained from STATS19 and included a summary of the recorded collisions across the period reviewed, as follows:

- **T2 Roundabout**: One collision at the junction – serious. Two collisions on the westbound on slip – one slight, one serious;
- **A555 Ringway Road / Outwood Lane junction**: Four collisions – three slight, one serious; and
- **A555 Ringway Road / Enterprise Way junction**: one collision – slight in severity.

WSP noted that the SRN junctions had not been included in the study area, which was discussed during the meeting held on 7th May 2026. The TN now includes the SRN junctions within the study area and has reviewed the collision data for the SRN.

The TN outlines that between 2020 – 2024, the following collisions have been recorded at the SRN junctions:

- **M56 Junction 4**: Four collisions – two slight, two serious occurring between 2021 and 2023;
- **M56 Junction 5**: Three collisions – two slight, one serious occurring in 2021, 2022 and 2024; and
- **M56 Junction 6**: Five collisions – all slight in severity occurring in 2022, 2023 and 2024.

The location of the collisions is presented in Figures 3-5, 3-6 and 3-7.

Figure 3-3 - Collision Data: M56 Junction 4



Figure 3-4 - Collision Data: M56 Junction 5



Figure 3-5 - Collision Data: M56 Junction 6



WSP Comment	Comment 3-02
It is noted that the TN submission includes collision data for M56 Junctions 4 – 6; however, no causality analysis has been presented within the note in order for National Highways to understand if the collisions are a result of the junction layout or from driver error. Notwithstanding, WSP note that there have been no fatal collisions recorded across the SRN junctions and the three serious collisions all occurred in 2021, with no serious collisions recorded after that time. The slight collisions all appear to be dispersed across the junction, which suggests that there is no inherent issue with junction layout that could be an attributor to the collisions that have been recorded. WSP acknowledge that the collision analysis does not highlight any safety concerns, particularly when taking into consideration the volume of traffic that travels on the SRN. In light of the above, WSP do not expect any further information to be provided and consider this point resolved.	

4. Proposed Development

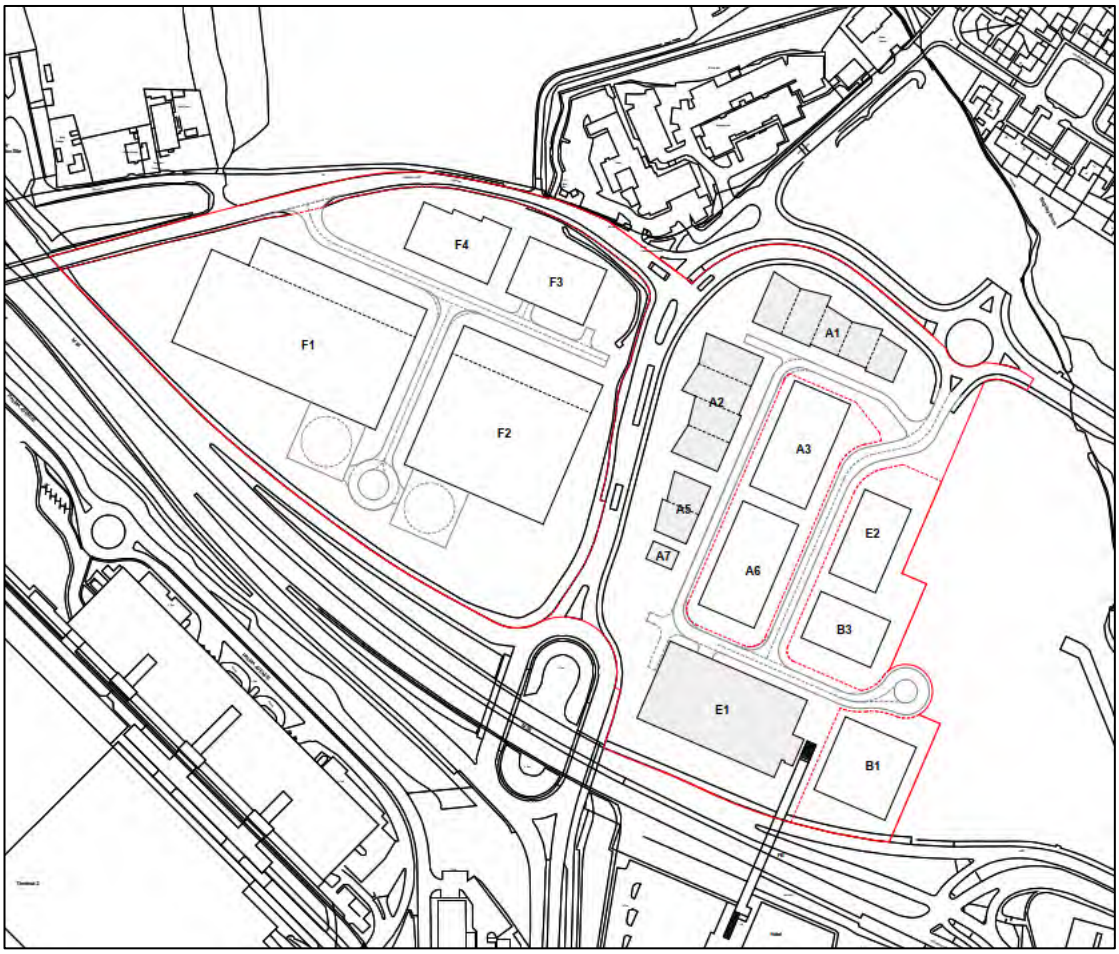
4.1 Development Proposals

The proposed development is described as a hybrid planning application, comprising both detailed (Phase 1) and outline development elements. The planning application is as follows:

- **Full planning permission** for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.
- **Outline planning permission** for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.

Figure 4-1 outlines the planning application boundaries and various plot numbers.

Figure 4-1 - Planning Application Boundaries and Indicative Layout



The TA includes a breakdown of the floor areas / land uses by plot for the detailed and outline elements of the proposed development, which has been presented within Figure 4-2.

Figure 4-2 - Land Use Schedule Maximum Parameters - Breakdown by Plot

Plot	Land Use	Land Use Class	GIA / No. Spaces
Detailed Element			
A1	Mid Tech	E (g) (i) (ii) (iii)	2,835sqm
A2			2,785sqm
A5			95sqm
A7	Ancillary use – likely to be a coffee shop	Class E	180sqm
E1	MSCP	Sui Generis	1,493 spaces
	Ancillary use – likely to be Tesco Metro or similar	Class E	475sqm
Outline Element			
A3 and A6	Mid Tech	E (g) (i) (ii) (iii)	23,100sqm
B1	Hotel	C1	300 rooms
B3	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
E2	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
F1, F2 and F4	General Industrial	B2	35,200sqm
F3	MSCP	Sui Generis	520 spaces

4.2 Phasing

The TA outlines that the proposed development will come forward in a phased delivery and consider the assessment scenarios represent full build out of the proposal:

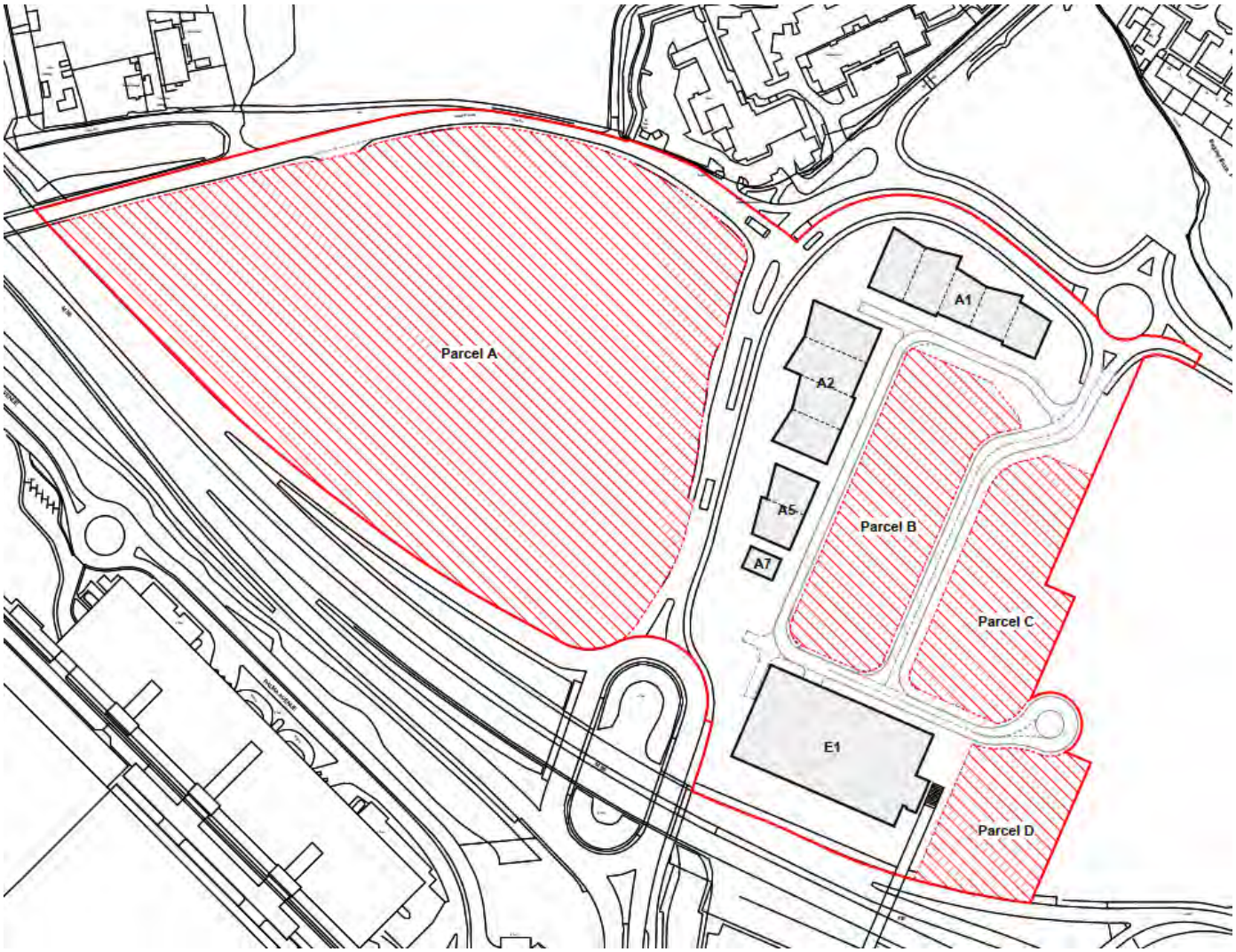
- Phase 1: detailed element (2030); and
- Phase 2: outline element (2035).

WSP acknowledged that the TA includes opening year and future year scenarios; however, there were inconsistencies noted in the TA and CTMP opening years. During the meeting held on 7th May 2026, Buro Happold confirmed that the CTMP and TA opening years do align and WSP confirmed that the information would be reviewed for consistency.

WSP Comment	Comment 4-01
WSP have reviewed the TA and CTMP again and note that the various phases have been outlined in the CTMP, as follows: ■ Mid-Tech Units (Plots A2, A5, and A7) which form part of the detailed element of the application. Start Q4 2026 - Complete Q3 2027. ■ The Multi Storey Car Park (Plot E1) which forms part of the detailed element of the application. Start Q4 2026 – Complete Q4 2027.	

WSP Comment	Comment 4-01

- Mid-Tech Units (A1) which forms part of the detailed element of the application. Start Q2 2029 – Complete Q1 2030.
- Parcel D (Plot B1) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.
- Parcel B (Plot A3 and A6) which forms out of the outline element of the scheme and will be subject to future reserved maters. Start 2028 – Complete 2030.
- Parcel C (Plots B3 and E2) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.
- Parcel A (Plots F1 to F4) which forms part of the outline element of the scheme and will be subject to future reserved matters. Start 2028 – Complete 2035.



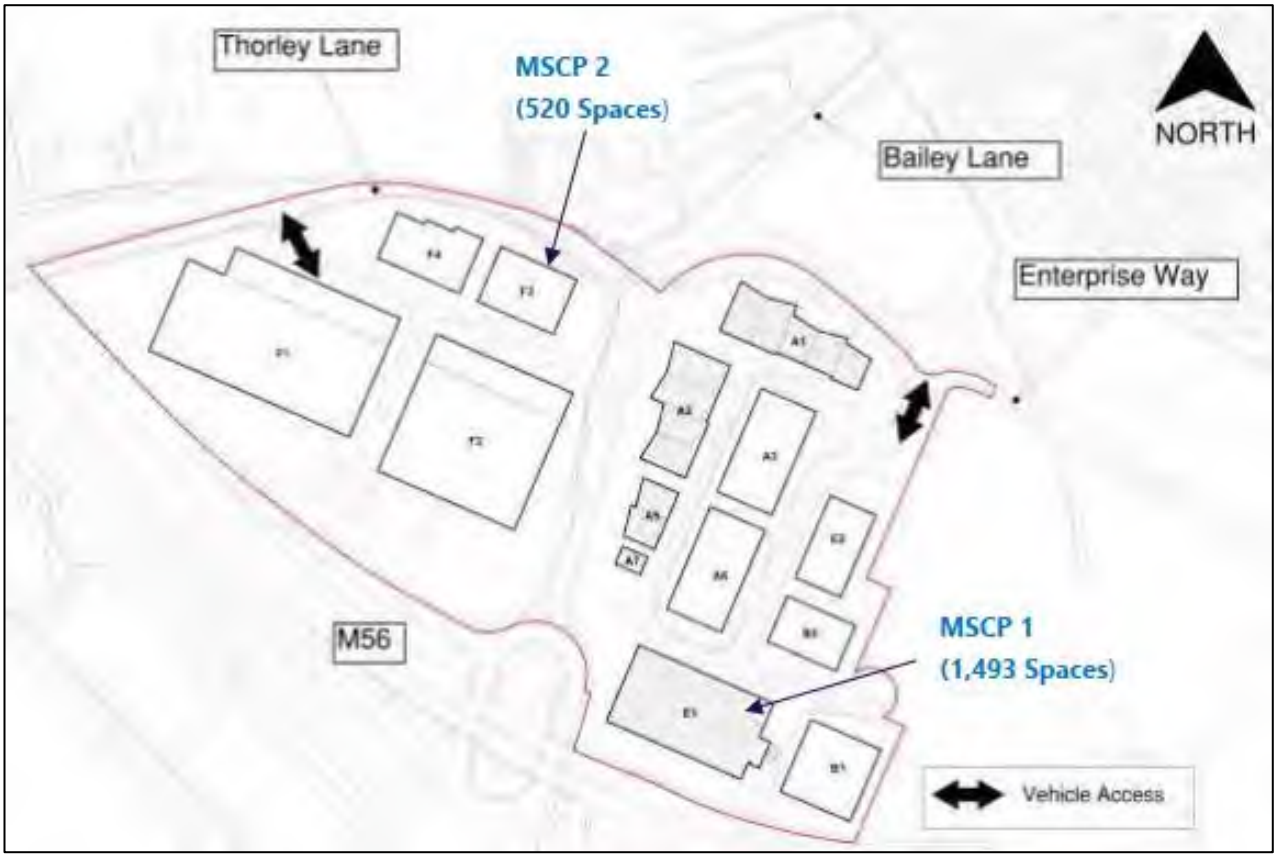
WSP note that mid-tech units A1 and Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027. It is unclear whether these units and car park will remain unoccupied until the remaining parcels are completed by 2030 (the stated opening year).

Therefore, clarification is required on the opening year of development in light of the above. It is recommended that subject to confirmation of the year, the opening year in the transport assessment is updated.

4.3 Parking

The proposed development is expected to provide a total of 2,013 car parking spaces. The location of parking spaces is presented in Figure 4-3.

Figure 4-3 - Parking Provision



The breakdown of the proposed car parking provision is presented within Figure 4-4.

Figure 4-4 - On-Site Parking Provision

Land Use	Spaces
Detailed Element	
Permitted Off-site Hotels (Plot H3 TRIBE hotel and Plot P1 Ibis and Holiday Inn hotels)	209
Permitted Off-site Office (MAG)	440
Sub total	***649***
MIX Development	844
Total in MSCP at Plot E1	**1,493**
Outline Element	
MIX Development (MSCP at Plot F3)	520
Total for MIX Development	***1,364***
TOTAL Parking Provision	**2,013**

It is anticipated that MSCP 1, shown at Plot E1, will provide 1,493 parking spaces and MSCP 2 will provide 520 parking spaces.

The TA states that 649 parking spaces in MSCP 1 are allocated to permitted off-site development located to the south of MIX as a part of previous planning consent and that the spaces have been assessed separately as they are currently not provided on-site.

The remainder of parking for MIX, totalling 520 spaces, will be located in MSCP 2 at Plot F3 and the current occupiers of the existing airport parking within Jet Parks 1 will be removed.

With regard to the hotel, there is intentionally less parking than a typical 1:1 ratio, as the TA states that the majority of users are unlikely to travel by car and / or park on-site but will walk to / and from the airport. In addition, there is no parking proposed for the ancillary E-class uses.

WSP Comment	**Comment 4-02**

The scale of vehicle parking provision, including the proposed multi-storey car park, is noted, and it is acknowledged that the TA confirms that this facility is intended to serve development users, whilst also accommodating a proportion of parking demand associated with off-site uses including airport-related employment. However, given the scale of parking proposed and the site's proximity to the SRN, it is important that the implications of this parking provision are fully reflected within the assessment of SRN impacts.

As set out at scoping stage, a proportionate assessment of impacts on the SRN is required in line with DfT *Circular 01/2022* (paragraph 15), which states:

> *"The potential impact of development proposals on the SRN must be fully assessed and evidenced within the Transport Assessment"*

It is unclear from the information presented in the TA and TN whether the 649 spaces are allocated for office staff, based on discussions had previously. It is also unclear how these spaces are to be managed in context of MIX and should be clarified because this may result in parking being sought off-site if the level of parking proposed for MIX vs. vehicles travelling to site is greater than the available spaces.

In addition to the above, WSP recommend further information is provided regarding the measures proposed to manage and enforce the use of the MSCP to ensure that demand does not exceed provision, which may give rise to unassessed SRN impacts.

The TA justifies reduced parking provision on the basis of assumed high levels of public transport accessibility and reduced car use, particularly for the hotel element. Whilst this approach is acknowledged; it relies on key assumptions regarding travel behaviour and accessibility that are integral to the traffic impact assessment. It is therefore important that these assumptions are fully evidenced and clearly reflected within the assessment of impacts on the SRN.

5. Traffic Impact Assessment

5.1 Study Area

The study area for the traffic impact assessment includes the local highway network including:

- Junction 1: Thorley Lane / Site Access priority junction.
- Junction 2: Thorley Lane / Enterprise Way signal junction.
- Junction 3: Enterprise Way / site access roundabout.
- Junction 4: T2 Roundabout.
- Junction 5: A555 Ringway Road/Outwood Lane signal junction.
- Junction 6: A555 Ringway Road/Enterprise Way signal junction.
- Junction 7: Enterprise Way/Aviator Way signal junction.

As a result of reviewing the TA, WSP highlighted that the full extent of SRN junctions (M56 Junctions 4 – 6) had not been included in the study area. This was discussed in the meeting held on 7th May 2026 and Buro Happold outlined that this was not highlighted during pre-application scoping discussions. Notwithstanding, Buro Happold suggested that a flow diagram can be produced to outline the predicted increase in vehicle movements to the SRN junctions, which was agreed with WSP.

The TN includes the SRN junctions.

WSP Comment	Comment 5-01
WSP note that M56 Junction 4 – 6 have been included in the TN and offer no further comments in relation to the study area. Further information with regard to junction assessment parameters is provided below.	

5.2 Assessment Scenarios

The following assessment years have been included in the TA:

- 2030 (opening year for the Detailed Element);
- 2035 (opening year for the Detailed + Outline Elements); and
- 2040 (5 years after opening).

WSP Comment	Comment 5-02
The inclusion of opening year and future year assessment scenarios is noted, and it is acknowledged that these are intended to reflect the phased nature of the hybrid planning application, in line with the DfT Circular 01/2022. However, as noted in the previous comments provided by WSP, the opening year in the TA does not align to the opening year quoted in the CTMP for some of the units proposed for MIX. WSP note that mid-tech units A1 and Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027. Therefore, clarification is required on the opening year of development in light of the above. It is recommended that subject to confirmation of the year, the opening year in the transport assessment is updated and must include all elements of MIX (outline and detailed).	

5.3 Background Traffic Growth

The TA sets out the approach used to account for background traffic growth between the baseline and assessment years, which has been agreed with MCC and TfGM during TA scoping discussions.

The trip rates have been derived from the TEMPro dataset, based on the Manchester 053 MSOA and applied to the 2025 traffic flows. The following growth factors are as follows:

- 2025-2030 AM peak = 1.0568
- 2025-2030 PM peak = 1.0554
- 2025-2035 AM peak = 1.1029
- 2025-2035 PM peak = 1.1001
- 2025-2040 AM peak = 1.1384
- 2025-2040 PM peak = 1.1340

Subsequently following the TA review, WSP requested clarification on the opening year as the TA and CTMP opening years do not align.

WSP Comment	Comment 5-03
As highlighted in this review, there are inconsistencies in the opening year stated in the TA and CTMP as WSP note that mid-tech units A1 and Parcel B is anticipated to be operational by 2030; however, the CTMP states that mid-tech units A2, A5 and A7 as well as the multi-storey car park will be complete by 2027. This must be clarified, with the background growth factors updated, if required. In addition, given the site's proximity to the SRN and the scale and nature of development proposed, further clarity is required on the suitability of the selected TEMPro growth assumptions for representing growth on SRN-influenced routes. In particular, how background growth derived at MSOA level appropriately reflects traffic growth on strategic corridors, with whether any additional consideration has been given to freight traffic growth associated with employment and airport-related activity. Providing this clarification is required to confirm that future baseline traffic conditions, against which development impacts are assessed, are appropriate for the purposes of assessing impacts on the SRN, in line with DfT *Circular 01/2022.*	

Airport Traffic Growth

The TA includes an allowance for future growth associated with Manchester Airport, informed by forecasts provided by MAG and AECOM. It is assumed the airport operates approximately 50 million passengers per annum by 2048 and this forecast has been used to derive growth levels for relevant assessment years. This equates to 21% growth between 2026 to 2036, 43% growth between 2026 and 2046, with intermediate growth applied on a linear basis.

To reflect the temporal distribution of airport-related demand, MAG / AECOM have provided forecast growth profiled by time of day, covering combined passenger and staff movements. These growth factors have been applied specifically to movements accessing and egressing the airport campus via World Way and Outwood Lane, representing airport-only traffic.

All other background traffic across the wider study area has been grown separately using TEMPro, ensuring that airport-related growth is isolated and not double-counted within the general background growth assumptions. The growth factors applied to World Way and Outwood Lane are shown below:

- 2025-2030 Arrivals AM = 1.095
- 2025-2030 Departures AM = 1.068
- 2025-2030 Arrivals PM = 1.097
- 2025-2030 Departures PM = 1.055
- 2025-2035 Arrivals AM = 1.211
- 2025-2035 Departures AM = 1.143
- 2025-2035 Arrivals PM = 1.213
- 2025-2035 Departures PM = 1.130
- 2025-2040 Arrivals AM = 1.327
- 2025-2040 Departures AM = 1.218
- 2025-2040 Arrivals PM = 1.329
- 2025-2040 Departures PM = 1.205

WSP Comment	Comment 5-04
See Comment 5-03 above regarding SRN growth and freight considerations.	

5.4 Relevant Development & Infrastructure

The TA included a review of committed and cumulative developments, drawing on information contained within the Environmental Statement, including schemes located within neighbouring authorities including Cheshire East, Trafford and Stockport.

The TA states that vehicle trip generation associated with these developments is generally low and would be captured within the TEMPro background growth assumption, therefore, it is considered no additional

bespoke growth allocations are required than those already included within the background traffic forecasts.

The developments have been screened to determine their relevance to the TA study area, Table 5-1 presents a summary of the transport implications for each scheme.

Table 5-1 - Committed Developments

Name	Planning Application Reference	Development Description / Transport Notes	Anticipated Programme	Comment
Manchester Business Park Extension – Aviator Way	144691/FO/2025	10,167 sqm flexible B2 / B8 uses. Waterman TA (Dec 2025) confirms total vehicles: AM Peak = 66 arrivals / 26 departures; PM Peak = 38 arrivals / 52 departures. 6.6% via Enterprise Way and 93.4% via A555 (including 81.2% via M56). Previous outline consent (123105/OO/2019) for B1 office use lapsed.	Assumed Opening Year: 2030. Application submitted December 2025 (currently in determination).	Vehicle trips low and considered to be within daily traffic variation.
THQ (The Hut Group), Enterprise Way	129109/JO/2021	s73 application for variation of Condition 3. Outline approval with all matters reserved (121270/OO/2018). 26,803 sqm offices and MSCP (1,147 spaces) Phase 1; 39,673 sqm offices with up to 832 spaces (Phases 2 and 3).	Permission lapsed – expected to be brought forward in the future as part of MIX.	Not currently progressing as a standalone committed development.
Building 308, Argosy Drive (south of M56 spur/A555)	134103/FO/2022	13,560 sqm B8 use. Tetra Tech Addendum TA (Jan 2023) confirms reduction in parking provision compared with extant use, resulting in a net reduction in trips on the network.	Consent granted August 2023. Pre-commencement conditions under determination.	Net reduction in vehicle trips on the network.
Premier Inn, Plot H3 (south of M56 spur/A555)	141662/FO/2024	276-bed hotel. Tetra Tech TS (Nov 2024) confirms no parking proposed other than disabled bays; trip generation associated with drop-off and servicing is low (less than 10 vehicles one-way in peak hours).	Target completion Q3/Q4 2027.	Vehicle trips very low and within daily traffic variation.
Buildings 300 and 307, York Drive	EIASCR/25/008	Request for EIA Screening Opinion. No details available on the planning portal.	Planning application not submitted.	Insufficient information available to assess transport impact.
Wythenshawe Town Centre Redevelopment	144655/FO/2025 (Alpha House); 144669/FO/2025 (Birtles); 144656/FO/2025 (Brotherton House)	Alpha House: 125 residential units (16 disabled bays). Brotherton House: 191 extra-care units + 25 townhouses (90 spaces). Birtles: 81 residential units (5 disabled bays). Curtins TS (Dec 2025) confirms Alpha and Brotherton plots result in a reduction of ~20 two-way trips in AM/PM peaks; Birtles results in a minor increase of 3–4 two-way trips.	Applications submitted December 2025 – currently in determination.	Overall net reduction in vehicle trips; development framework area would have been included in TEMPro.
Hangar 4, Pinfold Lane (south of M56 spur/A555)	136879/FO/2023	8,568 sqm B8 use. Replacement of existing 7,400 sqm unit. Tetra Tech TA (June 2023) confirms minimal change in trip generation; vehicles likely to route via M56 Junction 6.	Pre-commencement conditions due to be submitted.	Negligible impact and within daily traffic variation.
Plots G1 and G2, Airport City Central Business	118409/FO/2017	Plot G1: 375-bed hotel. Plot G2: 254-bed hotel. AECOM TA (Nov 2024) confirms no additional parking; development located on existing	Implemented consent; estimated completion July 2026.	Included within Airport City North Framework and

District (south of M56 spur/A555)		828-space airport staff car park with 300 spaces retained.		accounted for in TEMPro.
MAG Temporary Car Park, Plot X, Enterprise Way	139471/FO/2024	Temporary 722-space car park for five-year period.	In operation since circa 2021.	Trips associated with this facility would be included in 2025 observed traffic flows.
Dakota Hotel, Enterprise Way	140206/FO/2024	154-bed hotel at Plot J (north of MIX site); currently under construction.	Q1 2025 – Q3 2026.	Included in Airport City North Framework and accounted for in TEMPro.
TRIBE Hotel (Chicago Ave) and Ibis Hotel (Palma Ave)	138972/AO/2024	Both hotels complete and operational.	Operational.	Any associated traffic included within 2025 observed flows.
Davenport Green Masterplan (Timperley Wedge)	Planning application not yet submitted	Up to 2,500 dwellings and 60,000 sqm employment floorspace. Allocated site in the Places for Everyone Joint Development Plan.	Masterplan expected to be adopted by Summer 2026; first phase expected late 2026 with phased delivery from around 2028.	Long-term strategic development; likely allowance within TEMPro.
Thorley Glade	114619/RES/24	76 residential units with 168 parking spaces. No Transport Assessment submitted.	Not known.	Site located approximately 4 km west of MIX; limited relevance to SRN impacts at this stage.

WSP Comment	Comment 5-05
WSP acknowledged in the previous comments issued that the TA includes a review of committed and cumulative development drawing on the information from the Environmental Statement and considering schemes with neighbouring authorities including Trafford, Cheshire East and Stockport. However, it is unclear whether this list has been discussed and agreed with the LPA and adjoining authorities, which is also unclear in the TN. This must be clarified in order to provide confidence that the SRN junctions have been appropriately assessed with regard to cumulative impacts from other developments anticipated to impact M56 Junctions 4 – 6.	

5.5 Traffic Generation

The TA confirms that a trip generation and mode split methodology was prepared and submitted to MCC, TfGM and National Highways, and that the proposed approach to trip generation was agreed in principle through transport scoping discussions and meetings held in January 2026.

In addition, a multi-modal trip generation assessment has been undertaken for all proposed land uses at the site. This includes consideration of vehicular trips alongside assumptions relating to mode share, which then are carried forward into the distribution and assignment of the trips across the highway network.

Trip Generation

The TA outlined that the proposed MIX development includes flexible land uses, which can result in a range of potential trip generation outcomes depending on the specific uses ultimately delivered within the

approved classes. The TA acknowledges that the flexibility introduces uncertainty when forecasting trips, particularly for the outline elements of the scheme.

To address this, the worst-case vehicle trip generation scenario has been assessed, which has been informed by advice from the Applicant regarding the types of development most likely to come forward within the flexible use classes, with the intention of ensuring that the assessment provides a robust basis for understanding potential traffic impacts.

The TA also notes that, where development plots within the outline areas are brought forward through future Reserved Matters Applications, the transport assessments undertaken for the current application will be revisited to ensure consistency with the detailed proposals at that time.

Class B2

For Class B2 (general industrial) uses, the TA derives vehicle trip generation using trips from the TRICS database using the following criteria:

- Land Use: 02 – Employment, Sub Use B – Business Park;
- Size: 10,000sqm or larger;
- Survey Date Range: 01/01/2016 – 06/19/2024;
- Survey Days: Monday - Thursday;
- Location Categories - “Edge of Town Centre” and “Suburban Area”;
- No geographical location was excluded; and
- Surveys undertaken during the Covid-19 not included.

The peak-hour person trip rates are presented within **Error! Not a valid bookmark self-reference.**, and subsequently applied to the outline B2 plots (Plot F1, F2 and F4) to estimate total person trip generation for the AM and PM peak periods, presented in Figure 5-2.

Figure 5-1 - Peak Hour Person Trip Rates - General Industrial B2 Uses (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.496	0.149	0.645	0.145	0.451	0.596	3.462	3.374	6.836

Figure 5-2 - Peak Hour Person Trips - General Industrial B2 Use (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
F1, F2 and F4	175	53	228	51	159	210	1,219	1,188	2,407

The forecast trips for the B2 element of the development is 228 trips in the AM peak, 210 trips in the PM peaks and 2,400 trips per day.

Class E (g) (ii) and (iii)

For Class E(g)(ii) research and development (R&D) and Class E(g)(iii) light industrial uses, the TA derives vehicle trip generation using trips from the TRICS database based on the following criteria:

- Land Use: 02 – Employment, Sub Use D – Industrial Estate;
- Size: 10,000sqm or larger;
- Survey Date Range: 01/01/2016 onwards;
- Survey Days: Monday – Thursday;
- Location Categories - “Edge of Town Centre” and “Suburban Area”;
- No geographical location was excluded; and
- Surveys undertaken during the Covid-19 lockdown not included.

The TA considers this land-use proxy to be appropriate on the basis that business parks typically accommodate a mix of R&D and light industrial activities comparable to those proposed.

The peak-hour person trip rates are presented within Figure 5-3, and subsequently applied to the outline Class E (g) (ii) and (iii) plots (Plot B3 and E2) to estimate total person trip generation for the AM and PM peak periods, presented in Figure 5-4.

Figure 5-3 - Peak Hour Person Trip Rates - R&D and Light Industrial Use (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	1.403	0.204	1.607	0.161	1.252	1.413	5.209	5.127	10.336

Figure 5-4 - Peak Hour Person Trips - R&D and Light Industrial Use (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
B3 and E2	250	36	286	250	36	286	928	914	1,842

The forecast trips for the B2 element of the development is 286 trips in the AM peak, 286 trips in the PM peaks and 1,840 trips per day.

Class E (g) (i) (ii) and (iii)

For flexible Class E(g)(i) office, Class E(g)(ii) research and development, and Class E(g)(iii), the TA derives vehicle trip generation using the ‘Business Park’ trip rates from the TRICS database, outlined above.

The TA considers this approach appropriate on the basis that business parks usually accommodate a mix of office, R&D and light industrial activities, which reflects a range of uses proposed at MIX Manchester. The TA also notes that, based on advice from the Applicant, the uses are unlikely to be entirely office-based.

The peak-hour person trip rates are applied separately to both detailed elements (Plots A1, A2 and A5) and the outline element (Plots A3 and A6) of the development.

Figure 5-5 - Peak Hour Person Trip Rates - Class E (g) (i) (ii) and (iii) (Detailed Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
A1, A2 and A5	92	13	106	1	82	93	342	337	679

The plots are forecast to generate 106 trips in the AM peak and 93 trips in the PM peak, with around 680 trips per day. Results for the outline element are presented within Figure 5-6, which is forecast to generate 371 trips in the AM peak and 326 trips in the PM peak, with approximately 2,400 trips per day.

Figure 5-6 - Peak Hour Person Trips - Class E (g) (i) (ii) and (iii) (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
A3 and A6	324	47	371	37	289	326	1,203	1,184	2,387

Class C1

For C1, it is anticipated that a significant proportion of hotel users will be visiting the airport and associated development, with arrival and departure profiles reflecting airport-related activity rather than conventional city-centre hotel travel behaviour. The TRICS database has been selected based on the following criteria:

- Land Use: 06 – Hotel, Food & Drinks Sub Use A – Hotel;
- Size: 4 – 349 Bedrooms;
- Survey Date Range: 01/01/2016 – 09/1/2023;
- Survey Days: Monday – Wednesday;
- Location Categories - “Edge of Town Centre” and “Suburban Area”;
- No geographical location was excluded; and
- Surveys undertaken during the Covid-19 lockdown not included.

The TA notes that the TRICS database does not contain any recent person-based survey data for airport hotels, although it does include a limited number of vehicle trip generation surveys for this land-use type. Despite these surveys being dated, the TA considers that the arrival and departure profiles remain representative of airport hotel activity. To derive the trip rates, the TA combines vehicle-based arrival and departure profiles from airport hotels with person trip data from city-centre hotel surveys.

The peak-hour person trip rates for the hotel use derived are presented within Figure 5-7 and are applied to the outline hotel plot (Plot B1) within Figure 5-8.

Figure 5-7 - Peak Hour Person Trip Rates - Hotel (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.155	0.136	0.291	0.165	0.170	0.335	2.547	2.466	5.013

Figure 5-8 - Peak Hour Person Trips - Hotel (Outline Element)

Plot	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
B1	25	22	47	26	27	53	409	396	805

The results indicate that the hotel element is forecast to generate 47 trips in the AM peak and 53 trips in the PM peaks and around 800 trips per day.

Flexible Class E

The TA identifies two areas of flexible Class E floorspace within the detailed application which are described as ancillary to the primary commercial uses at the site. This includes a 180sqm unit at Plot A7, which the TA indicates is likely to be a coffee shop and a 475sqm unit at Plot E1, ancillary to the MSCP, which is understood to be a convenience retail use.

The TA states that given the limited scale of these units, the majority of trips are expected to be linked, internal or pass-by trips associated with the wider development, rather than standalone destinations. It also assumes that staff for these uses would be locally based and/or travel using sustainable modes. Therefore, the TA proposed that these ancillary Class E areas are not assessed separately within the trip generation calculations.

Workplace Mode Split

The TA sets out the methodology used to derive a workplace mode split for the science, innovation and manufacturing campus, excluding the hotel which is assessed separately. It is stated that no single data source was considered sufficiently robust on its own, therefore, a multi-source approach was adopted to derive what is described as the “most reasonable” mode split.

The assessment initially draws on 2011 Census Journey to Work data for the MSOA in which the site is allocated, Manchester 053. It is stated that the more recent 2021 Census data is not used due to variations arising from pandemic-related travel restrictions.

The Census data is presented in Figure 5-9, which indicated that 77% of people travel by private car and it is suggested that due to the Metrolink only opening in 2014, after the Census data was collected, this may be an over representation to current travel behaviour.

Figure 5-9 - Mode Split from 2011 Census Data

Mode	2011 Census Mode Split
Car driver	77%
Car passenger	3.8%
Taxi	0.7%
Motorcycle	1.0%
Bus	8.2%
Metrolink	0.7%
Rail	3.4%
Walking	3.1%
Cycling	2.5%
Total	**100%**

To reflect these changes, the TA references the Greater Manchester Accessibility Level (GMAL) being between six and seven, indicating a high level of public transport accessibility. However, the TA recognises the edge-of-town / suburban location, strong connectivity to the SRN availability of parking, and the shift-based working patterns is likely to result in continued reliance on the private car.

To establish a lower bound for vehicle mode share, the TA also references TRICS data from MCC workplaces, which indicate lower levels of car use. This is presented within Figure 5-10.

Figure 5-10 - Vehicle Mode Split from TRICS

Mode	TRICS Mode Split
Single Occupancy	33.0%
Vehicle Occupants	27.6%
Total Vehicles	**60.5%**

On the basis that neither the Census nor the TRICS data alone was considered fully representative, the TA adopts a midpoint between the two datasets to derive the workplace mode split used in the assessment, this is presented within Figure 5-11. This results in an adopted vehicle mode share of 71.6%.

Figure 5-11 - Adopted Workplace Mode Split

Mode	Adopted Mode Split
Car driver	66.8%
Car passenger	3.3%
Taxi	0.6%
Motorcycle	0.9%
Bus	13.0%
Metrolink	0.5%
Rail	5.3%
Walking	7.5%
Cycling	2.1%
Total	**100%**

Hotel Mode Split

The TA sets out the methodology used to derive used to mode split for the proposed hotel use, which has been calculated by referencing survey data from city-centre hotels on the TRICS database with vehicle mode splits adjusted to reflect expected airport-related travel behaviour. The vehicle trips are subsequently disaggregated into sub-categories consistent with Census definitions, with a vehicle occupancy of 1.5 assumed and remaining vehicle occupants assumed to travel by taxi.

The result of this calculation is presented within Figure 5-12.

Figure 5-12 - Adopted Hotel Mode Split

Mode	Hotel Mode Split
Car driver	13.6%
Car passenger	6.8%
Taxi	10.9%
Motorcycle	0.4%
Bus	4.7%
Metrolink	4.7%
Rail	12.4%
Walking	45.2%
Cycling	1.3%
Total	**100%**

WSP Comment	Comment 5-06
WSP would have expected the hotel mode split to be benchmarked against operating hotels adjacent to the airport and are of the opinion that the split of car driver trips is low and the walking trips is high, particularly as the data used is in a city centre location where walking trips are to be higher. In addition, it is assumed that the split of cycling trips is for staff working at the site and not visitors, who will be carrying luggage, which should be clarified and updated, if required. It is recommended that the mode split is revisited via use of appropriate sites in the TRICS database or trip rates are utilised from nearby approved hotel schemes that reflect its location next to the airport, such as the Dakota Hotel or Etrop Grange Hotel.	

Service Vehicle Generation

The TA sets out the approach used to estimate service vehicle trip generation associated with the proposed development, covering all land-use classes and assessment scenarios. Servicing activity has been derived using TRICS service vehicle trip rates, expressed per 100sqm of floorspace, and applied to the relevant elements of the development, presented in Figure 5-13.

Figure 5-13 - Service Vehicle Trip Rates (per 100sqm)

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Business Park	0.017	0.009	0.026	0.005	0.007	0.012	0.131	0.129	0.260
B2 Industrial	0.082	0.068	0.150	0.032	0.043	0.075	0.841	0.819	1.660
Hotel	0.013	0.011	0.024	0.009	0.000	0.009	0.071	0.050	0.121

Service vehicle trip rates are presented within Figure 5-14, with the forecast trips provided for the AM peak, PM peak and daily periods.

Figure 5-14 - Breakdown of Service Vehicle Trips

	Vehicle Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Element	LGVs	1	1	2	0	0	0	7	7	14
	HGVs	0	0	0	0	0	0	1	1	2
	Total	**1**	**1**	**2**	**0**	**0**	**0**	**8**	**8**	**16**
Outline Element	LGVs	28	22	50	10	14	24	268	258	526
	HGVs	14	11	25	7	5	12	143	139	282
	Total	**42**	**33**	**75**	**17**	**19**	**36**	**411**	**397**	**808**
Total	LGVs	29	23	52	10	14	24	275	265	540
	HGVs	14	11	25	7	5	12	144	140	284
	Total	**43**	**34**	**77**	**17**	**19**	**36**	**419**	**405**	**824**

WSP Comment	Comment 5-07
WSP note the total breakdown of service vehicles anticipated to service MIX Manchester, which appears reasonable but would highlight that the assessment looks to exclude service vehicles to the proposed hotel based on the land use included. Clarification must be provided to ensure that the assessment fully considers operational vehicles that will service MIX Manchester.	

5.5.1 Total Trip Generation

The TA includes the total person trips for both the detailed and outlines planning applications. The combined total is outlined in Figure 5-15.

Figure 5-15 - Total Person Trips by Mode

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Car driver	62	9	71	7	55	62	228	225	453
	Car passenger	3	0	3	0	3	3	11	11	22
	Taxi	1	0	1	0	1	1	2	2	4
	Motorcycle	1	0	1	0	1	1	3	3	6
	Bus	12	2	14	1	11	12	45	44	89
	Metrolink	0	0	0	0	0	0	0	0	0
	Rail	5	1	6	1	4	5	18	18	36
	Walking	7	1	8	1	6	7	26	25	51
	Cycling	2	0	2	0	2	2	7	7	14
	Total	**93**	**13**	**106**	**10**	**83**	**93**	**340**	**335**	**675**
Outline Application	Car driver	504	94	598	82	452	534	2,294	2,249	4,544
	Car passenger	26	6	32	6	24	30	138	135	274
	Taxi	8	3	11	4	7	11	67	65	131
	Motorcycle	7	1	8	1	6	7	31	30	62
	Bus	99	19	118	16	89	105	456	447	902
	Metrolink	5	2	7	2	5	7	36	35	72
	Rail	43	10	53	10	39	49	231	225	456
	Walking	67	20	87	21	63	84	436	425	860
	Cycling	16	3	19	3	14	17	74	73	147
	Total	**774**	**158**	**932**	**145**	**699**	**844**	**3,763**	**3,685**	**7,448**
TOTAL	Car driver	566	103	669	89	507	596	2,522	2,474	4,996
	Car passenger	29	6	35	6	27	33	149	146	295
	Taxi	9	3	12	4	8	12	69	67	136
	Motorcycle	8	1	9	1	7	8	34	33	67
	Bus	111	21	132	17	100	117	501	491	992
	Metrolink	5	2	7	2	5	7	36	35	72
	Rail	48	11	59	11	43	54	249	243	492
	Walking	74	21	95	22	69	91	462	450	912
	Cycling	18	3	21	3	16	19	81	80	161
	TOTAL	**867**	**171**	**1,038**	**155**	**782**	**937**	**4,103**	**4,019**	**8,122**

The total vehicle trip generation combines trips generated by the proposed land uses, permitted off-site MSCP trips and service vehicle movements, with trips broken down by vehicle type.

For the detailed application, the TA identifies the total vehicle demand of approximately 309 two-way trips in the AM and PM peaks, with daily totals of around 2,500 vehicle movements. The outline application generates a higher forecast demand, with 724 two-way vehicle trips in the AM peak and 617 two-way vehicle trips in the PM peak, resulting in 5,800 daily vehicle trips.

The total of the combined development is expected to generate approximately 1,033 two-way vehicle trips in the AM peak and 926 two-way trips in the PM peak, with an overall daily traffic generation of approximately 8,300 vehicle trips.

Figure 5-16 - Total Vehicle Trip Generation

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Cars	65	9	74	7	58	65	228	225	453
	Taxi	1	0	1	0	1	1	2	2	4
	Motorcycle	1	0	1	0	1	1	3	3	6
	LGVs	1	1	2	0	0	0	7	7	14
	HGVs	0	0	0	0	0	0	1	1	2
	Permitted MSCP	191	40	231	39	203	242	1,024	1,004	2,028
	Total	**259**	**50**	**309**	**46**	**263**	**309**	**1,265**	**1,242**	**2,507**
Outline Application	Cars	530	100	630	87	476	563	2,433	2,385	4,817
	Taxi	8	3	11	4	7	11	67	65	131
	Motorcycle	7	1	8	1	6	7	31	30	62
	LGVs	28	22	50	10	14	24	268	258	526
	HGVs	14	11	25	7	5	12	143	139	282
	Total	**587**	**137**	**724**	**109**	**508**	**617**	**2,942**	**2,877**	**5,818**
TOTAL	Cars	595	109	704	94	534	628	2,661	2,610	5,271
	Taxi	9	3	12	4	8	12	69	67	136
	Motorcycle	8	1	9	1	7	8	34	33	67
	LGVs	29	23	52	10	14	24	275	265	540
	HGVs	14	11	25	7	5	12	144	140	284
	Permitted MSCP	191	40	231	39	203	242	1,024	1,004	2,028
	TOTAL	**846**	**187**	**1,033**	**155**	**771**	**926**	**4,207**	**4,119**	**8,326**

WSP Comment	Comment 5-07
It is noted that a trip generation and mode split methodology was submitted to MCC, TfGM and National Highways and that the proposed approach was agreed in principle. In addition, it is acknowledged there is flexibility with the proposed land uses and the assessment confirms that a 'reasonable worst-case' vehicle trip generation scenario has been assessed, informed by advice from the Applicant of what is most likely to be delivered. However, further clarity is required on how this worst-case scenario has been defined and whether the future proposals cannot result in higher trip generation.	

WSP Comment	Comment 5-07
Based on the total forecast vehicle trips, and the scale of parking provision proposed, it appears that the peak parking demand cannot be fully accommodated within the available car parking if the 649 parking spaces already allocated to permitted off-site development is fully utilised / unavailable for use. Given the importance of parking availability to both trip generation and route choice, a car parking accumulation assessment is required to demonstrate that the proposed car parking provision is sufficient to accommodate peak demand across all land uses and user groups. This is particularly important given the site's proximity to the SRN and the potential to affect traffic patterns.	

5.6 Distribution & Assignment

The TA derives the vehicle trip distribution to and from the site using 2011 Census Travel to Work data to inform how trips are assigned onto the highway network, with the principal MSOA origins for car driver trips identified. A weighted average approach was applied to determine the overall directional distribution of highway trips.

The overall directional split of vehicle trips across the wider network is presented within Figure 5-14. This shows the majority of trips heads North (44%), East (33%), West (15%) and South (8%). The TA also states that this distribution broadly aligns with distributions previously used by MAG / AECOM within airport-related modelling work.

Figure 5-17 - Proportion of Vehicle Trips by Direction

Direction	Proportion (%)
North	44%
South	8%
East	33%
West	15%
Total	**100%**

The TA also presents a more local assignment of trips onto the surrounding network; this is presented in Figure 5-18. The distribution shows that 48% of trips go North via M56 and 15% of trips go South via M56.

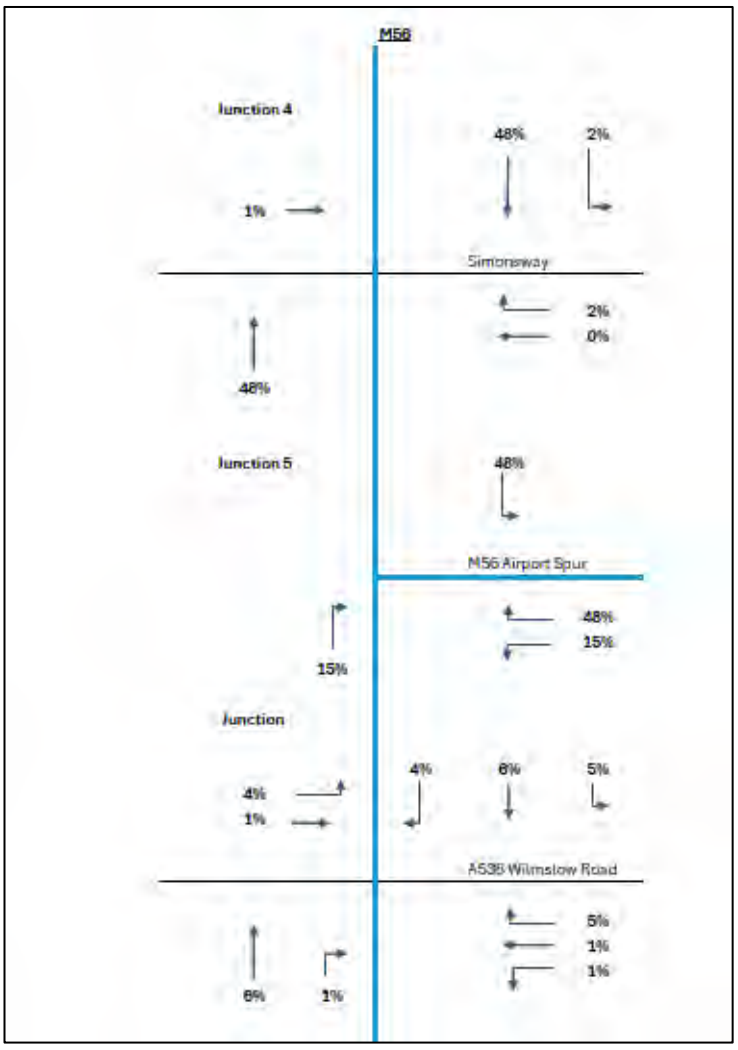
Figure 5-18 - Distribution of Vehicle Trips on the Surrounding Network

Direction	Proportion (%)
North via M56	48%
North via Bailey Lane	5%
South via M56	15%
South via Thorley Lane / Runger Lane	3%
East via A555	29%
Total	**100%**

It was unclear from the information presented in the TA what the distribution percentage of development would be at the M56 junctions and it was requested during the meeting held on 7th May 2026 that the traffic diagrams were extended to include the SRN junctions in order for National Highways to understand the routing assignment of vehicles to the junctions.

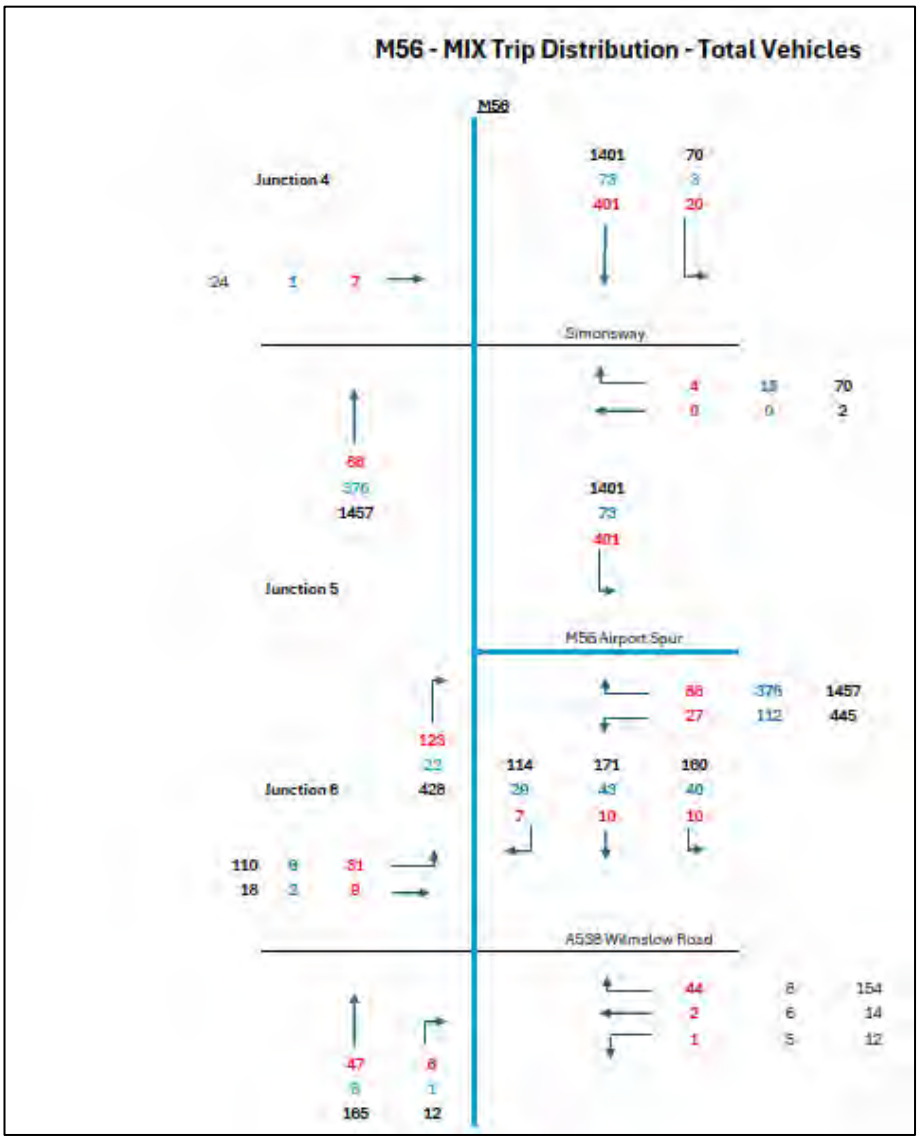
The TN includes a trip distribution diagram outlining the assignment of proposed development vehicles onto the SRN, which is presented in Figure 5-19.

Figure 5-19 – MIX Trip Distribution



The TN provides a diagram outlining the total number of vehicles at each SRN junction as a result of the proposed development:

Figure 5-20 – MIX Vehicle Assignment



The TN highlights that approximately 25% of the resultant trip generation is as a result of the 649 parking spaces allocated to permitted off-site development for previous planning consents, which are theoretically already on the highway network.

WSP Comment	Comment 5-08
Based on the additional information presented in the TN, it is clear what the distribution of vehicular traffic will be on each arm at the SRN junctions. However, it is unclear how the SRN junctions are anticipated to operate when the development is fully operational. The TA and TN highlight that approximately 25% is as a result of permitted off-site consents; however, WSP would expect the assessment to discount these vehicles if already on the highway network or provide confirmation on the level of new trips being generated from MIX Manchester that will be on top of the permitted off-site consents. On this basis, it is recommended that the information is updated clearly presenting the network diagrams and confirming the actual amount of traffic that is being generated as a result of the proposed development. Further commentary on junction modelling is provided at Comment 5-09.	

5.7 Junction Modelling

The TA undertakes a junction capacity assessment of the local highway network using LinSig, the study area includes the seven junctions identified within **Error! Reference source not found.**, located on the local and airport road network.

The assessment considers four modelling scenarios, agreed in principle with MCC / TfGM:

- 2026 baseline;
- 2030 (opening year for the detailed element);
- 2035 (opening year for whole development); and
- 2040 (5 years after full opening).

The junction performance has been assessed using standard LinSig outputs, including Degree of Saturation (DoS), Mean Maximum Queue (MMQ) and Practical Reserve Capacity (PRC).

The TA concludes, under baseline conditions, most junctions operate satisfactorily DoS values below 85%. However, Junctions 5 and 6 on the A555 Ringway Road are shown to operate at or near capacity in the AM and PM peak hours, with performance forecast to deteriorate further in future years due to background traffic growth and committed development. In particular, the AM peak hour shows DoS values exceeding 100% on the M56 Spur at Junction 5 by 2030 and on the A555 eastbound at Junction 6 by 2035.

The TA states, given no increase in vehicles trips is forecast to pass through Junction 5, the deterioration in performance at this junction is not attributed to the development and the proposal is therefore unlikely to result in significant impact.

Strategic Road Network

For the SRN, the TA assesses changes in traffic volumes on the M56 Spur using baseline data extracted from WebTRIS. The assessment indicates that forecast increases in traffic remain relatively small in percentage terms for most periods, with the TA concluding that the proposed development would not result in a material or significant impact on the SRN.

The calculated increase in trips for the M65 Junction 5 is presented within Figure 5-21.

Figure 5-21 - M56 Junction 5 - Increase in Total Vehicle Trips

	2035 Baseline			Trip Generation			Percentage Change		
	AM Peak	PM Peak	DAILY	AM Peak	PM Peak	DAILY	AM Peak	PM Peak	DAILY
M56 Spur EB	2,986	2,139	46,703	524	96	1,830	17.5%	4.5%	3.9%
M56 Spur WB	2,272	2,855	45,758	115	480	1,902	5.0%	16.8%	4.2%

The comments provided by WSP in April 2026 requested that the operational implications for the SRN junctions is provided as it was unclear from the information presented in the TA. The Buro Happold TN

outlines that the trip distribution has been adopted to establish the trip distribution to the SRN and the resultant trip generation for the peak hours is as follows:

- **M56 Junction 4** – 489 AM peak and 440 PM peak.
- **M56 Junction 5** – 639 AM Peak and 574 PM peak.
- **M56 Junction 6** – 150 AM peak and 134 PM peak.

The TN highlights that approximately 25% of the resultant trip generation is as a result of the 649 parking spaces allocated to permitted off-site development for previous planning consents, which are theoretically already on the highway network.

The TN also provides an increase in the AADT flows at the M56 spur together with the percentage increase to the north and south of the junction, which can be seen at Figure 5-22.

Figure 5-22 - M56 Junction 5 - Increase in Total Vehicle Trips

Link	2035 Baseline	MIX Development Flow	% Increase
M56 North of J5 NB	89,581	1,811	**2.0%**
M56 North of J5 SB	89,205	1,849	**2.1%**
M56 Airport Spur EB	46,703	1,830	**3.9%**
M56 Airport Spur WB	45,758	1,902	**4.2%**
M56 South of J5 NB	81,060	565	**0.7%**
M56 South of J5 SB	79,048	554	**0.7%**

The TN concludes that in the 2035 baseline, the percentage increase is no greater than 4.2% and the increase is not considered material in operational terms given the low collision record with no identifiable safety concerns.

WSP Comment	Comment 5-09
WSP note that comment made in the TA (para 8.4.10) about M56 Junction 5 stating that *given there is no increase in vehicle trips expected through Junction 5, the deterioration in capacity at this junction in future years is not expected to be as a direct result of the proposed development. Therefore, the proposed development is unlikely to have a significant impact at this junction.* This comment is disputed because the proposed vehicle movements through M56 Junction is substantial. Whilst WSP acknowledge that this junction would be difficult to model and accurately reflect how the junction operates, the assessment does not currently allow National Highways to understand how the junction could operate with the additional traffic in-situ. WSP would highlight to Buro Happold that M56 Junction 5 is the junction of concern to National Highways, and it is noted that the majority of additional vehicular flows at Junctions 4 and 6 are through flows on the mainline towards Junction 5. It is recommended that the assessment is updated to provide a link-based assessment of Junction 5 looking at Volume over Capacity. The assessment should also provide commentary on weaving movements as a result of development traffic from the off slips to the M56 spur, which are anticipated to increase as a result of vehicles travelling to MIX.	

WSP Comment	Comment 5-09

Specifically, WSP would expect the assessment to consider the following section of Junction 5 where vehicles from the south would need to merge into the inside lane in order to use the off slip to access MIX Manchester:



WSP would reiterate that National Highways does not consider percentage impacts an appropriate assessment and would expect the update to provide:

- An updated package traffic flow diagrams that clearly presents the increase in traffic with and without the 649 spaces to provide the true level of traffic as a result of MIX.
- Volume over Capacity link-based assessment and commentary on weaving movements.
- Hourly link flows from a data source as such as WebTRIS, rather than AADT flows.

This information will then be reviewed in the context of whether National Highways can understand the anticipated impacts on the SRN as a result of the proposed development.

5.8 Outline Construction Management Plan

An Outline Construction Management Plan (CMP) has been submitted in support of the hybrid planning application for Phase 1 of the MIX Manchester development. This document has been produced by BCEGI Construction.

The submitted CMP is an outline document, with further detailed construction traffic management, logistics and travel arrangements to be developed by the appointed contractor(s) and secured through planning condition prior to works commencing.

Development Phasing and Programme

Construction is proposed to be undertaken on a phased basis, the programme for the phasing is presented in Table 5-2. It is also noted that construction across different parcels may occur concurrently and that phasing will be influenced by occupier demand and market conditions.

Table 5-2 - Proposed Phasing and Programme

	Element	Start	Completion
Detailed Element	Mid-Tech Units (Plots A2, A5, and A7)	Q4 2026	Q3 2027
	Multi Storey Car Park (Plot E1)	Q4 2026	Q4 2027
	Mid-Tech Units (A1)	Q2 2029	Q1 2030
Outline Element	Parcel D (Plot B1)	2028	2035
	Parcel B (Plot A3 and A6)	2028	2030
	Parcel C (Plots B3 and E2)	2028	2035
	Parcel A (Plots F1 to F4)	2028	2035

Construction Access and Routing

The CMP identifies defined primary, secondary and prohibited routes for construction traffic, with the intention of minimising impacts on local residential streets.

Primary construction traffic access and egress routes are identified as routing via:

- the M56 motorway and Airport Spur;
- Terminal 2 Roundabout;
- Enterprise Way; and
- Thorley Lane.

The proposed construction routes are presented within Figure 5-23, which has been taken from the CMP.

Figure 5-23 - Construction Access Routes



Construction Traffic Volumes and Vehicle Types

The CMP identifies that peak construction activity, particularly during excavation, piling and structural phases, could result in up to 40–45 HGV movements per day, equating to approximately 80–90 two-way vehicle movements. Peak movements may occur during periods where multiple construction phases are active.

The latest response from WSP noted that the TA did not include any detail on construction traffic impacts and agreement with National Highways has not occurred.

WSP Comment	Comment 5-10
This latest point raised by WSP has not been addressed but acknowledge that up to 45 HGV movements could occur per day, which WSP would expect to occur outside of typical highway network peak hours and be spread across the day and not all arrive and depart in the same period. Whilst still in early stages of the development of MIX, the Applicant should submit an outline construction programme now in order for National highways to understand the programme for first / initial phases of development and include a maximum reasonable number for HGVs **and** construction staff arriving to site throughout the construction period. It is expected that construction traffic is very carefully managed and coordinated with relevant stakeholders including National Highways and MAG, particularly during peak periods that will increase demand at Manchester Airport, such as summer holidays. Relevant restrictions must be put in place limiting the hours of arrivals and departures for construction vehicles, particularly outside of typical highway network peak hours, as well as restrictions put on construction staff. In addition, tangible measures must be installed for the life of the construction period promoting car sharing or use of active travel and public transport modes with incentives provided for construction staff who do not travel to the site by private vehicles. Ongoing liaison must ensue with National Highways to ensure that the SRN remains protected for the life of the construction period and not to impact on the safe efficient operation of the SRN.	

WSP Comment	Comment 5-10
Notwithstanding the above point about providing an outline construction programme, it is also recommended that clarification is provided regarding the completion date of mid-tech units A2, A5 and A7 as well as the Plot E1 (multi-storey car park).	

6. Travel Plan

6.1 Introduction

A Framework Travel Plan (FTP) has been submitted to accompany the hybrid planning application for the MIX Manchester development. The FTP has been prepared on behalf of the Applicant and is intended to provide a site-wide strategy for managing travel demand and encouraging mode shift towards sustainable and active travel modes for staff and visitors.

The FTP applies to all land uses within the development, including both the detailed and outline elements, and is intended to be implemented on a phased basis as the site comes forward. It is described as a "living document", to be reviewed and updated over time in consultation with MCC informed by monitoring and travel survey results following occupation.

6.2 Policy & Guidance

The FTP has been prepared with reference to national, regional and local policy and guidance, including:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- Greater Manchester Transport Strategy 2040 (January 2021);
- Places for Everyone Joint Development Plan 2022 to 2039 (2014); and
- Manchester's Local Development Plan - Core Strategy (2012).

6.3 Travel Plan Aim

The overarching aim of the FTP is to reduce unnecessary vehicle trips, particularly single-occupancy car journeys, and to promote travel by public transport, walking and cycling wherever feasible.

The FTP is intended to:

- Support sustainable access to the site from the outset;
- Influence travel behaviour before habits become entrenched; and
- Manage the use of car parking at the site alongside sustainable travel measures.

The Applicant will retain overall responsibility for the implementation of the FTP and will communicate its requirements to occupiers through lease arrangements or similar mechanisms.

6.4 Travel Plan Targets / Objectives

The FTP sets out baseline mode split assumptions derived from the TA, covering both workplace trips and hotel trips. These baseline assumptions will be reviewed against actual travel behaviour once the site becomes operational through a baseline travel survey.

A series of interim mode split targets are defined for Years 1, 3 and 5 following first occupation. These targets are described as SMART (Specific, Measurable, Achievable, Realistic and Time-bound) and seek to:

- Reduce single-occupancy car driver trips by 10% over five years for workplace uses, and by 5% over five years for the hotel, and
- Achieve corresponding increases in public transport and active travel trips.

Figure 6-1 shows the workplace interim targets, this shows that a 10% reduction in single occupancy car trips over the 5-year timeframe. Alternatively, Figure 6-2 shows the hotel interim targets, this shows that a 5% reduction in single occupancy car trips over the 5-year timeframe.

Figure 6-1 - Interim Mode Split Targets - Workplace

Target	Mode Split			
	Year 0 (Baseline)	Year 1	Year 3	Year 5
Reduce Car Driver (Single Occupancy) trips by 10%)	66.8%	63.3%	59.8%	**56.8%**
Increase Active Travel by 5%	9.6%	11.1%	12.6%	**14.6%**
Increase Public Transport by 5%	18.8%	20.3%	21.8%	**23.8%**

Figure 6-2 - Interim Mode Split Targets - Hotel

Target	Mode Split			
	Year 0 (Baseline)	Year 1	Year 3	Year 5
Reduce Car Driver (Single Occupancy) trips by 5%	13.6%	12.1%	10.6%	**8.6%**
Increase Active Travel by 2.5%	46.5%	47.5%	48.5%	**49%**
Increase Public Transport by 2.5%	21.8%	22.8%	23.8%	**24.3%**

The targets are stated to be subject to review once baseline travel survey data has been collected, including analysis of home postcode data to understand the realistic potential for walking, cycling and public transport use.

6.5 Measures & Initiatives

The FTP sets out a comprehensive package of measures and initiatives aimed at supporting the achievement of the proposed targets. These include:

- **Travel Plan Management**
  - Appointment of a site-wide Travel Plan Co-ordinator, supported by Travel Plan Representatives for individual occupiers.
  - Securing the Travel Plan through a Section 106 agreement, including funding for implementation and monitoring.
  - Establishment of Travel Plan Steering Groups and ongoing liaison with MCC and TfGM.
- **Travel Information and Awareness**
  - Preparation of a Travel Information Pack to be issued to occupiers and staff prior to occupation.
  - Provision of clear information on walking, cycling, public transport options, journey planners, and available incentives.
  - Ongoing promotion of sustainable travel through on-site displays, marketing material and digital platforms.
- **Walking and Cycling Measures**
  - Provision of secure, covered cycle parking in accordance with LTN 1/20, including a site-wide cycle hub within the MSCP.
  - Provision of showers, lockers and cycle maintenance facilities.
  - Promotion of cycle training, cycle-to-work schemes, bicycle user groups, and national active travel initiatives.
- **Public Transport Measures**
  - Promotion of public transport services via the Travel Information Pack and Bee Network app.
  - Encouragement of interest-free season ticket loans and discounted ticketing where available.
  - Personalised travel planning offered to staff to identify sustainable alternatives to car travel.
- **Measures to Reduce Car Use**
  - Management of parking through permit controls, with an expectation that sustainable travel alternatives are used where feasible.
  - Promotion of car sharing and car clubs, including guaranteed ride-home schemes.
  - Promotion of flexible and remote working practices to reduce the need to travel.
- **Monitoring and Review**
  - Baseline travel survey to be undertaken within 6 months of first occupation (or at 75% occupancy).
  - Repeat surveys at Years 3 and 5, with a target response rate of at least 30%.

- Annual Travel Plan Monitoring Reports to be submitted to MCC, with a mechanism in place to review and strengthen measures where targets are not being met.

WSP Comment	Comment 6-01
The submission of the FTP, including the appointment of a site-wide Travel Plan Co-ordinator, defined monitoring arrangements and a package of measures to promote sustainable travel, is noted and acknowledged. As the FTP develops into a full Travel Plan to support the proposal, it is recommended that ongoing liaison is undertaken with National Highways to ensure that the measures and incentives proposed are appropriate and are tangible in order to reduce vehicle impacts at the SRN and ensure that the use of active travel and public transport modes is the first choice when travelling to the site. It would be expected that bus, tram and rail taster tickets are offered to staff upon confirmation of employment to encourage use of sustainable modes of travel from the start, which will help to determine travel patterns from the beginning.	

7. Summary

Buro Happold have been commissioned on behalf of Airport City Limited Partnership to produce a Transport Assessment and Framework Travel Plan to support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester. The Phase 1 planning application has been submitted to Manchester City Council (MCC) under planning reference: 145543/OO/2026.

As a statutory consultee in the planning process, National Highways has been consulted by MCC due to the sites close proximity to the SRN, specifically M56 Junctions 4 - 6. Subsequently, WSP have been commissioned by National Highways to review the submitted documents and provide advice on whether the proposed methodology is appropriate to assess the potential impacts on the Strategic Road Network (SRN).

This review includes consideration to the technical information presented in the TA as well as a subsequent Technical Note, which was produced following a meeting held between National Highways and Buro Happold in May 2026.

At this stage, it is unclear from the information provided in the technical submissions how the proposed development is anticipated to impact the SRN. As a result of the information reviewed, the following key points have been made with regard to updates required for the assessment:

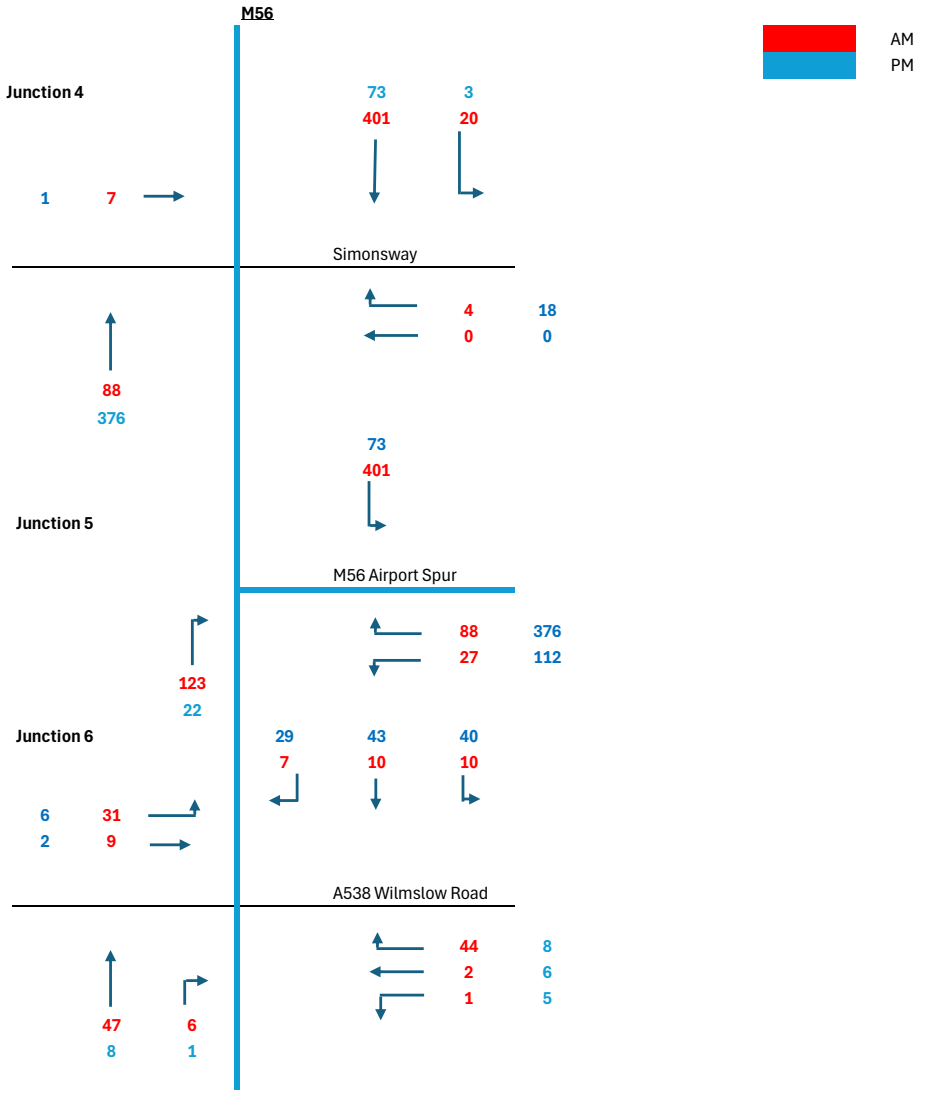
- **Policy Context** - resolved.
- **Baseline Conditions** - further information is requested on the current operation of the SRN junctions looking at queuing and merge / weaving movements.
- Collision Data – resolved.
- **Opening Year Assessment** – clarification is required whether the opening year of the proposed development is in 2027 of 2030. If it is expected that completion of particular units is built before the wider site is opened, then this should be confirmed.
- **Car Parking** – clarification is sought on whether the designated 649 spaces for off-site permitted schemes can be used by MIX.
- **Study Area** – resolved as now includes the SRN junctions.
- **Background Traffic Growth and Assignment** – clarification required on the opening year and growth on the SRN.
- **Committed and Relevant Development** – confirmation is requested that the developments included in the assessment have been agreed with Manchester City Council and the adjoining LPAs.
- **Trip Generation** – hotel trip rates to be revisited as WSP consider that the parameters used are not reflective of the site location. The mode split should be revisited via use of appropriate sites in the TRICS database or trip rates are utilised from nearby approved hotel schemes that reflect its location next to the airport, such as the Dakota Hotel or Etrop Grange Hotel.
- **Service Vehicles** – clarification sought on whether service vehicles to the hotel are included.

- A car parking **accumulation exercise is requested** as it appears that the peak parking demand cannot be accommodated within the available parking area.
- **Traffic diagrams to be updated** clearly presenting the anticipated vehicle flows as a result of MIX Manchester, with consented off-site developments included in addition to the proposed development vehicle movements.
- Clarification must be provided regarding approximately 25% of the resultant trip generation as a result of the 649 parking spaces allocated to permitted off-site development for previous planning consents, which are theoretically already on the highway network. If already existing on the highway network then the development flows should be updated accordingly.
- National Highways does not accept the information presented with regard to AADT flows and percentage impacts. **The impact of the proposed development is still unclear from the information provided** and it is recommended that the assessment is updated to consider a Volume over Capacity link-based assessment and weaving movements from the proposed development meeting at the off slips to the M56 spur.

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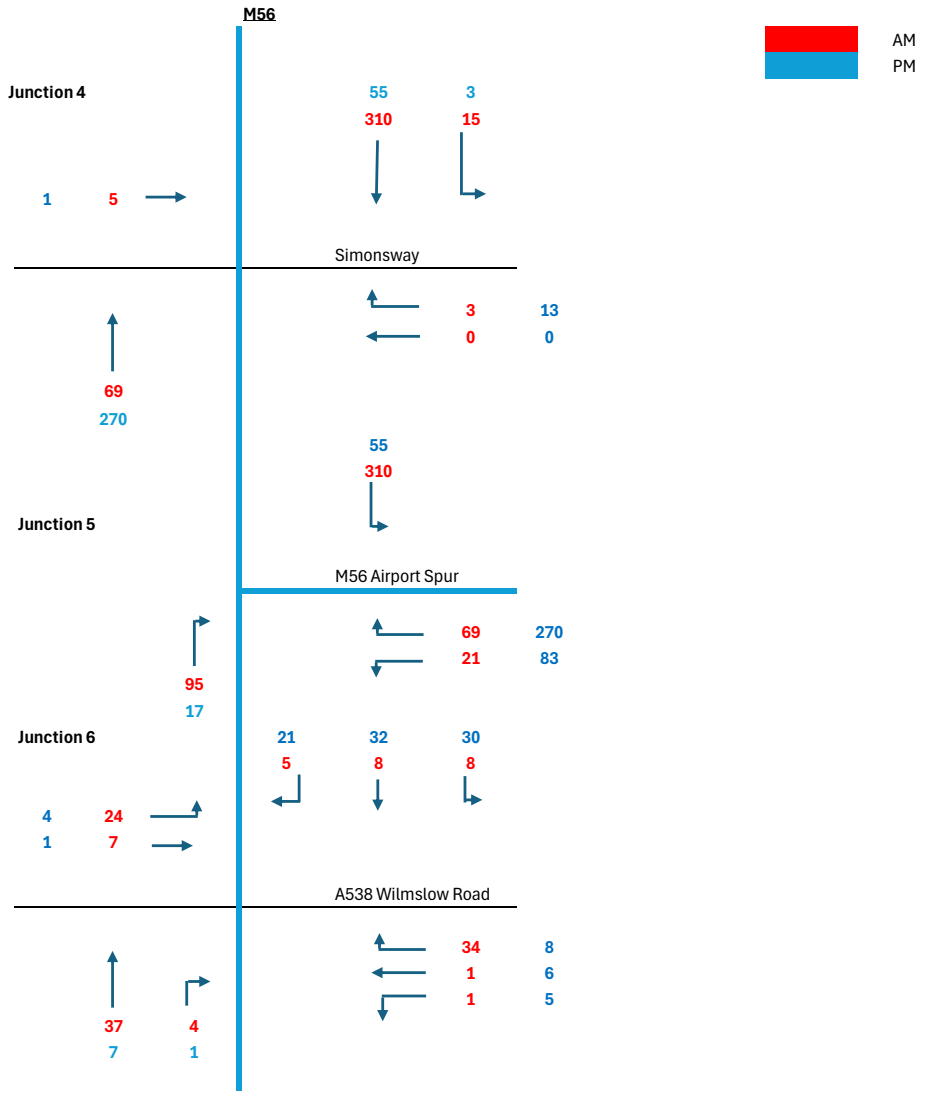
APPENDIX B Trip Generation for M56 Junctions 4-6

M56 - MIX Trip Distribution -Detailed + Outline (including 649 Spaces Allocated to Permitted Off-Site Development)



BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	23/07/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

M56 - MIX Trip Distribution -Detailed + Outline (excluding 649 Spaces Allocated to Permitted Off-Site Development)



Project:	Manchester MIX	**Date:**	23/07/2026		
Project Number:	68696	**Initials:**	JMc	**Revision:**	A

Appendix B Updated Masterplan Drawing



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NOTES:
1. Do not scale from this drawing; always work to noted dimensions.
2. All setting out, levels and dimensions to be agreed on site.
3. All dimensions are in millimetres unless otherwise stated.
4. The dimensions of all materials must be checked on site before being bid out.
5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

BOUNDARY KEY

- Planning Application Boundary
- Outline Development Parcels

Revision	Date	Description	Drawn	Apprvd.
P09	25/09/26	Outline boundary update	AS	AS
P08	09/09/26	Design Amendments	SY	RM
P07	19/03/26	Planning Issue	SY	RM
P06	03/03/26	Minor amends to layout	SY	RM
P05	13/02/26	Initial Issue	SY	RM

NOTE

General Arrangement Plan to be read in conjunction with drawings:
3223-PLA-XX-XX-DR-L-0001 - General Arrangement Plan
3223-PLA-XX-XX-DR-L-0003 - Interim Landscaping Plan
2332-PLA-XX-XX-DR-L-0005 - Phasing Strategy
3223-PLA-XX-XX-DR-L-1000- Hardworks General Arrangement Plan
3223-PLA-XX-XX-DR-L-1001- Edging General Arrangement Plan
3223-PLA-XX-XX-DR-L-2000- Trees General Arrangement Plan
3223-PLA-XX-XX-DR-L-2001- Planting General Arrangement Plan
3223-PLA-XX-XX-DR-L-2002- Tree Constraints Plan
3223-PLA-XX-XX-DR-L-4000 - Furniture General Arrangment Plan
3223-PLA-XX-XX-DR-L-4001 - Boundaries Plan

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Client Manchester Airport Group

Project Manchester Airport City North
Phase 1

Drg Title Illustrative Masterplan

Created on	Created by	Approved by
10/11/25	AS / SY	RM

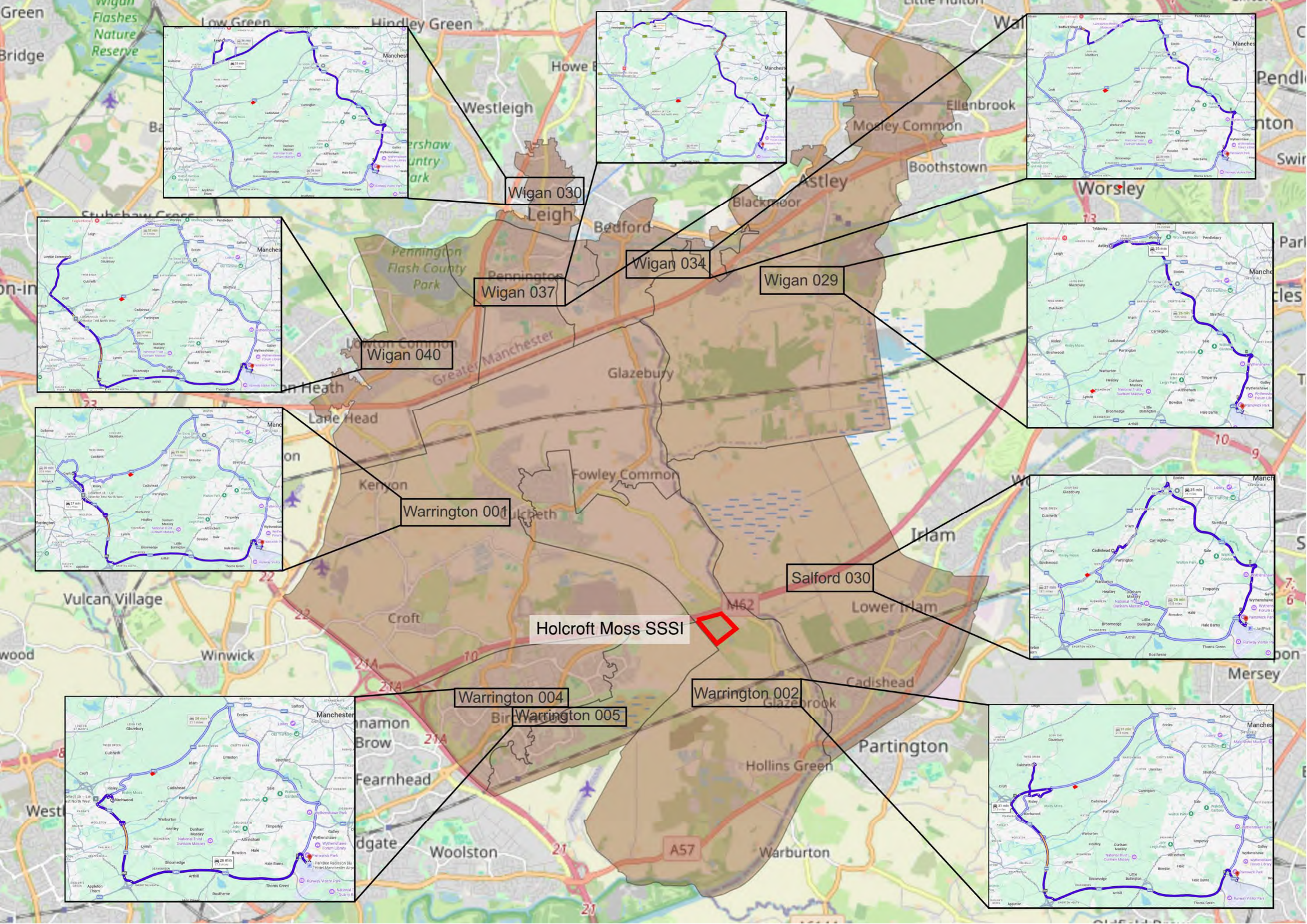
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Appendix C Holcroft Moss Vehicle Routing

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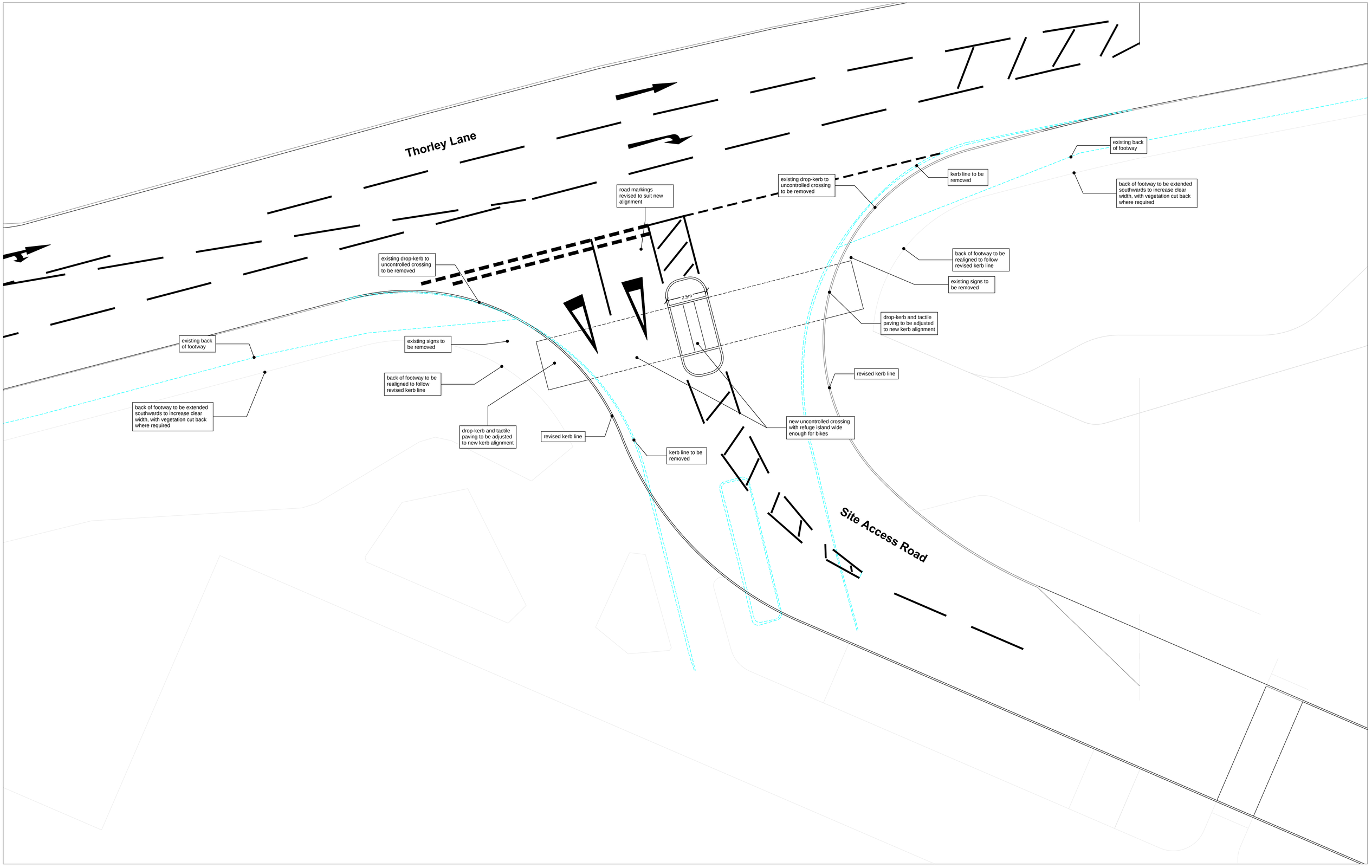

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Salford 030
Holcroft Moss SSSI
Warrington 004
Warrington 005
Warrington 002
Leigh
Westleigh
Astley
Worsley
Boothstown
Ellenbrook
Mosley Common
Pennington
Glazebury
Lane Head
Fowley Common
Irlam
Lower Irlam
Croft
Winwick
Vulcan Village
Partington
Hollins Green
Warburton
Woolston
Cadishead
Glazebrook
Mersey
Kenyon
Culcheth
Greater Manchester
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Appendix D Updated Flow Diagrams

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Appendix F Site Access Drawing

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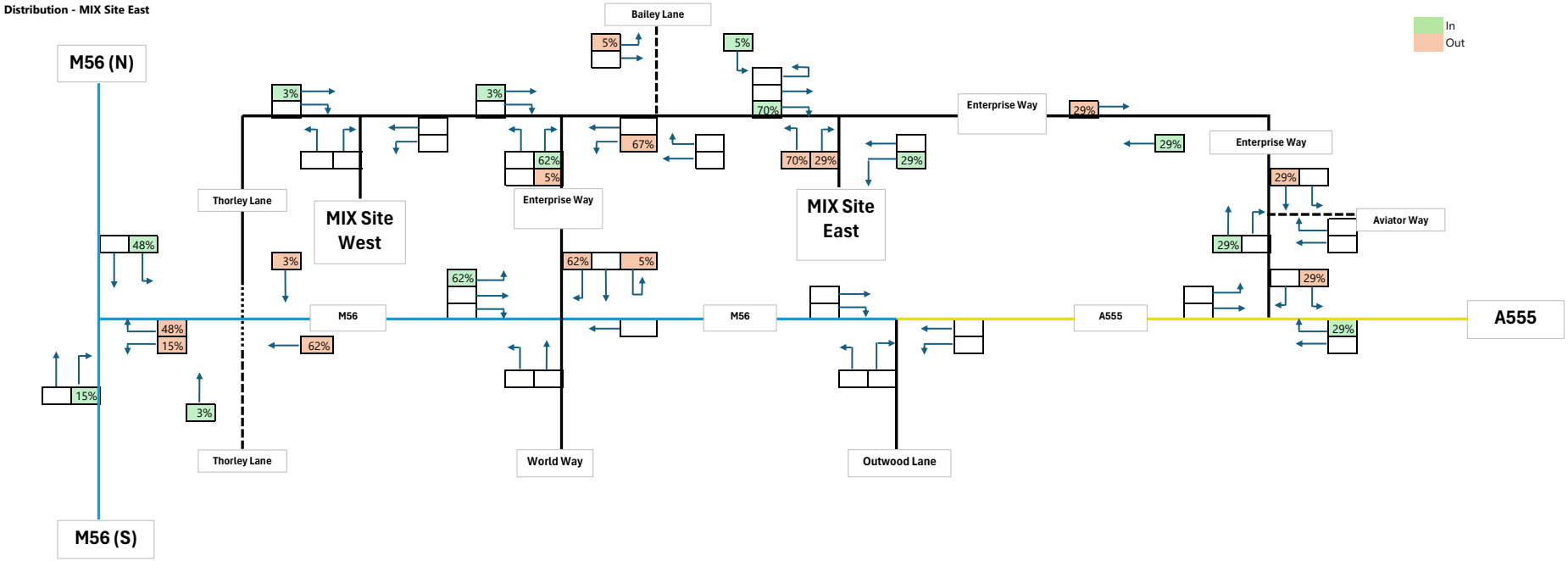


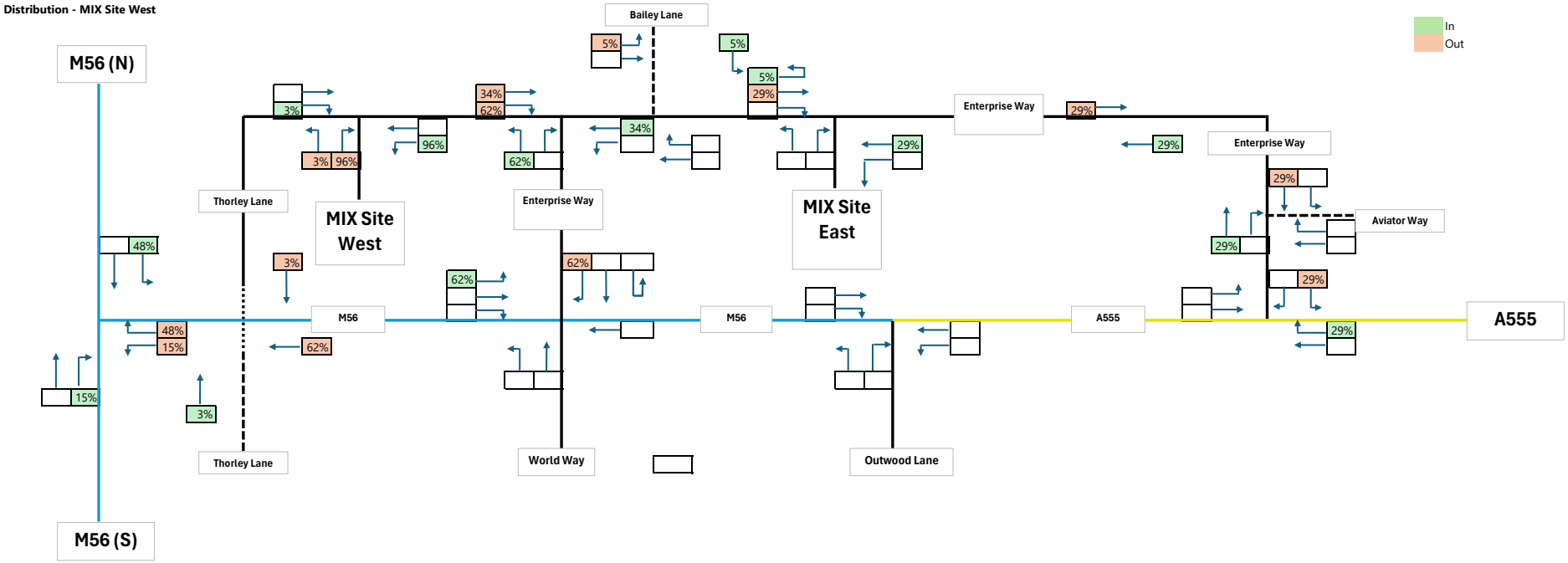
BURO HAPPOLD	Project: MIX Manchester		Project Number: 0068696	Scale: 1:100 @A1	Status: For information	
	Sketch Title: Draft S278 Works: Thorley Lane Intersection - General Arrangement		Dwg Number: MIX-BHE-XX-XX-D-TP-0100		Date: 10/09/26	Initials: NJH	Revision: P01

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Thorley Ln
Thorley Ln
Thorley Ln
Indicative extension of existing shared pedestrian/cycle route along Thorley Lane
Indicative extension of existing shared pedestrian/cycle route along Thorley Lane. Tie in with new site access junction

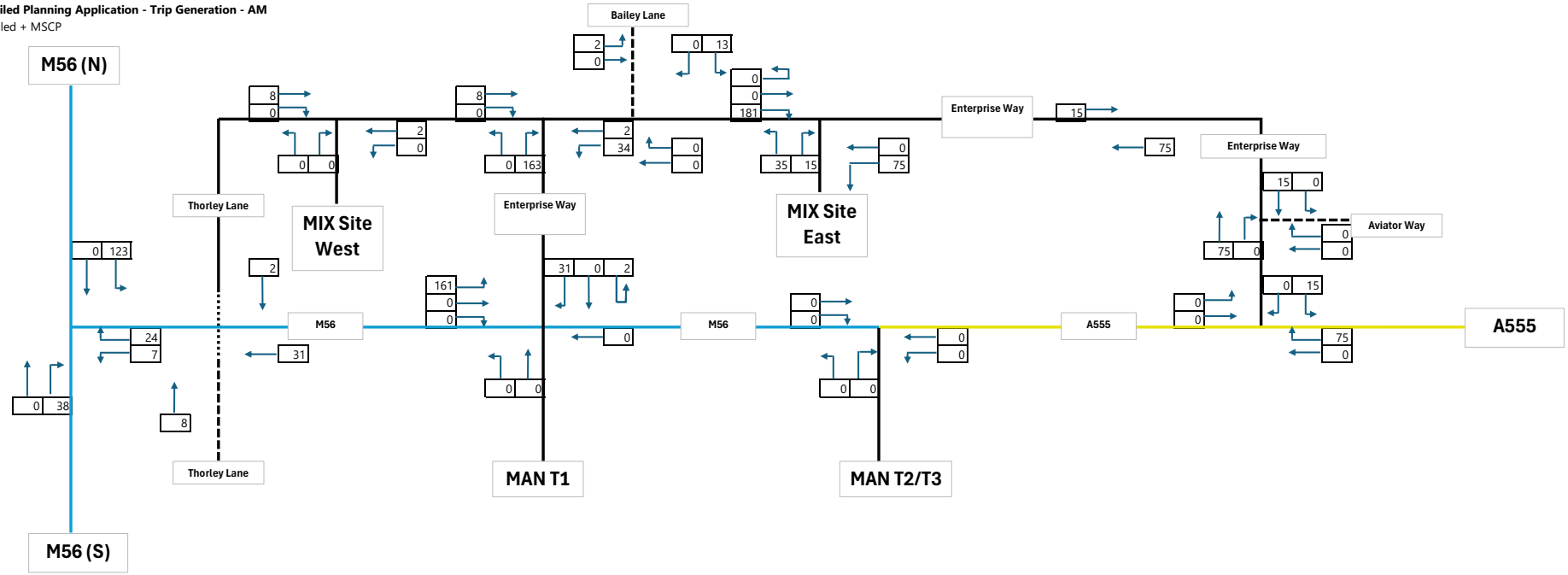
Appendix D Updated Flow Diagrams


Distribution - MIX Site East
In
Out
M56 (N)
M56 (S)
Bailey Lane
Thorley Lane
MIX Site West
Enterprise Way
MIX Site East
Enterprise Way
Enterprise Way
Aviator Way
M56
M56
A555
A555
Thorley Lane
World Way
Outwood Lane
3%
3%
5%
5%
70%
67%
62%
5%
70%
29%
29%
29%
29%
29%
29%
29%
48%
3%
62%
62%
5%
48%
15%
62%
15%
3%


Distribution - MIX Site West
In
Out
M56 (N)
M56 (S)
Bailey Lane
Thorley Lane
MIX Site West
Enterprise Way
MIX Site East
Enterprise Way
Enterprise Way
Aviator Way
M56
M56
A555
A555
Thorley Lane
World Way
Outwood Lane
5%
5%
5%
29%
3%
34%
62%
34%
29%
29%
29%
3%
96%
96%
62%
29%
29%
48%
3%
62%
62%
62%
29%
48%
15%
62%
15%
3%
29%

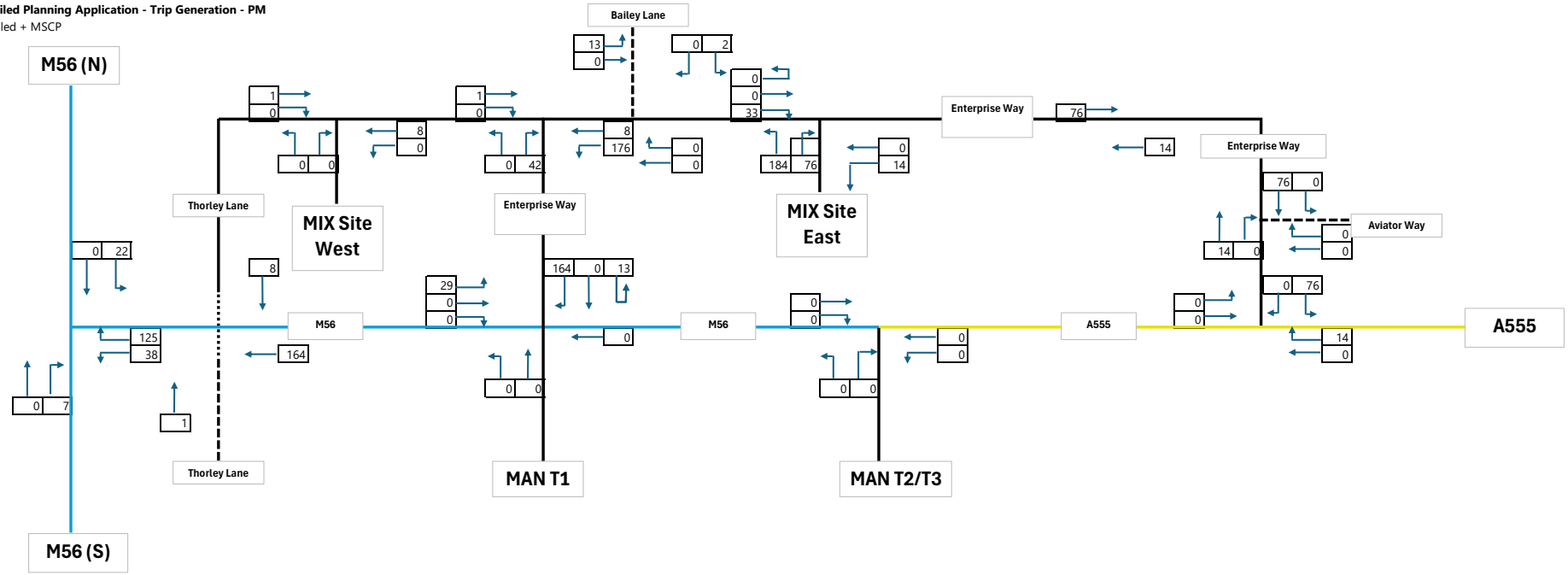
Detailed Planning Application - Trip Generation - AM

Detailed + MSCP



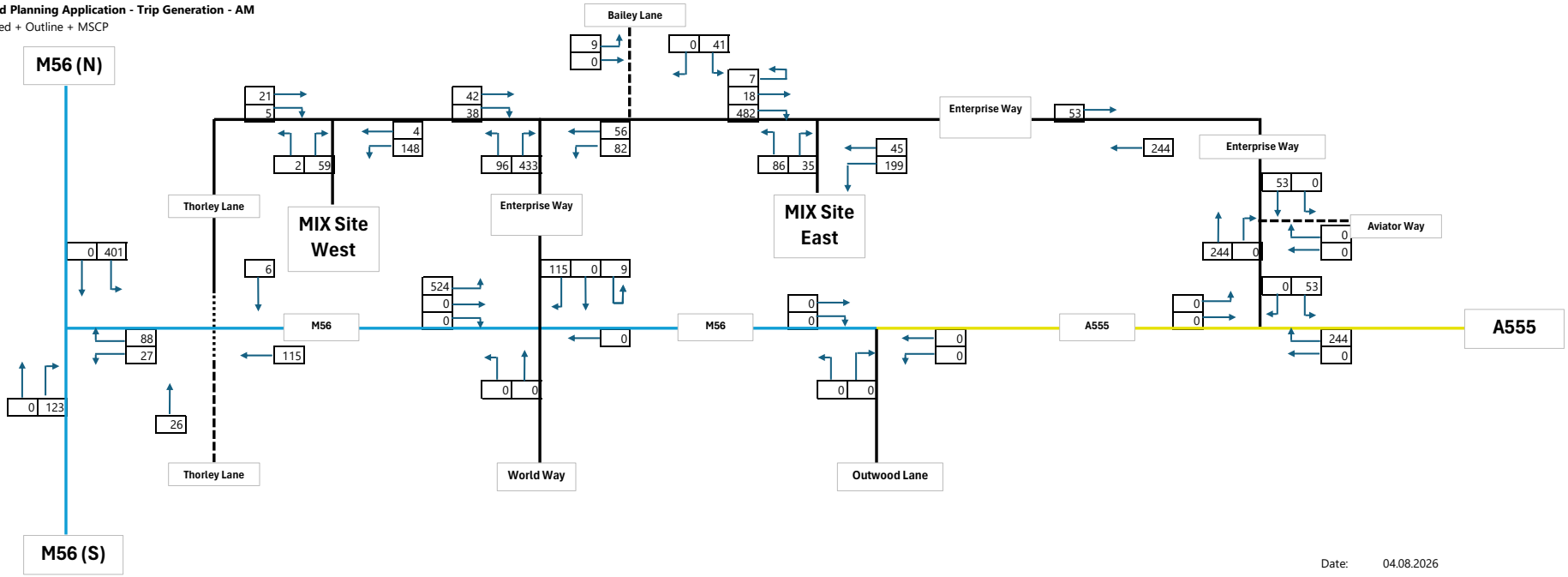
Detailed Planning Application - Trip Generation - PM

Detailed + MSCP



Hybrid Planning Application - Trip Generation - AM

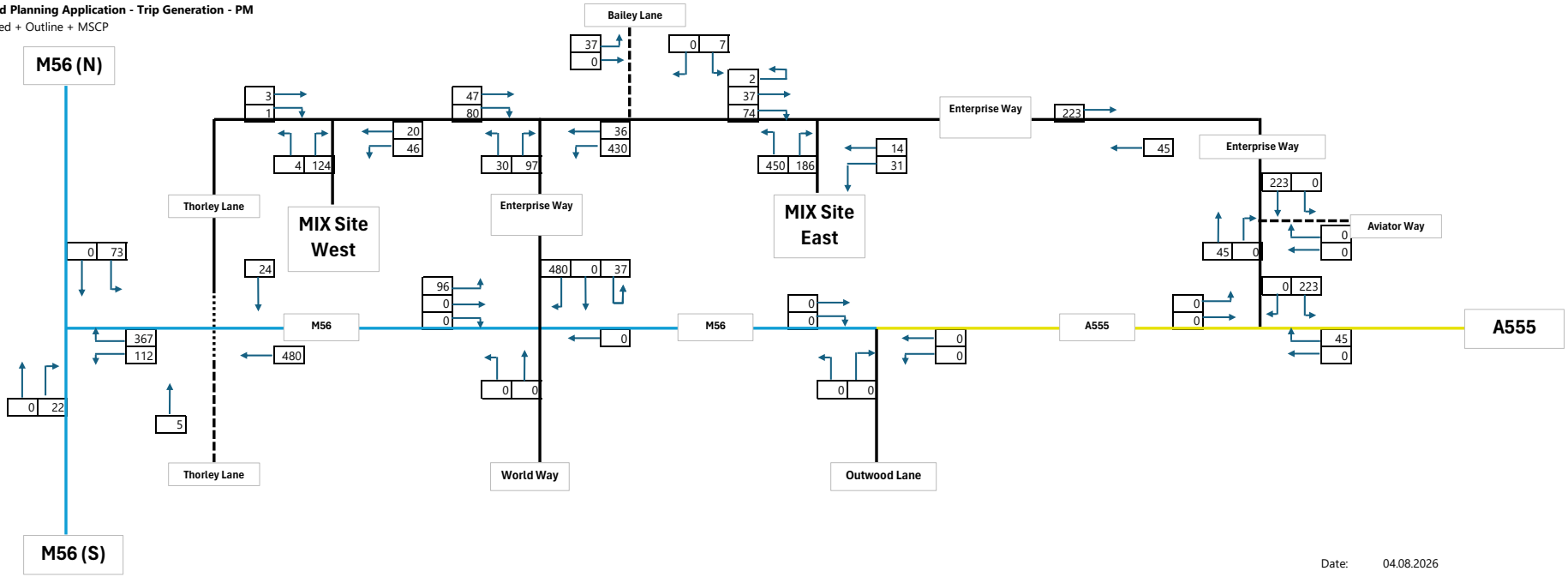
Detailed + Outline + MSCP



Date: 04.08.2026

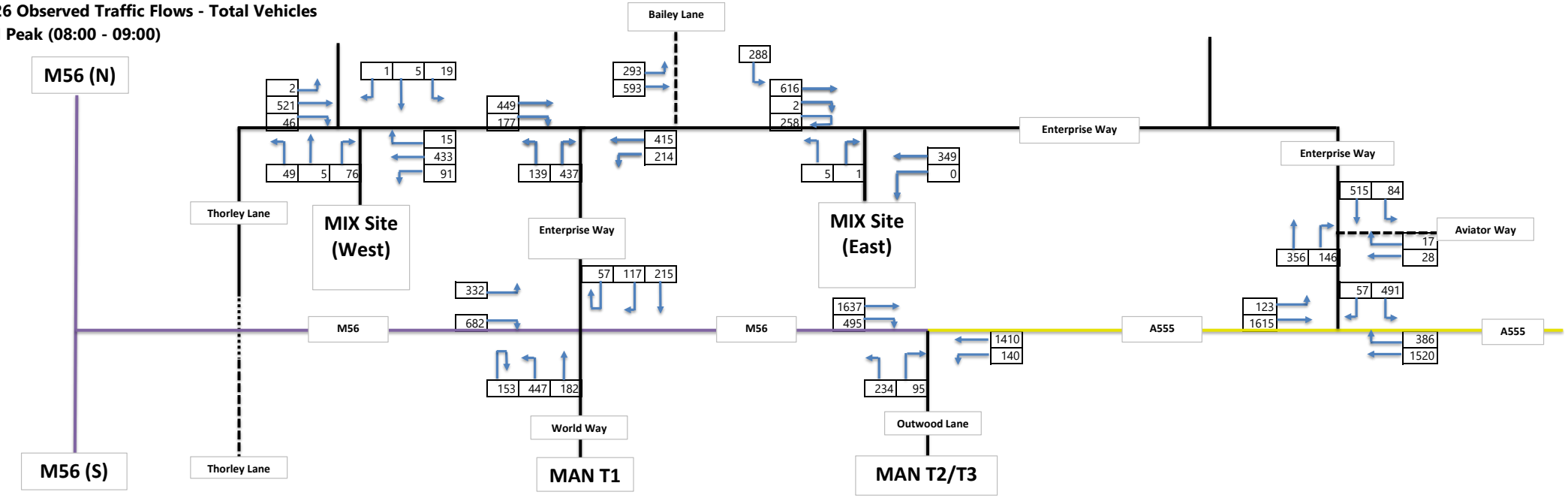
Hybrid Planning Application - Trip Generation - PM

Detailed + Outline + MSCP



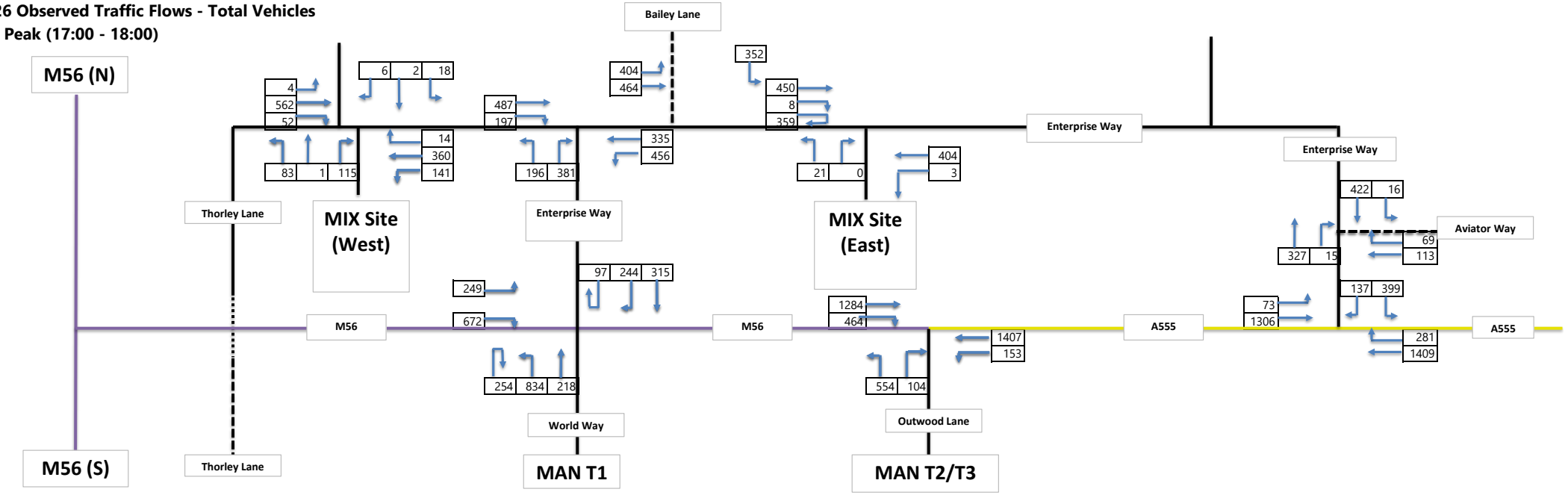
Date: 04.08.2026

2026 Observed Traffic Flows - Total Vehicles
AM Peak (08:00 - 09:00)



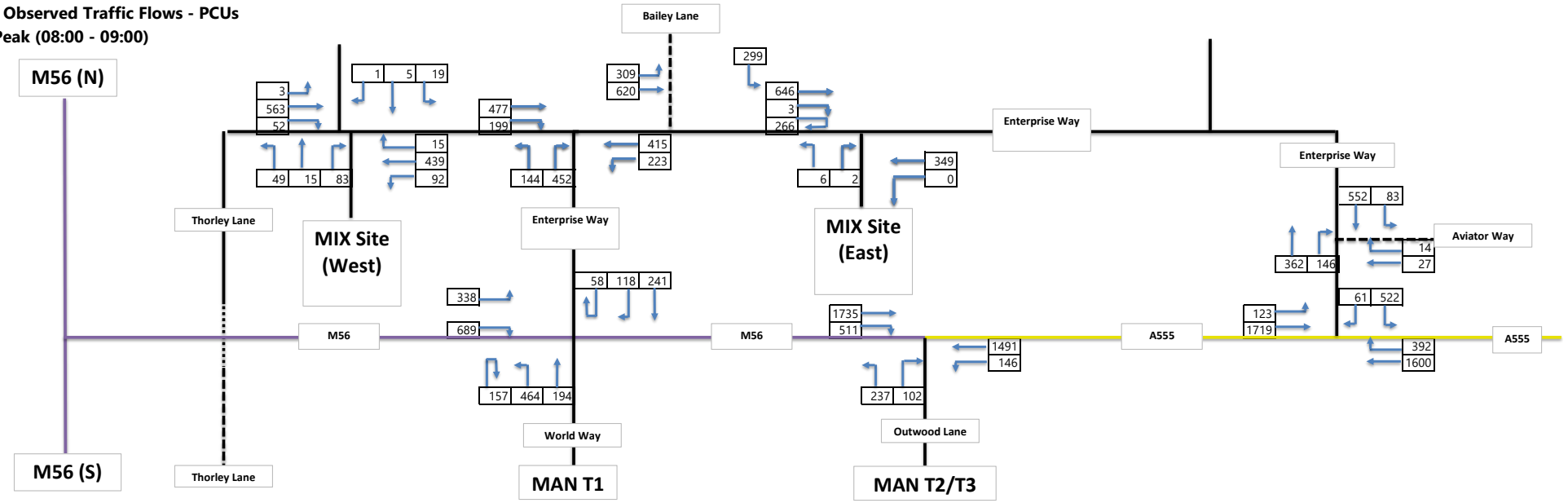
Survey date: Tuesday 23rd June 2026

2026 Observed Traffic Flows - Total Vehicles
PM Peak (17:00 - 18:00)



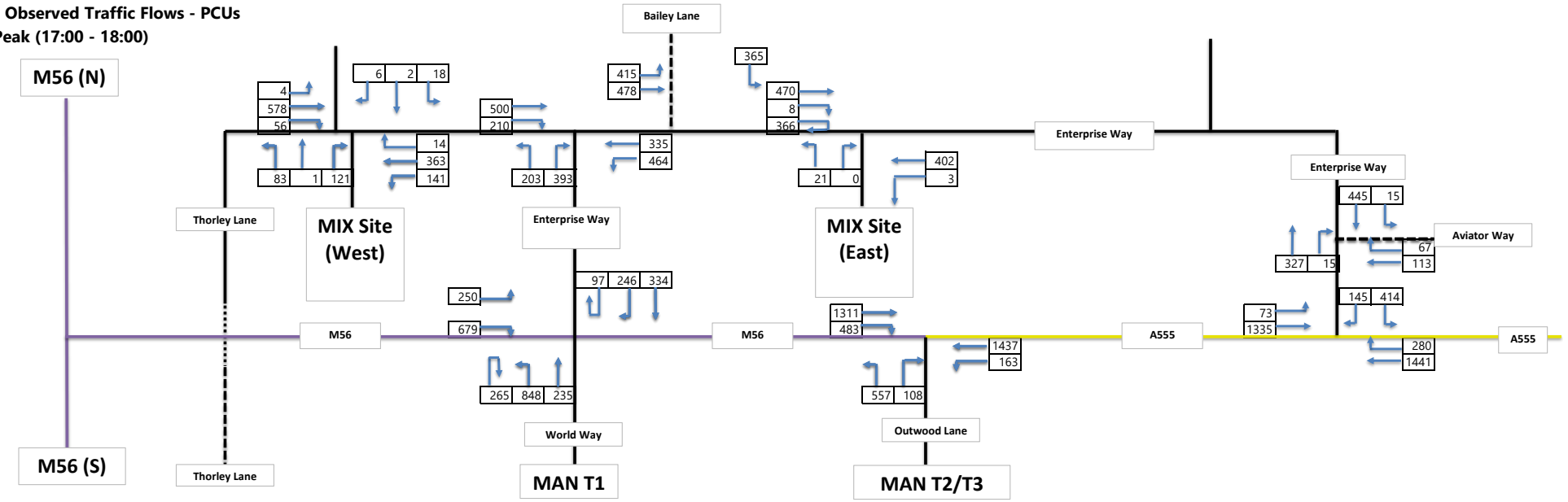
Survey date: Tuesday 23rd June 2026

2026 Observed Traffic Flows - PCUs
AM Peak (08:00 - 09:00)



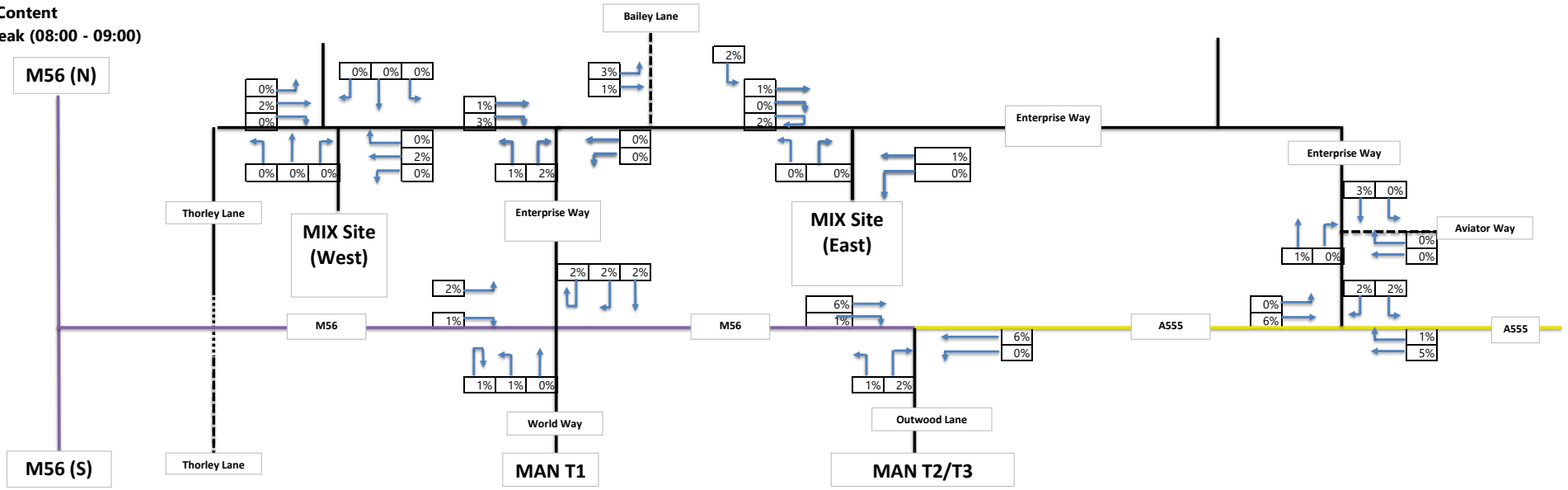
Survey date: Tuesday 23rd June 2026

2026 Observed Traffic Flows - PCUs
PM Peak (17:00 - 18:00)

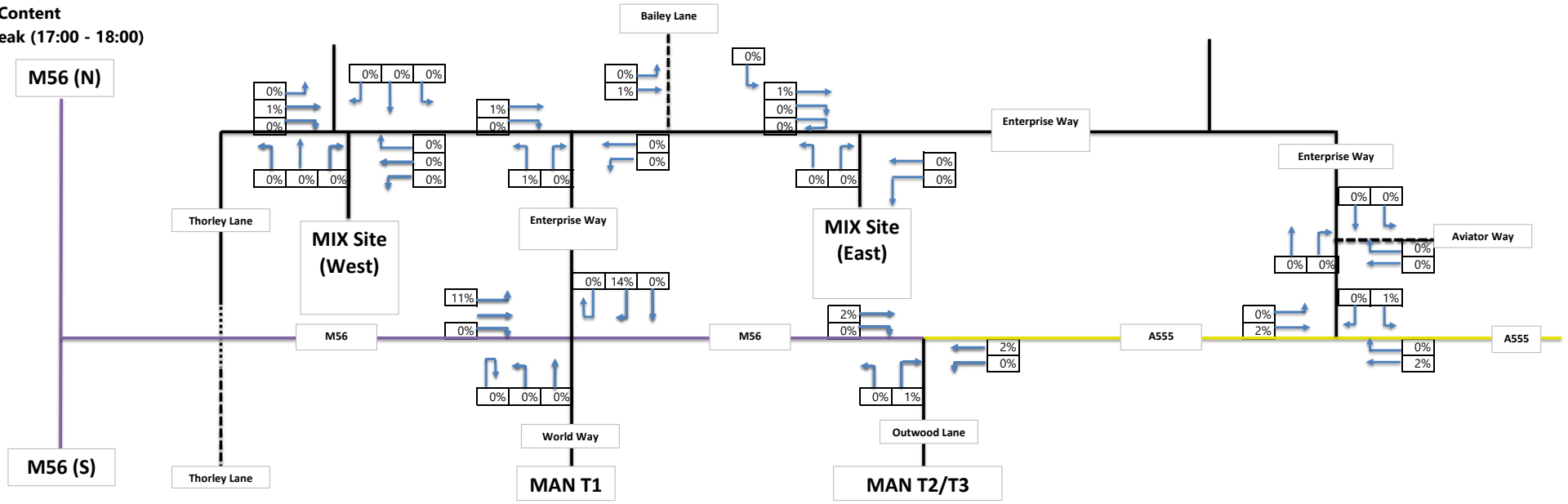


Survey date: Tuesday 23rd June 2026

HGV Content
AM Peak (08:00 - 09:00)

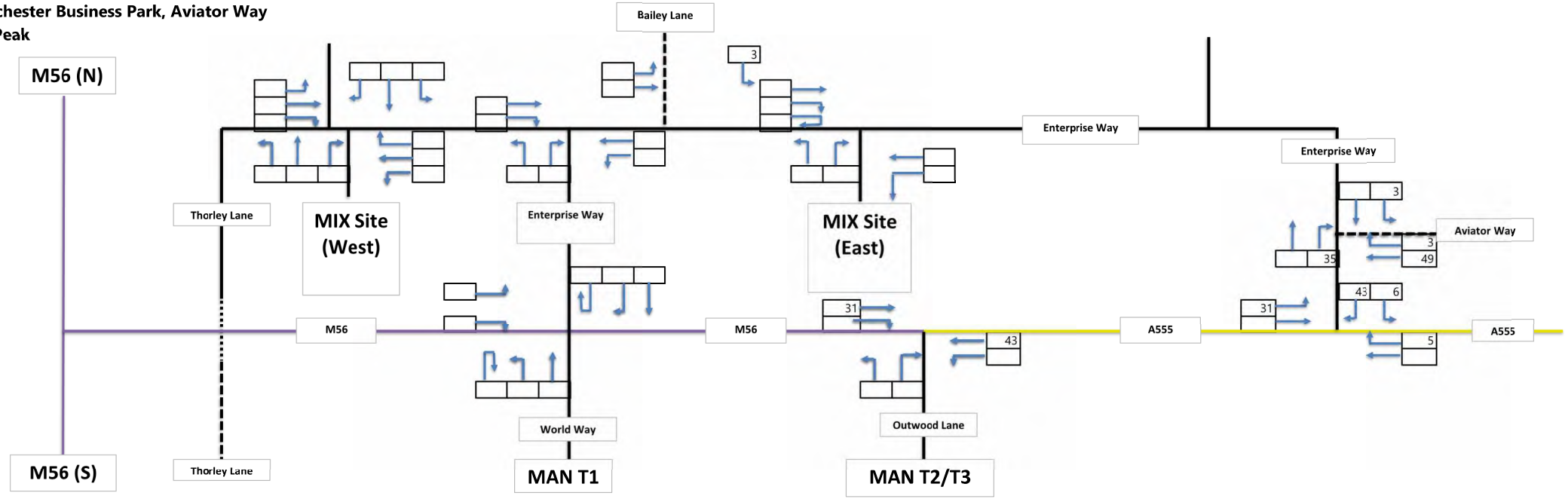


HGV Content
PM Peak (17:00 - 18:00)



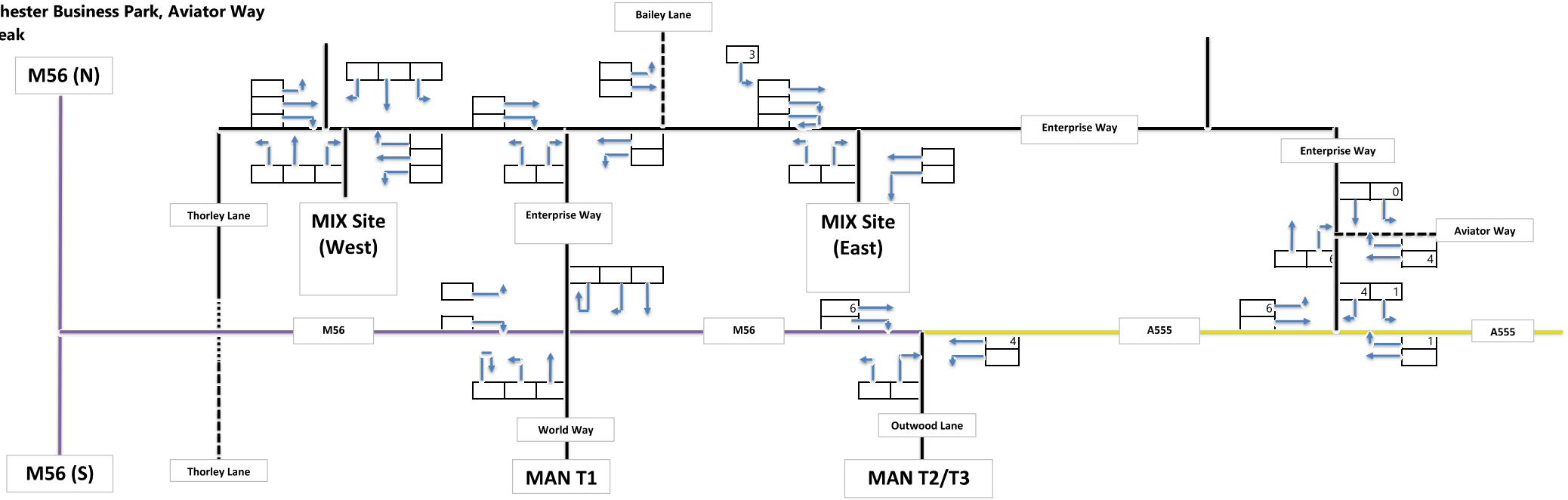
Cumulative Scheme

Manchester Business Park, Aviator Way
AM Peak



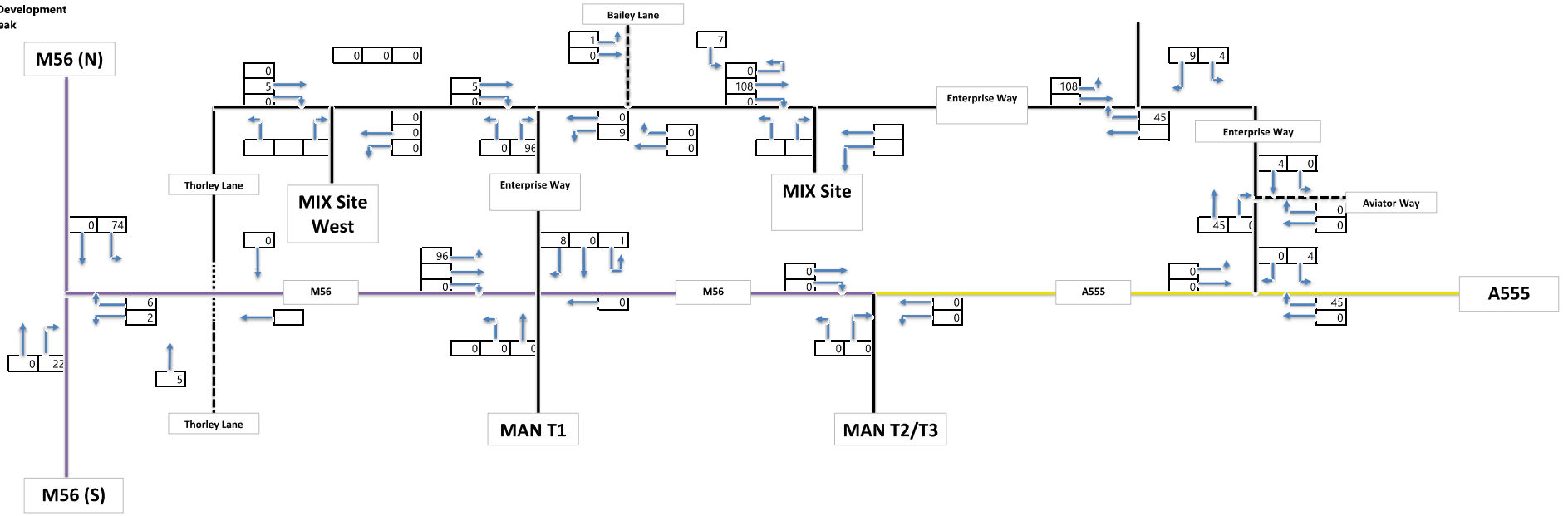
Cumulative Scheme

Manchester Business Park, Aviator Way
PM Peak



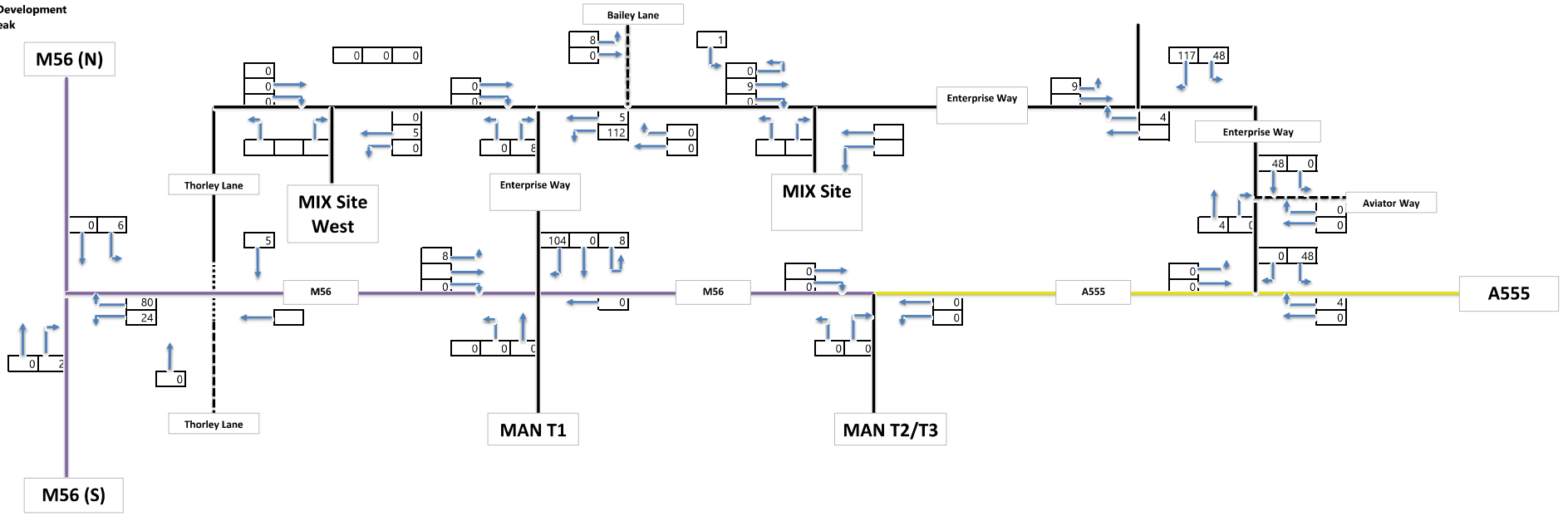
Cumulative Scheme

THQ Development
AM Peak

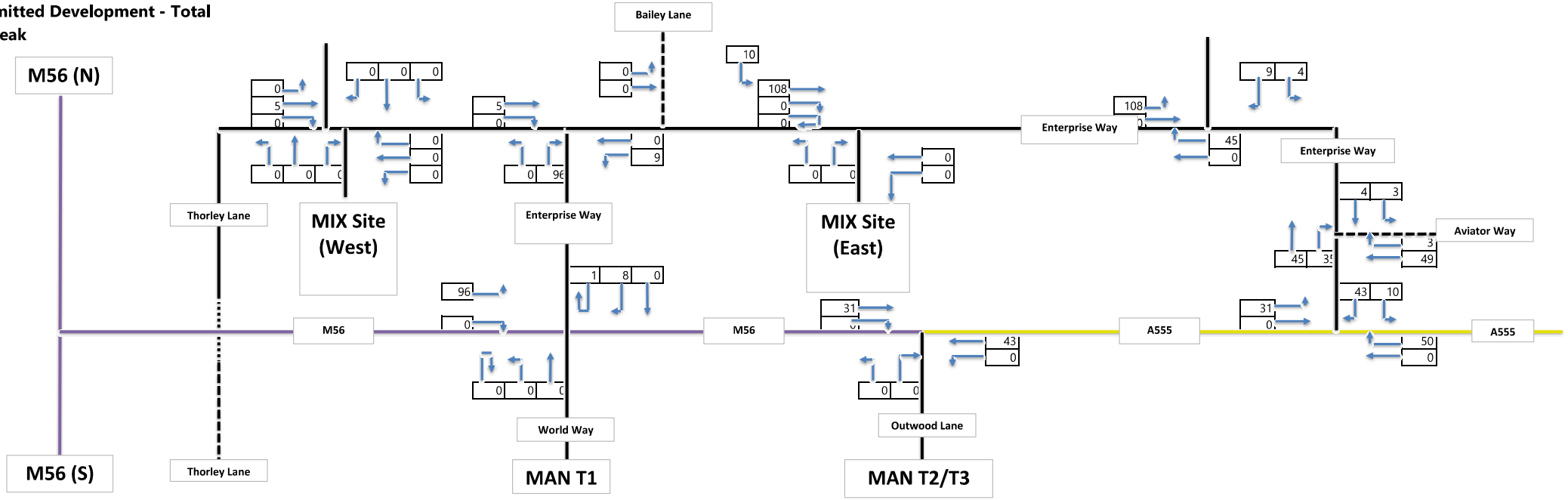


Cumulative Scheme

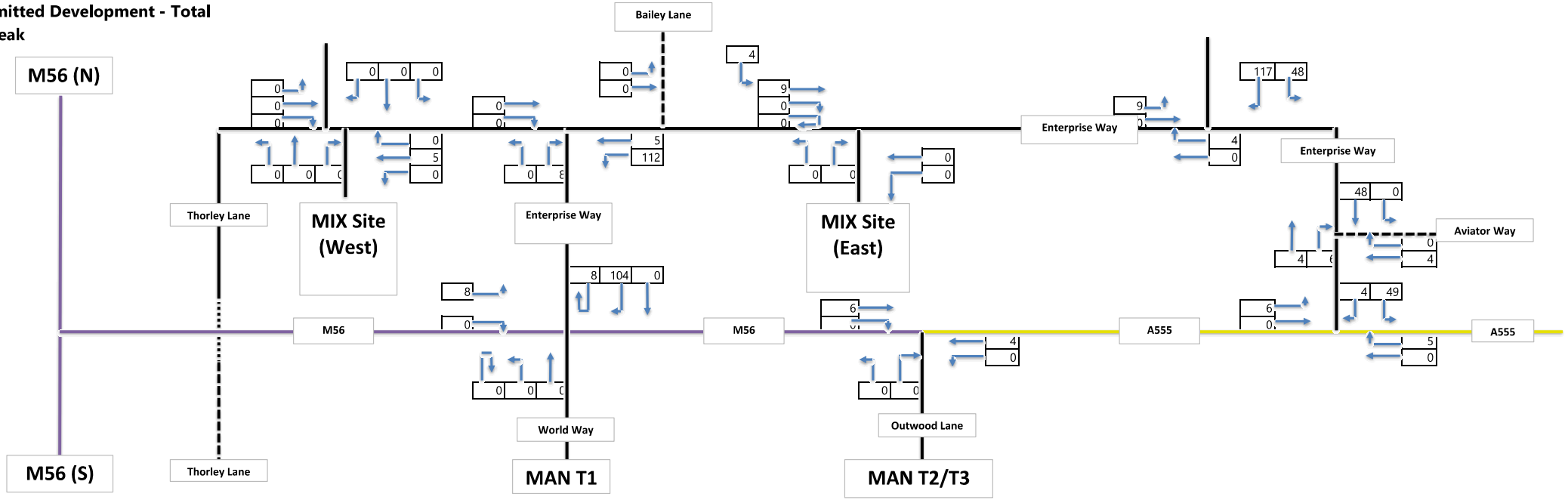
THQ Development
PM Peak



Committed Development - Total
AM Peak



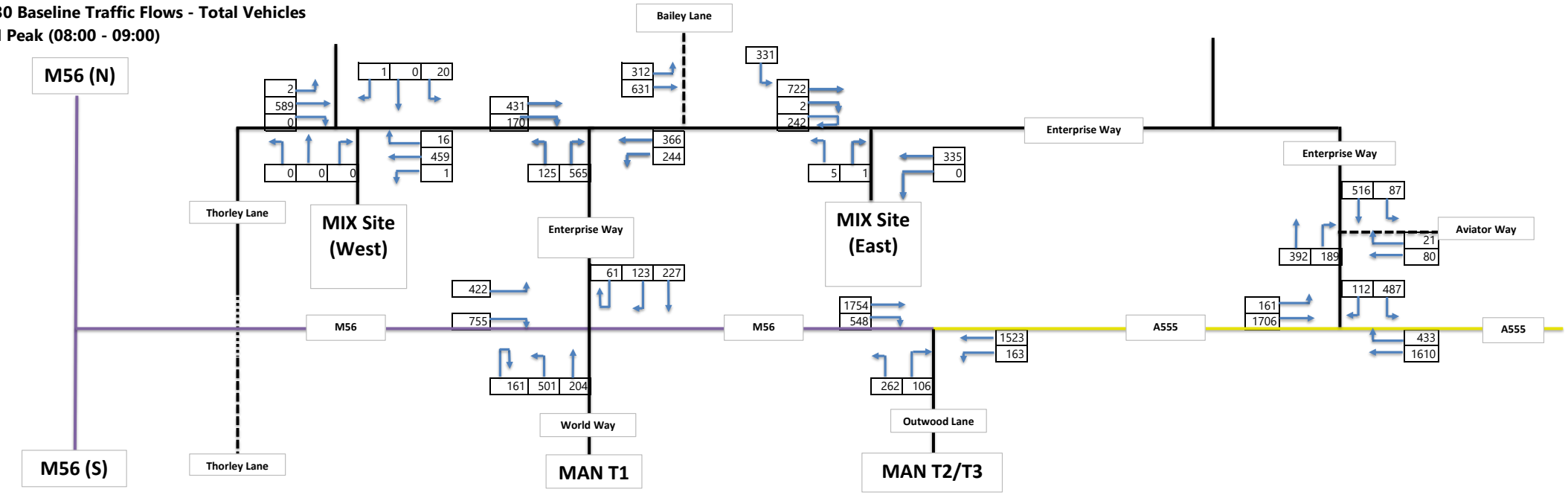
Committed Development - Total
PM Peak



2026 Survey + Tempro + Airport Growth + Committed Development

2030 Baseline Traffic Flows - Total Vehicles

AM Peak (08:00 - 09:00)

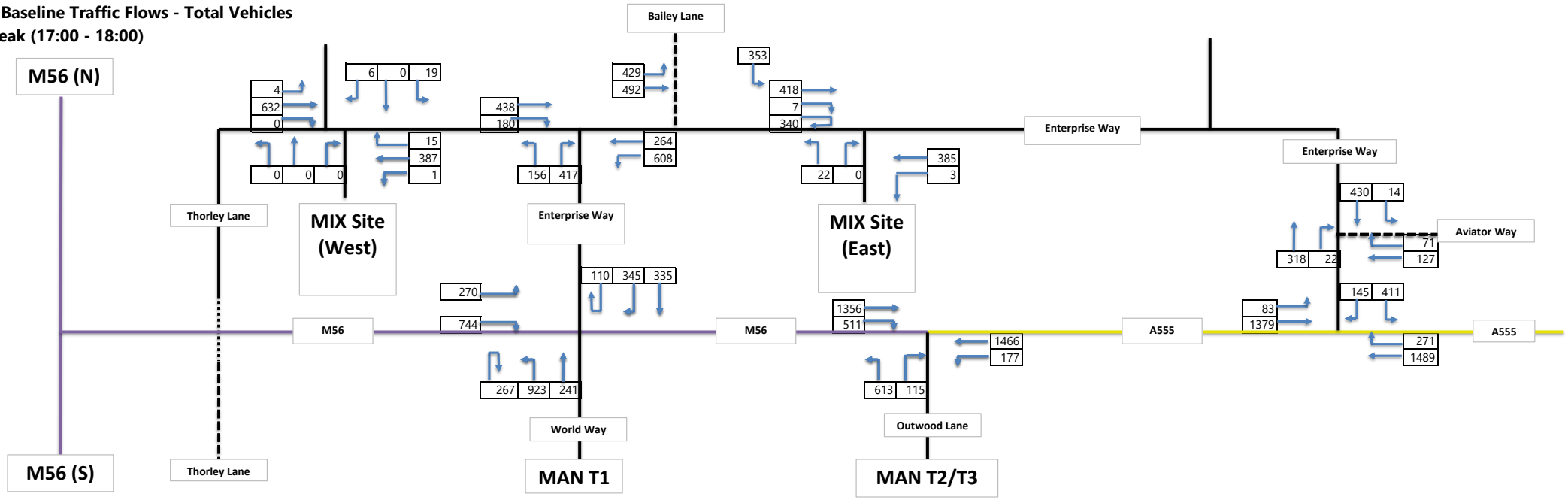


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2030 Baseline Traffic Flows - Total Vehicles

PM Peak (17:00 - 18:00)

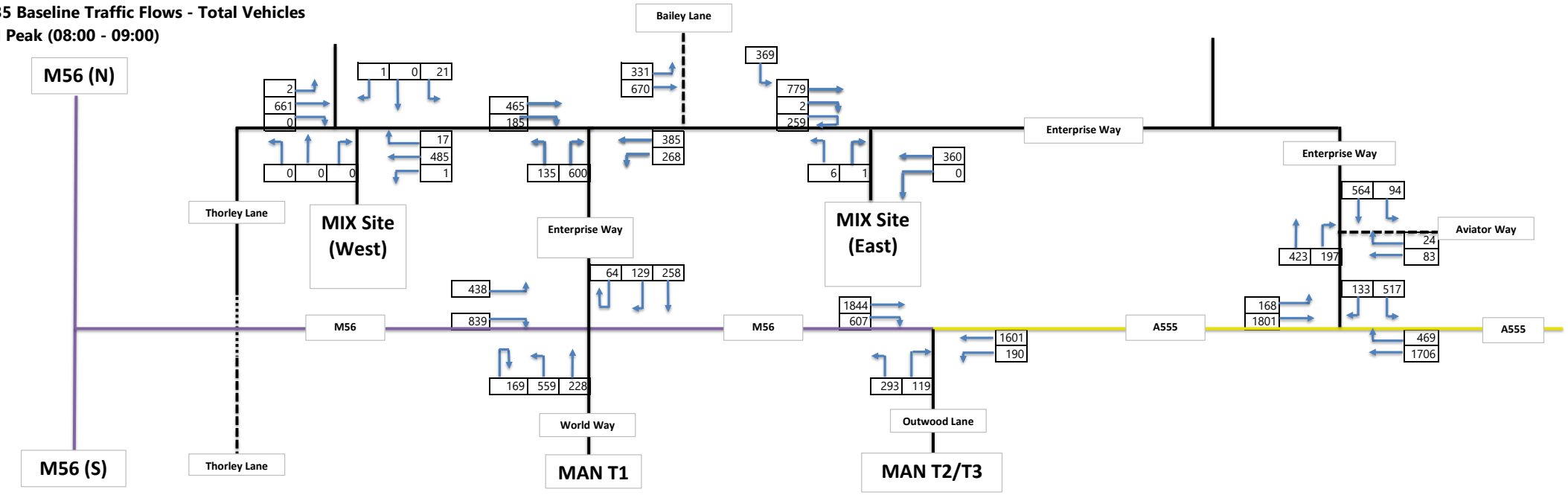


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2035 Baseline Traffic Flows - Total Vehicles

AM Peak (08:00 - 09:00)

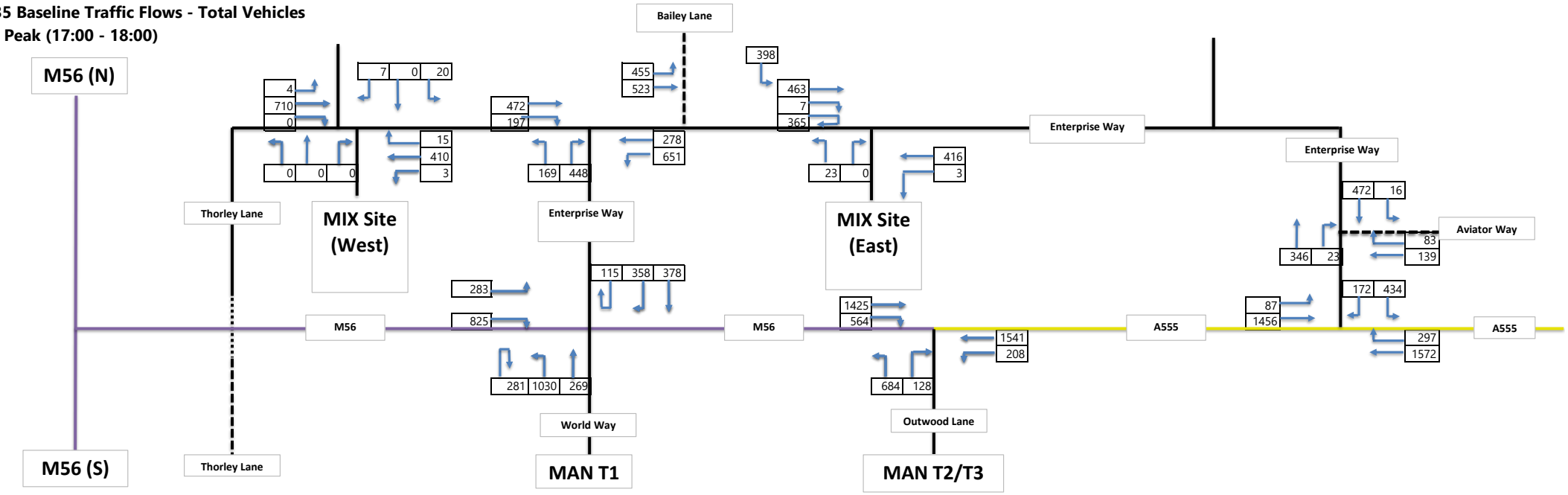


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2035 Baseline Traffic Flows - Total Vehicles

PM Peak (17:00 - 18:00)

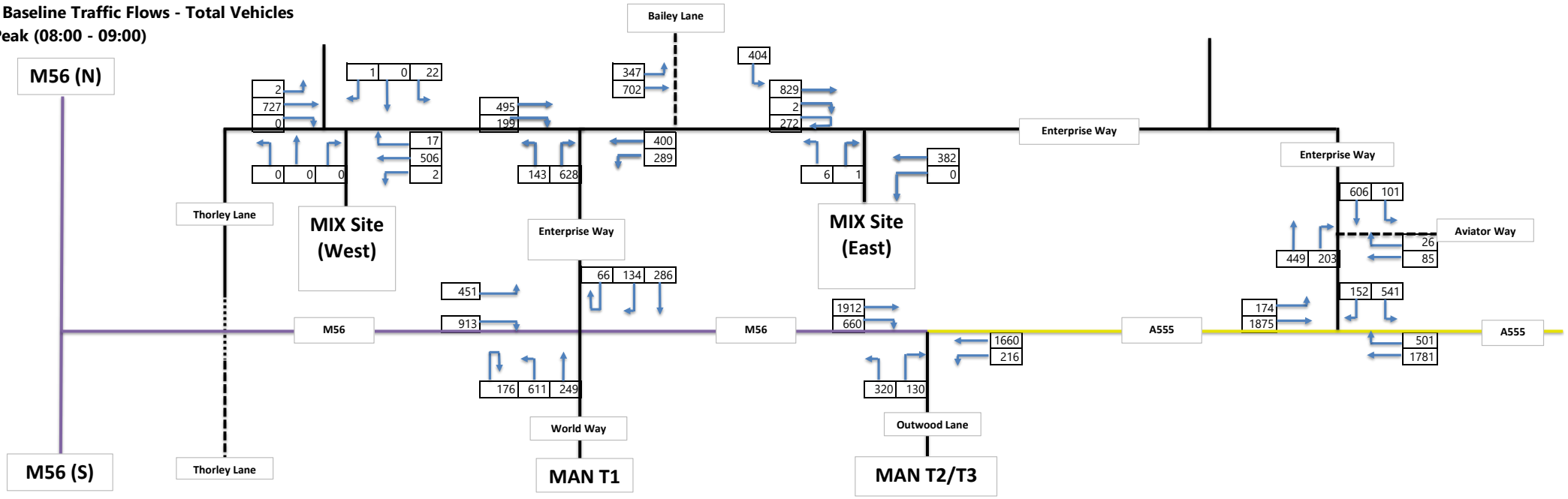


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2040 Baseline Traffic Flows - Total Vehicles

AM Peak (08:00 - 09:00)

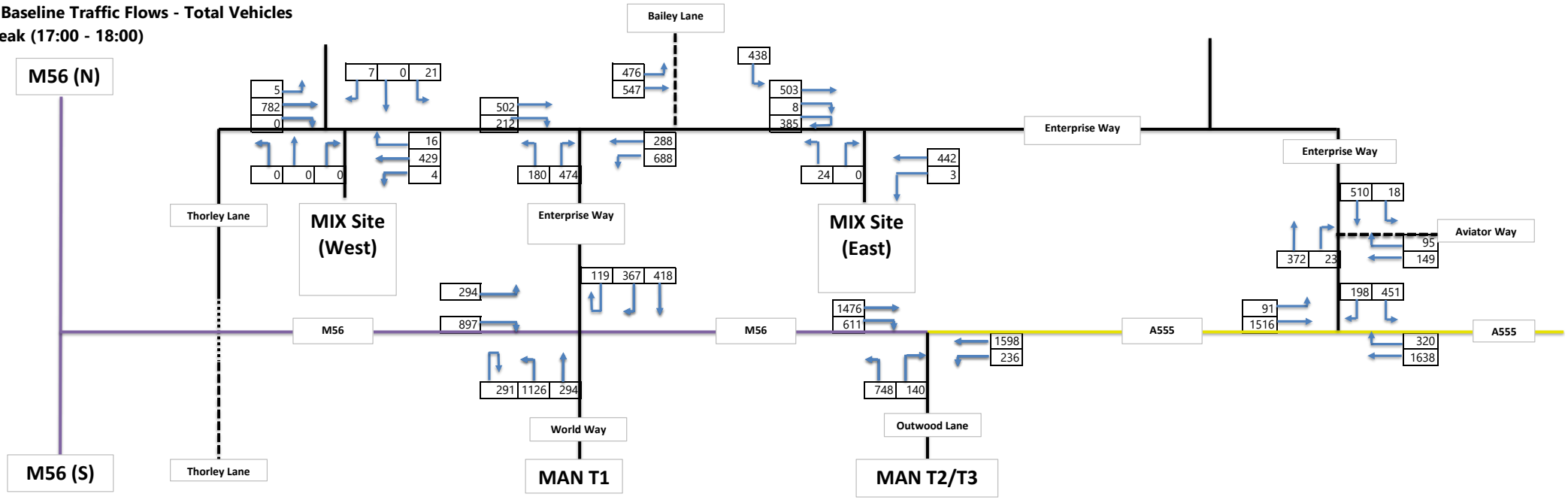


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2040 Baseline Traffic Flows - Total Vehicles

PM Peak (17:00 - 18:00)

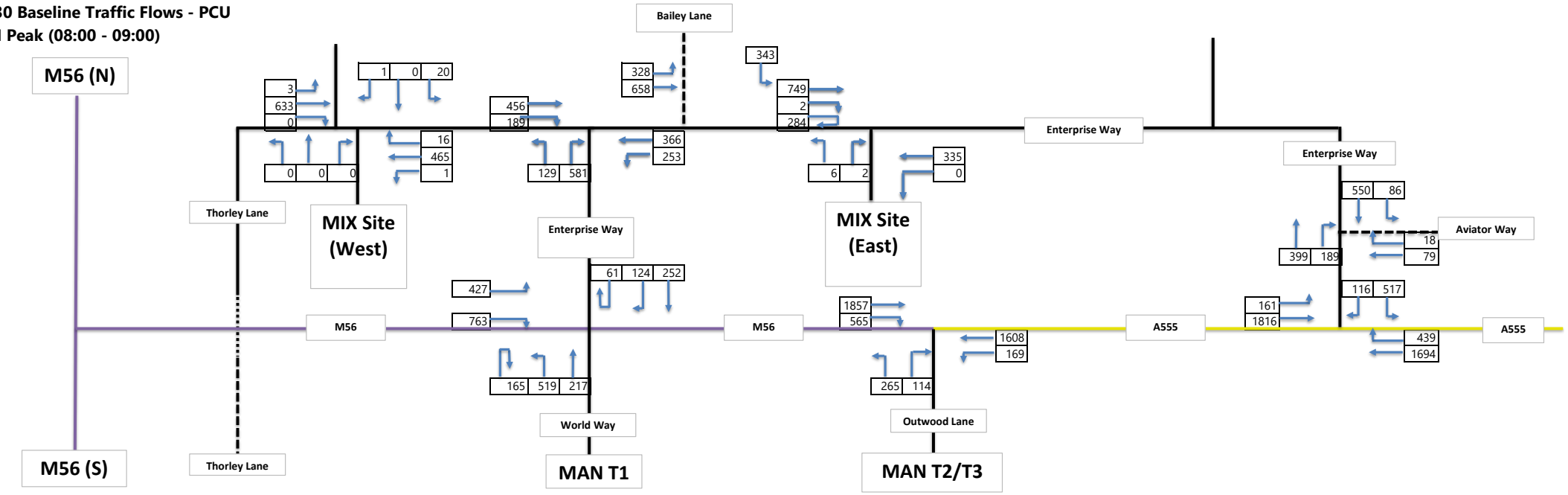


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2030 Baseline Traffic Flows - PCU

AM Peak (08:00 - 09:00)

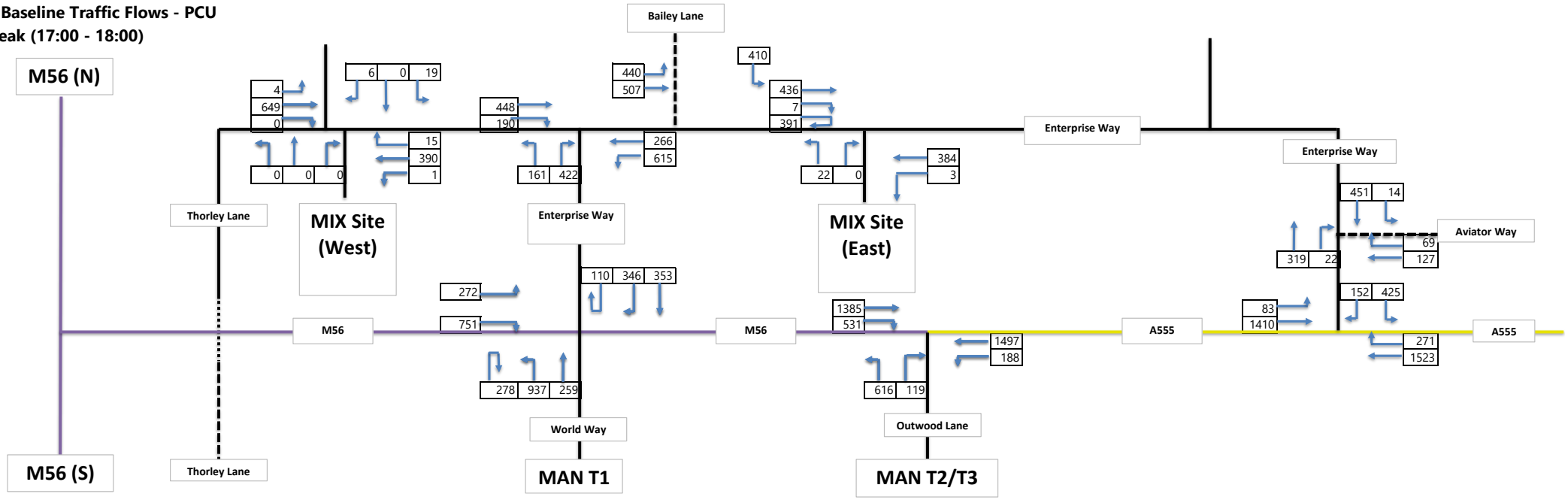


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2030 Baseline Traffic Flows - PCU

PM Peak (17:00 - 18:00)

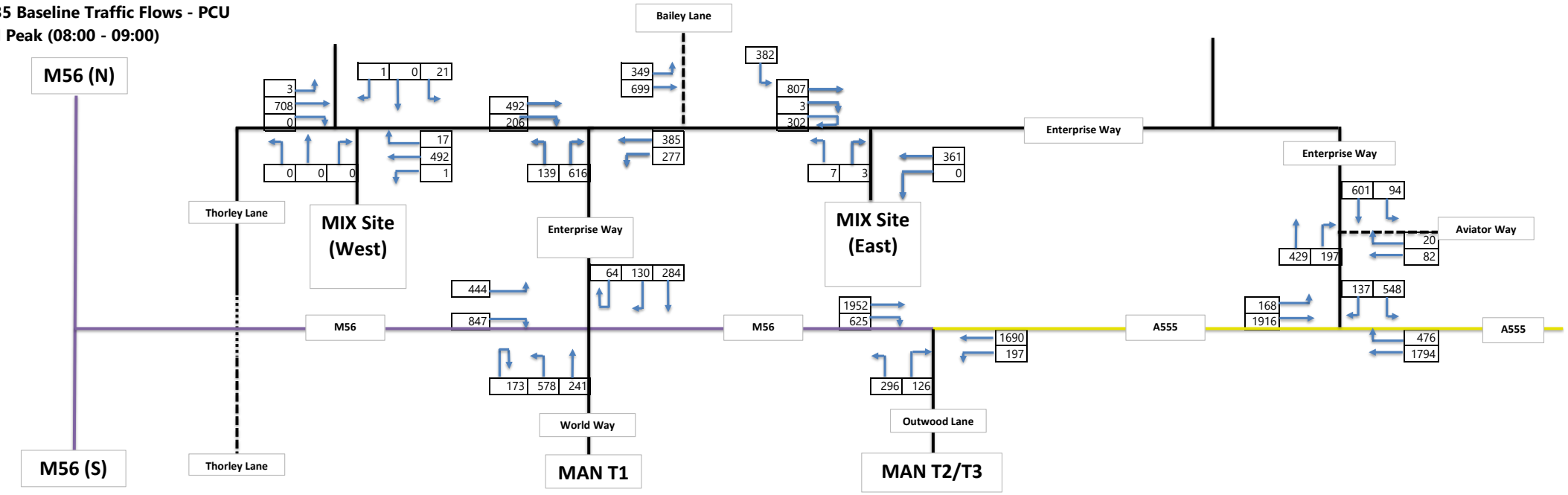


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2035 Baseline Traffic Flows - PCU

AM Peak (08:00 - 09:00)

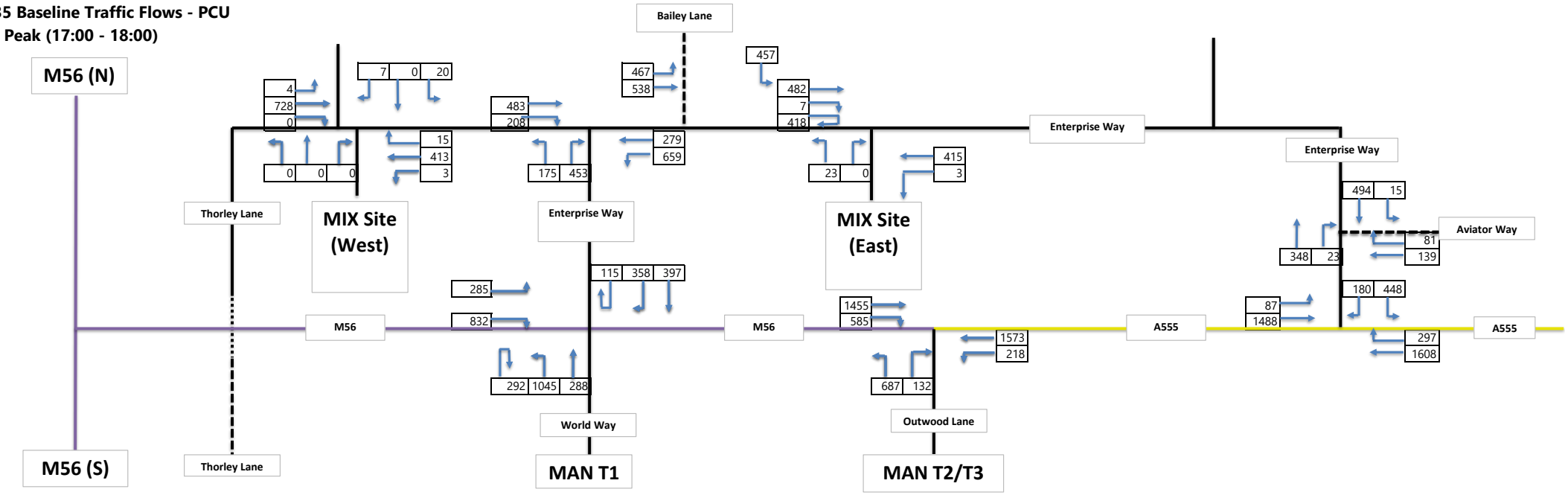


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2035 Baseline Traffic Flows - PCU

PM Peak (17:00 - 18:00)

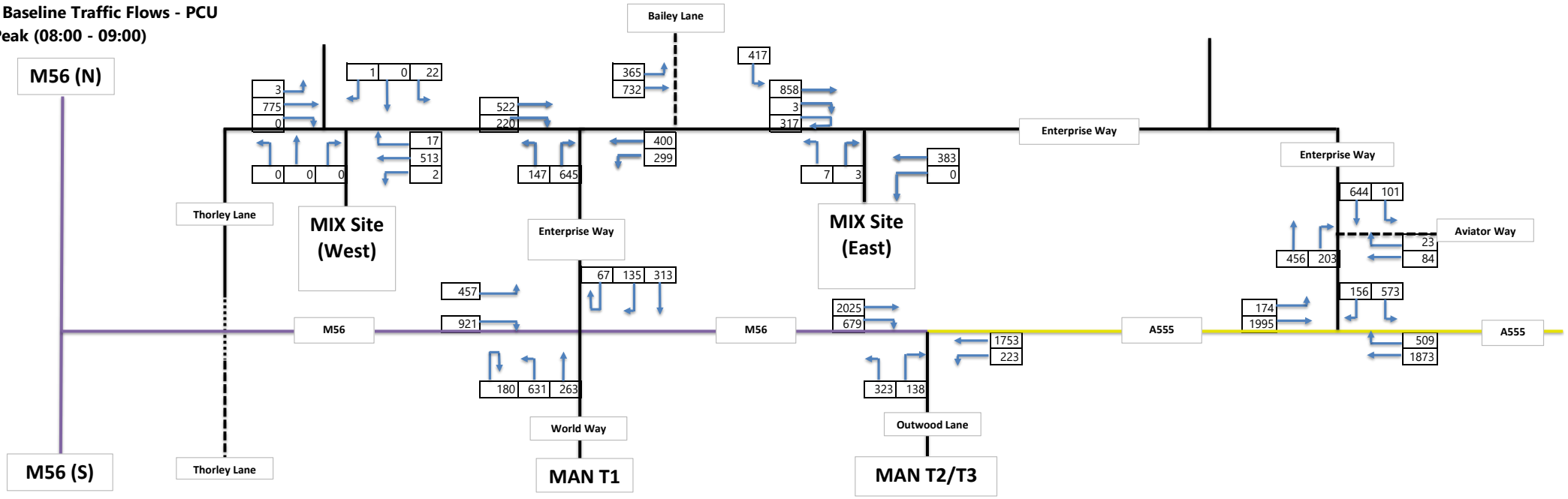


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2040 Baseline Traffic Flows - PCU

AM Peak (08:00 - 09:00)

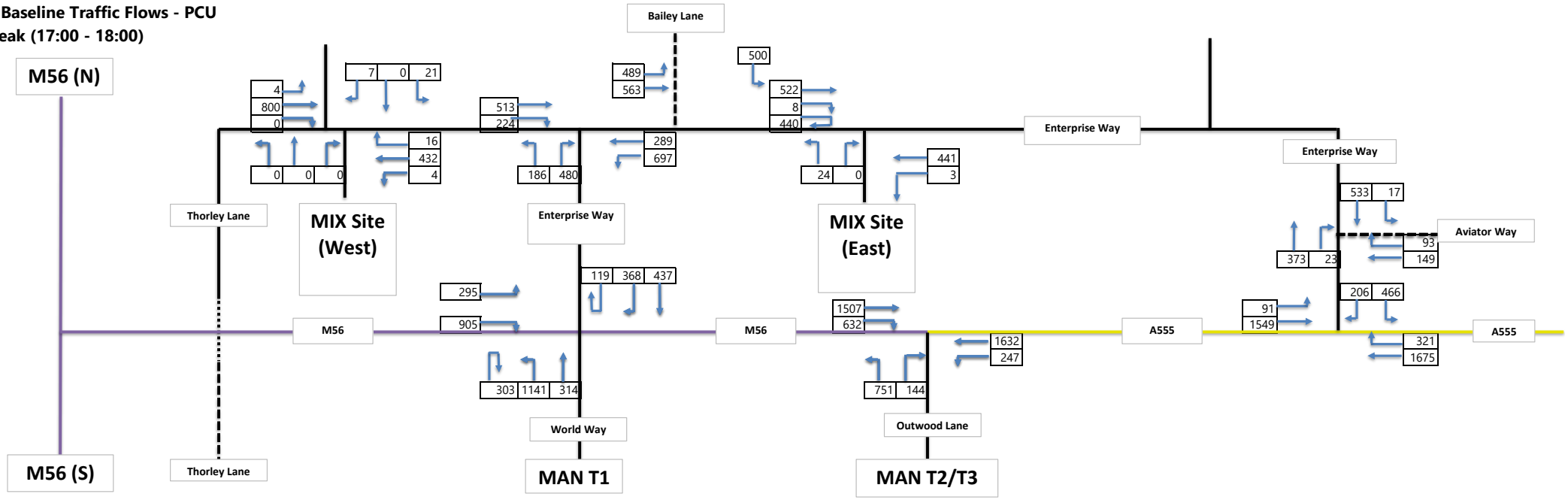


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development

2040 Baseline Traffic Flows - PCU

PM Peak (17:00 - 18:00)

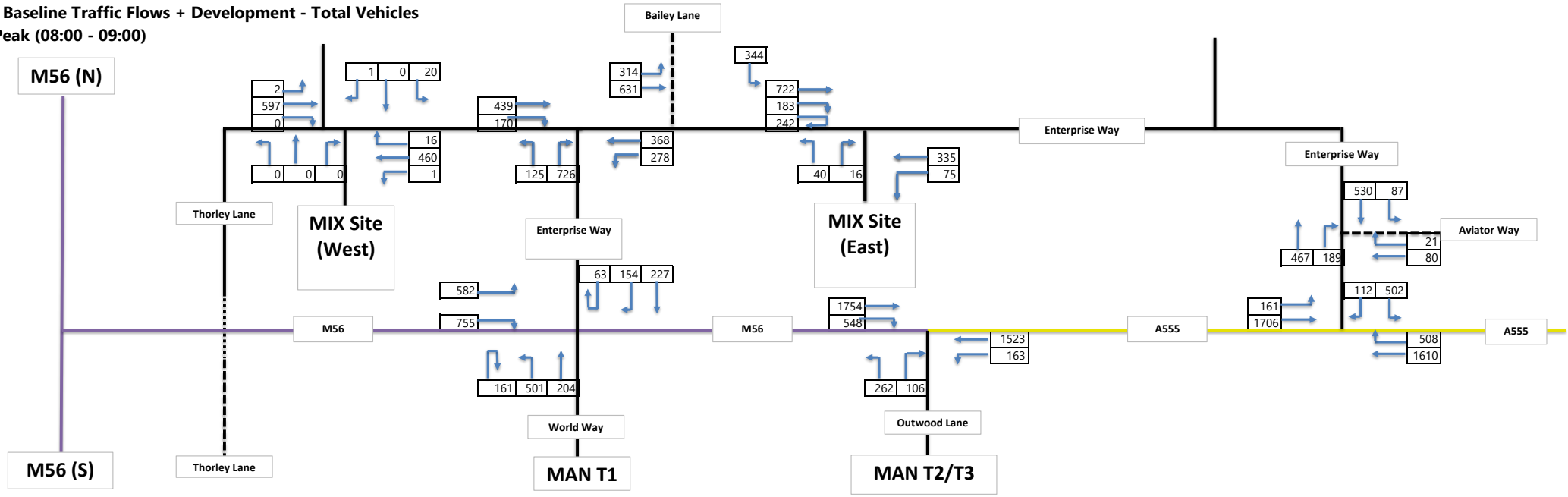


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development - Total Vehicles

AM Peak (08:00 - 09:00)

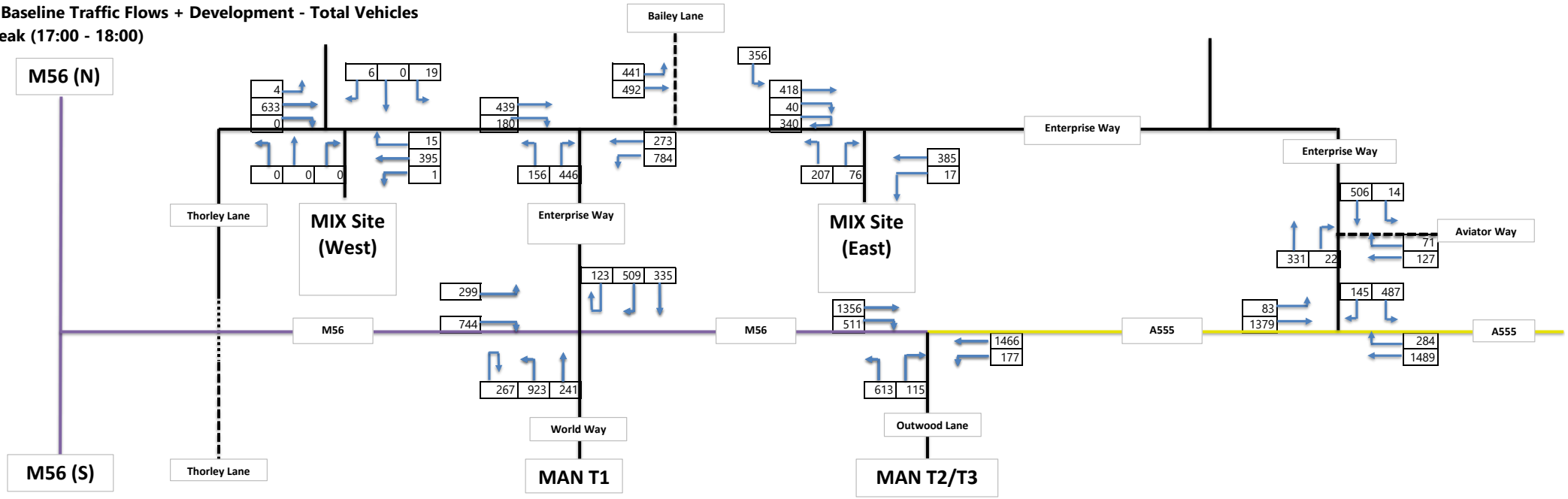


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development - Total Vehicles

PM Peak (17:00 - 18:00)

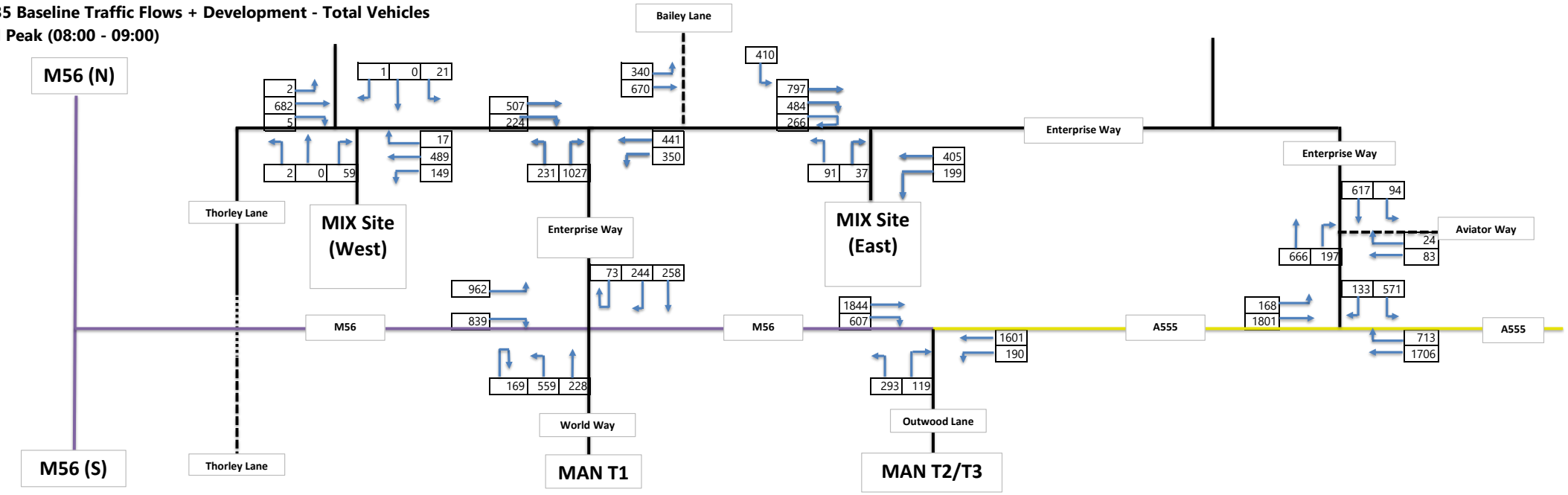


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development - Total Vehicles

AM Peak (08:00 - 09:00)

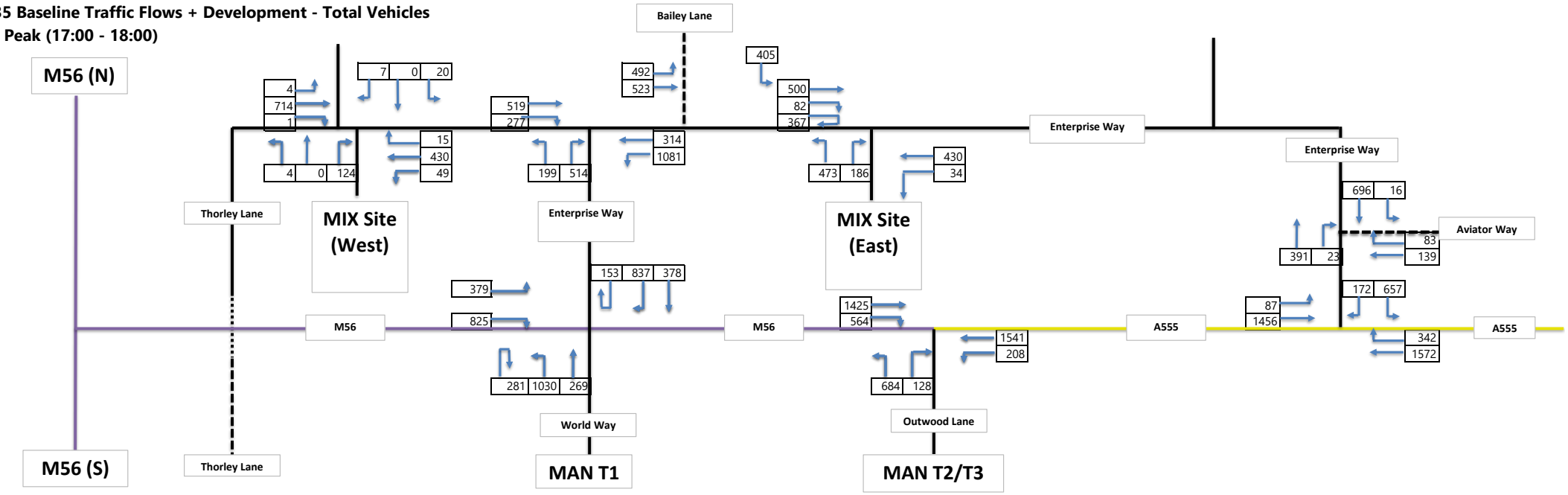


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development - Total Vehicles

PM Peak (17:00 - 18:00)

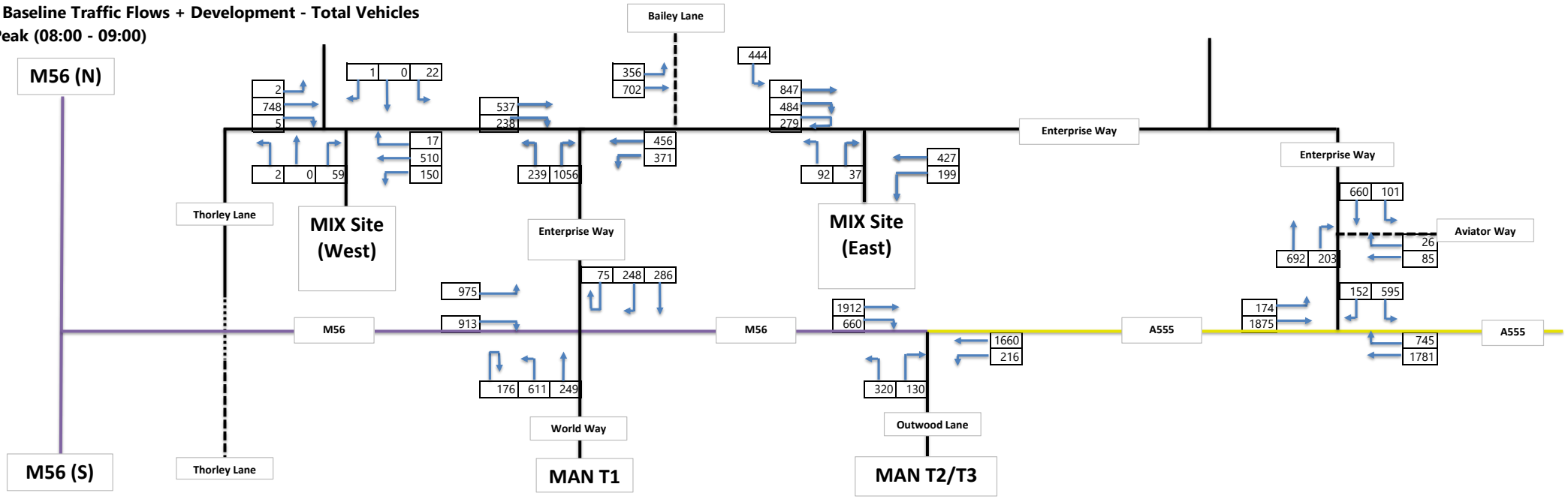


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development - Total Vehicles

AM Peak (08:00 - 09:00)

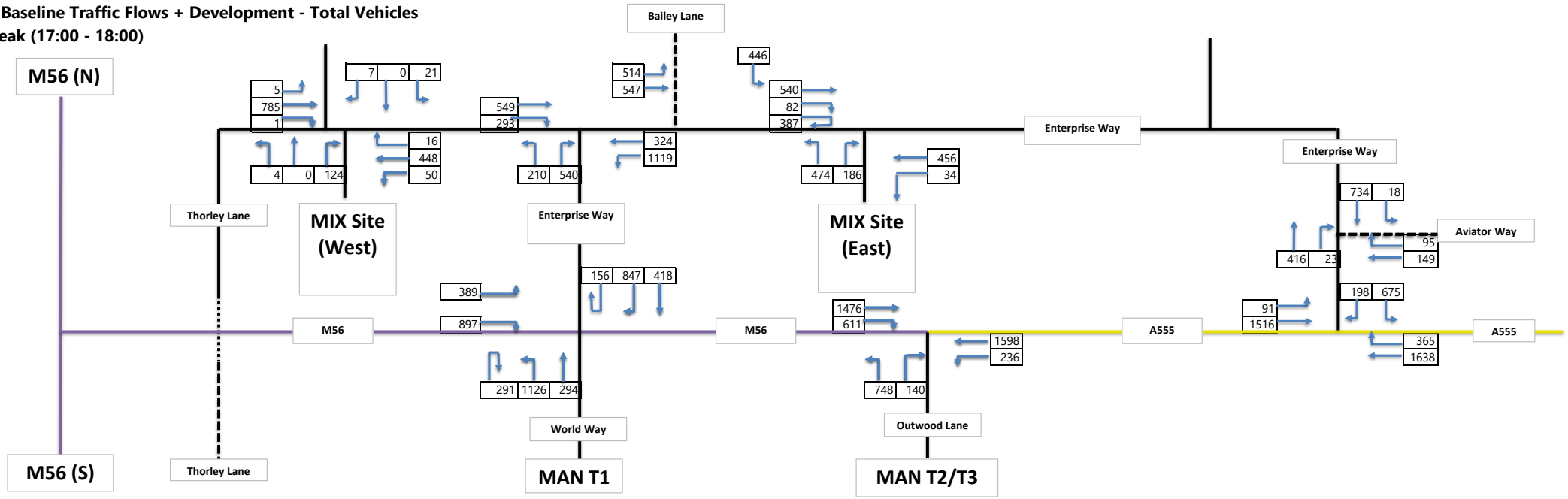


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development - Total Vehicles

PM Peak (17:00 - 18:00)

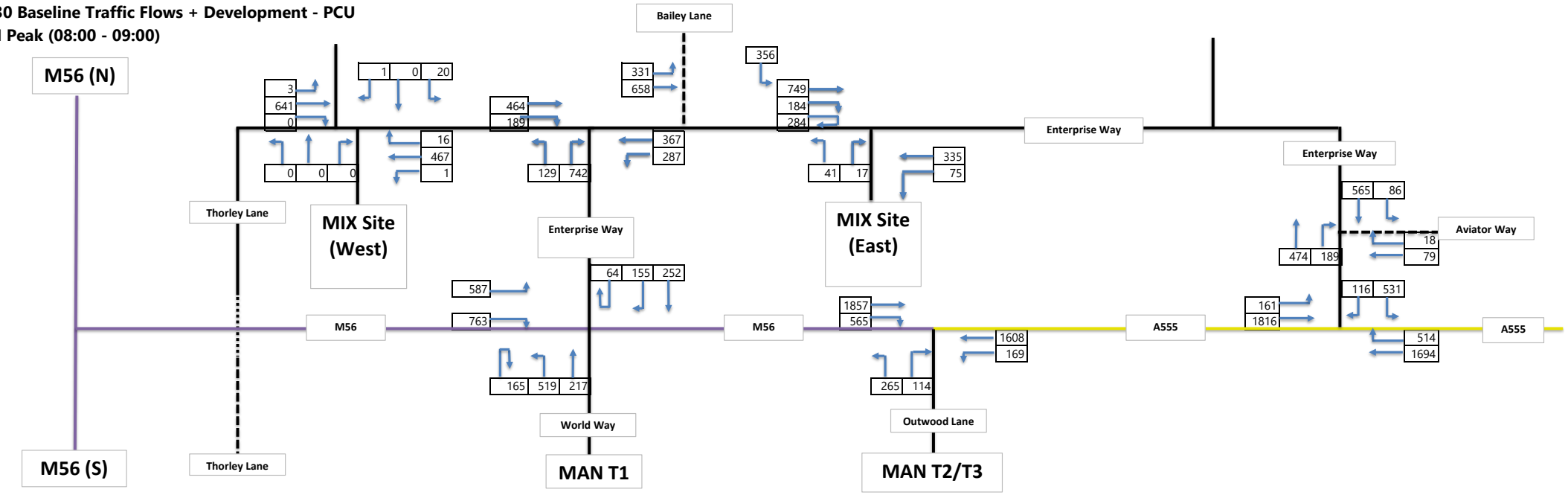


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development - PCU

AM Peak (08:00 - 09:00)

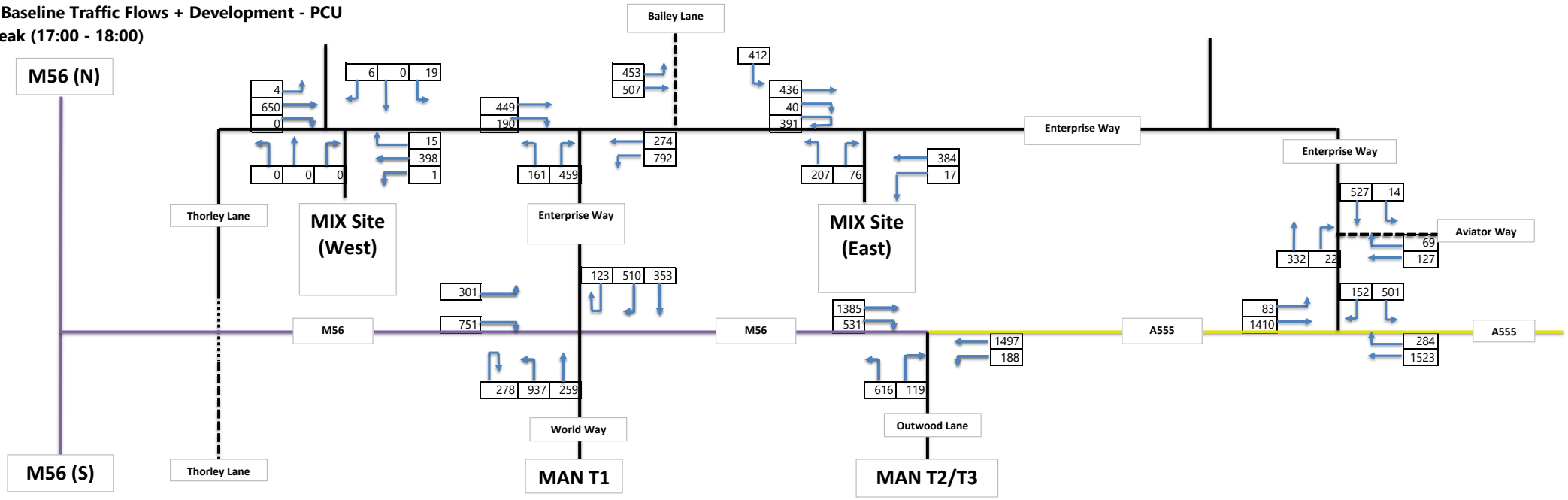


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development - PCU

PM Peak (17:00 - 18:00)

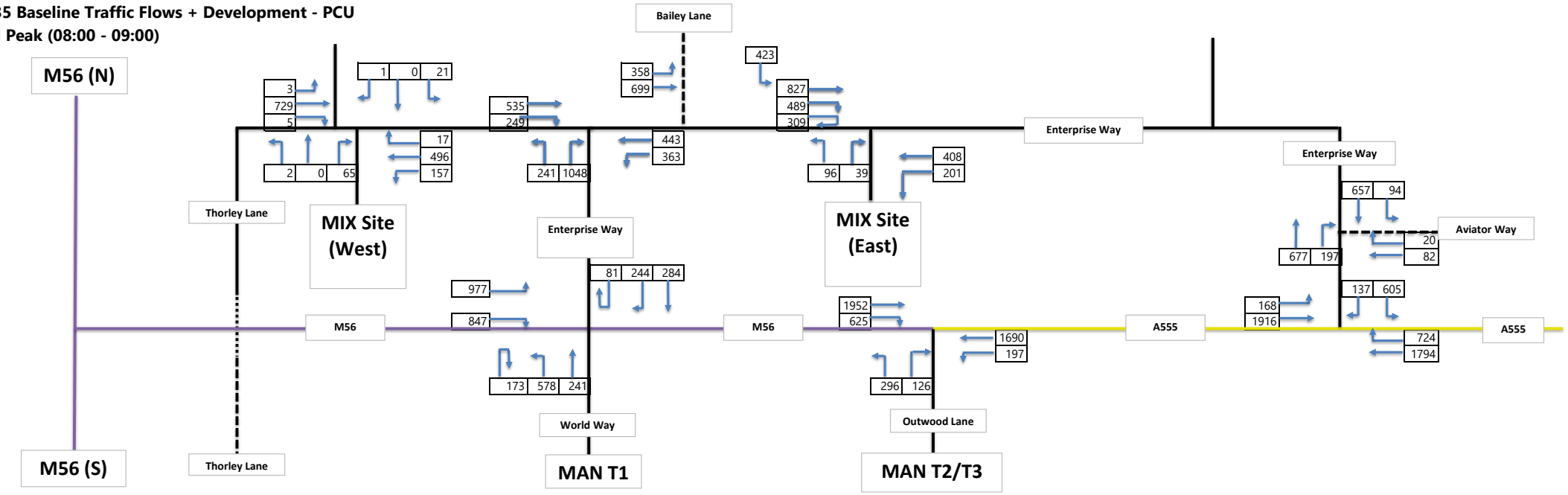


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development - PCU

AM Peak (08:00 - 09:00)

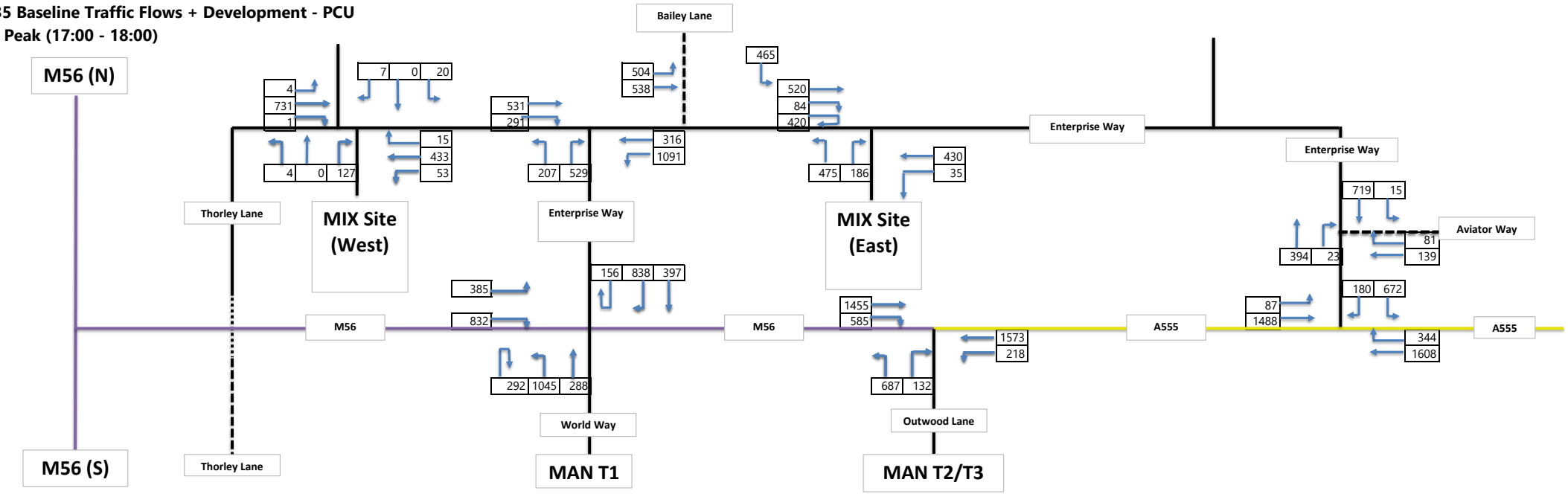


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development - PCU

PM Peak (17:00 - 18:00)

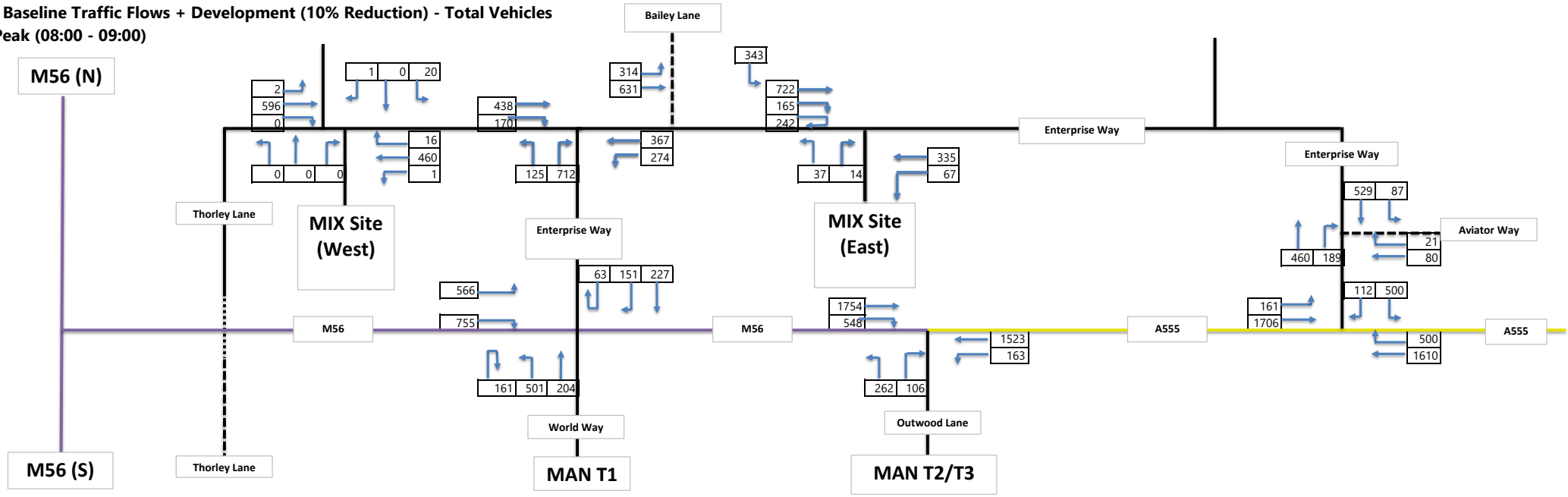


Date: 04.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

AM Peak (08:00 - 09:00)



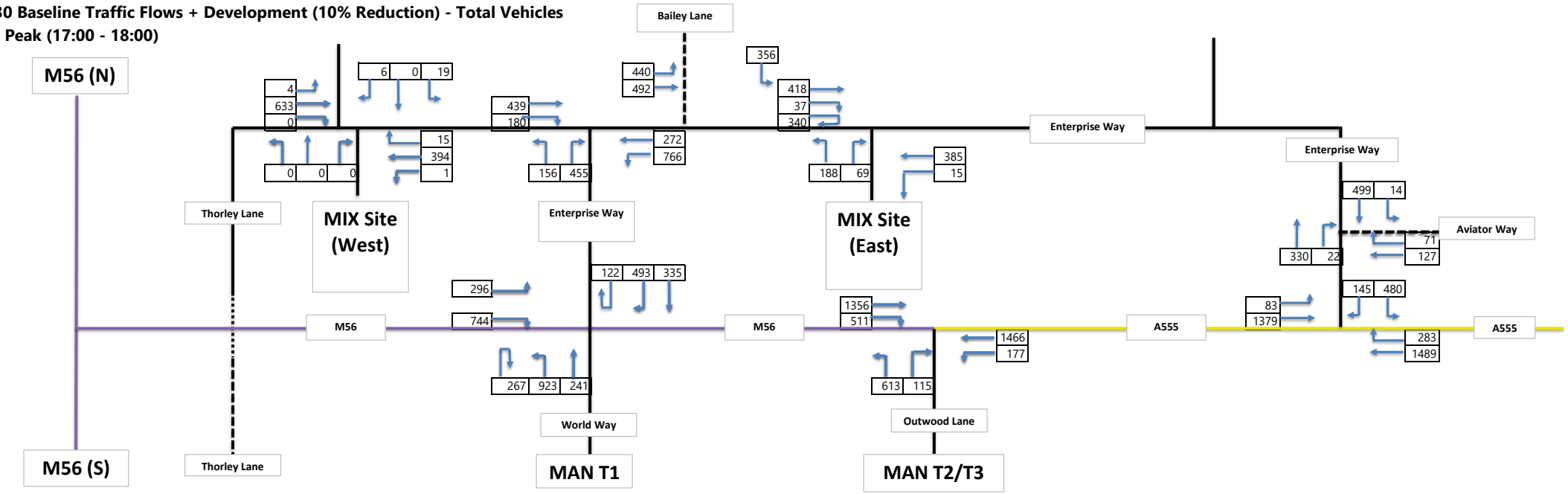
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

PM Peak (17:00 - 18:00)



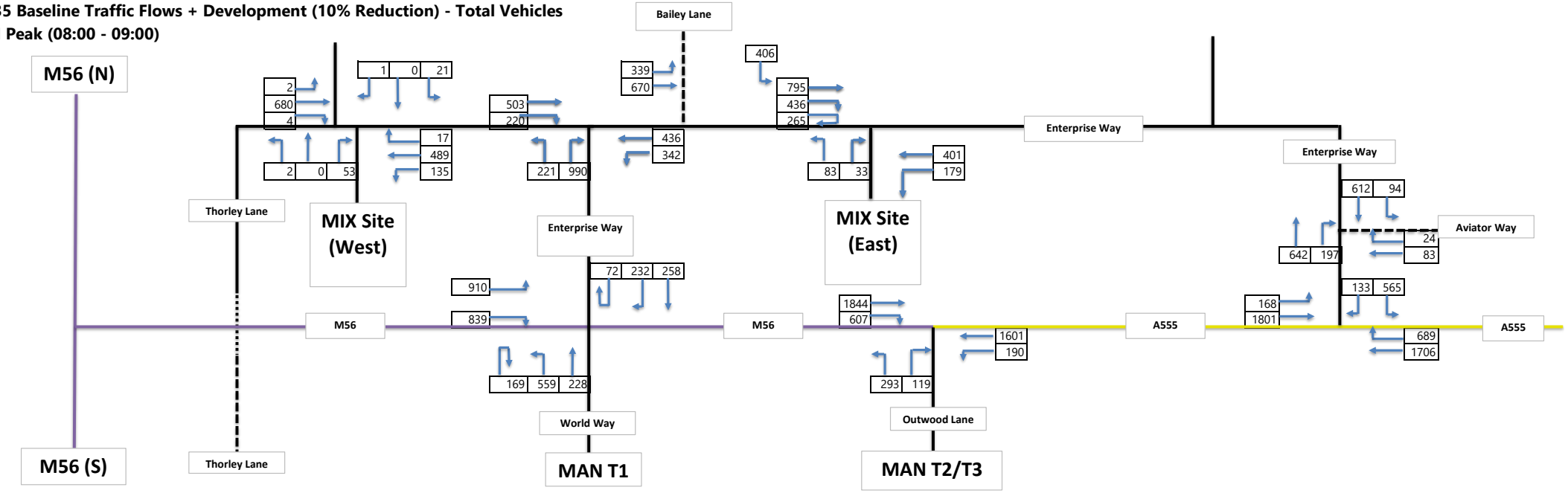
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

AM Peak (08:00 - 09:00)



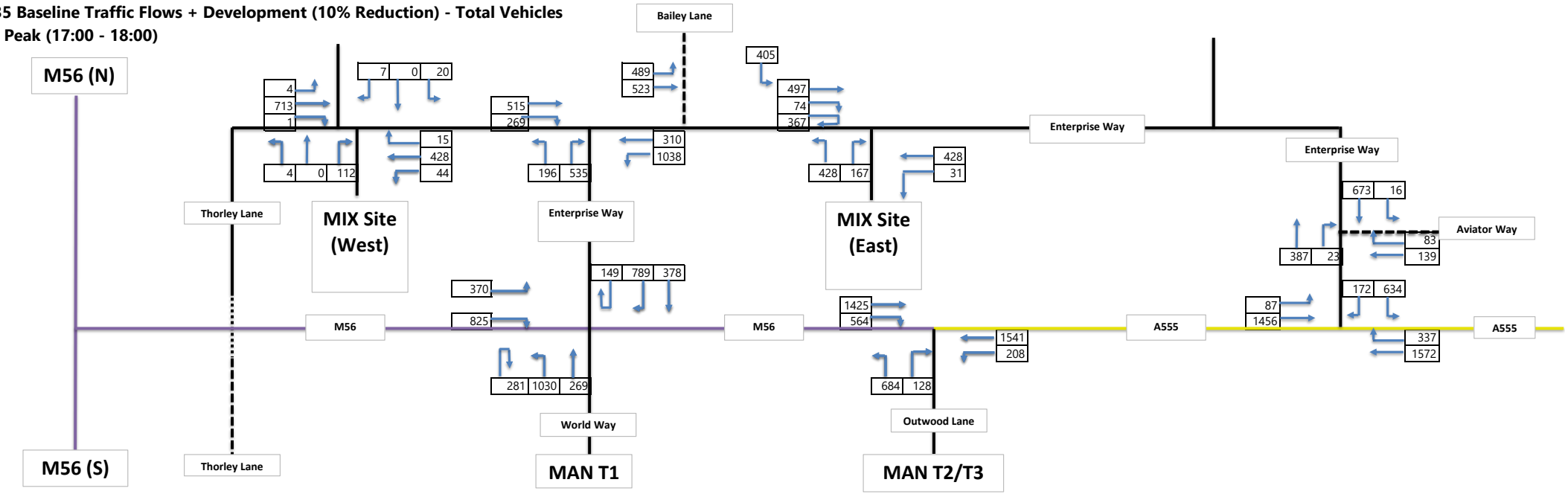
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

PM Peak (17:00 - 18:00)



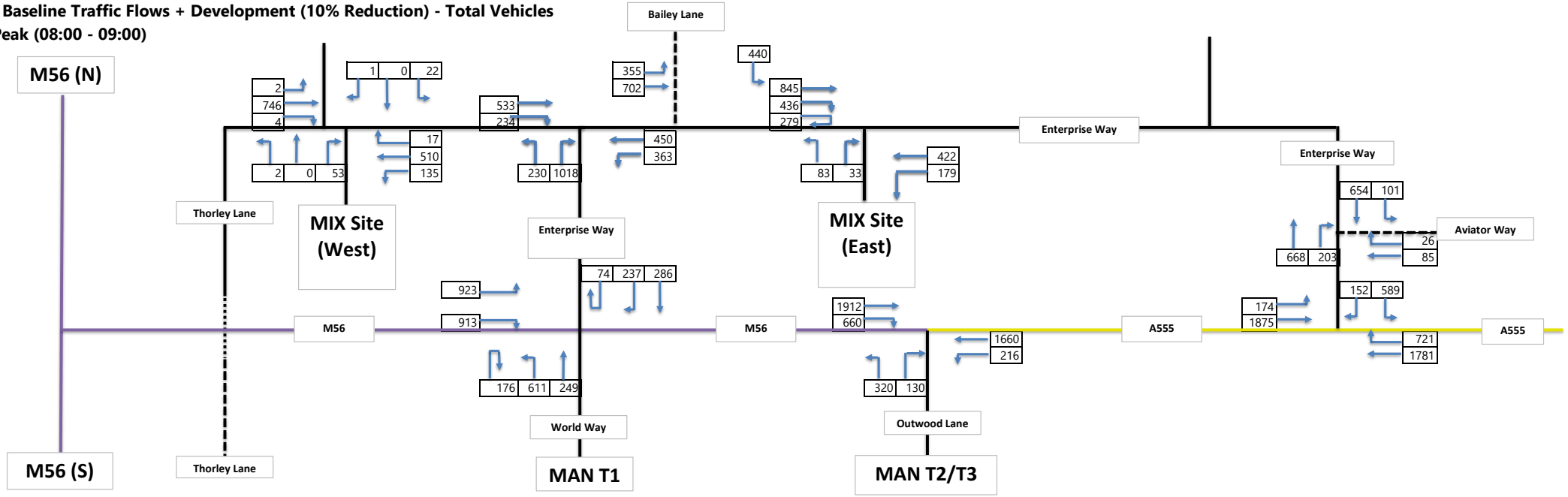
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

AM Peak (08:00 - 09:00)



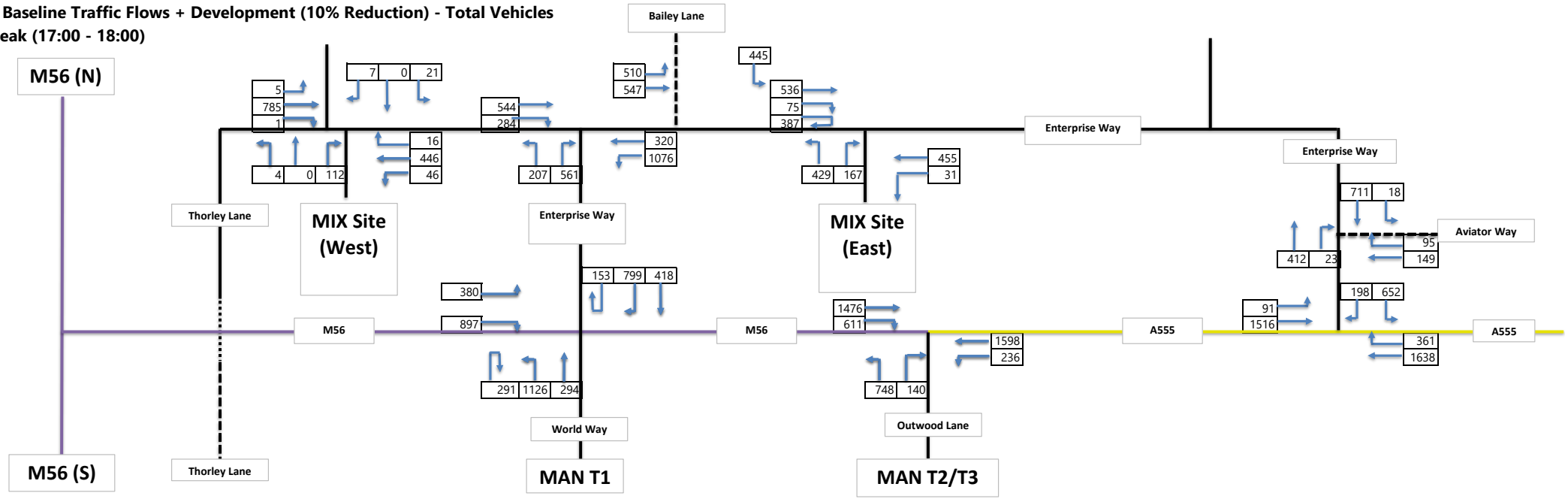
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development (10% Reduction) - Total Vehicles

PM Peak (17:00 - 18:00)



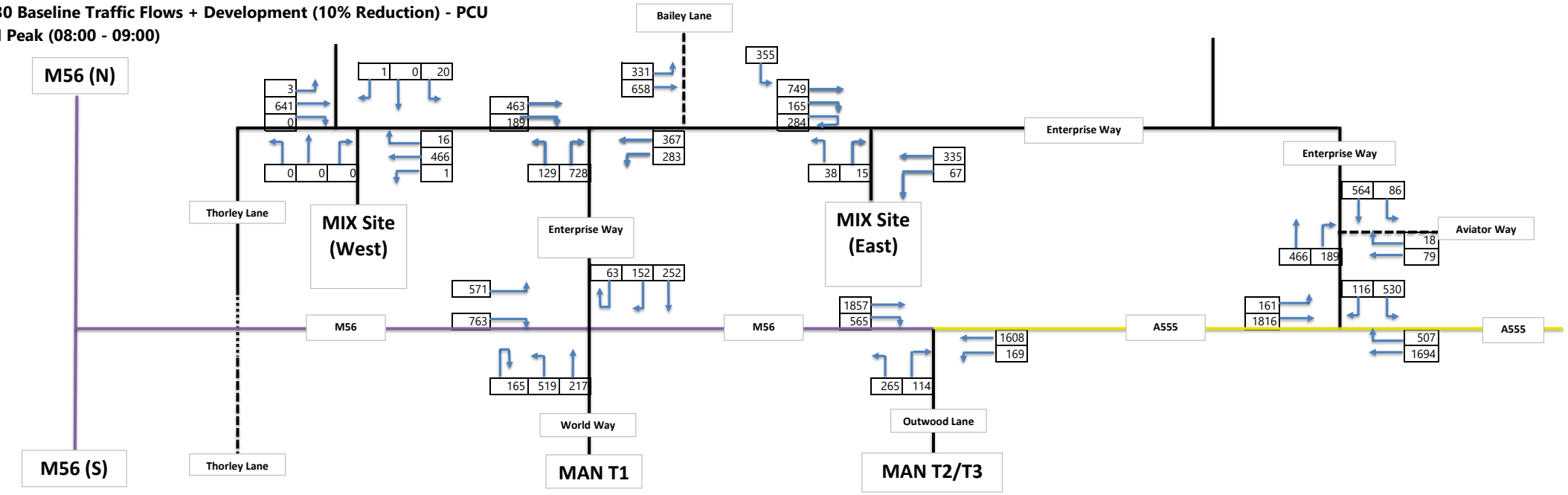
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development (10% Reduction) - PCU

AM Peak (08:00 - 09:00)



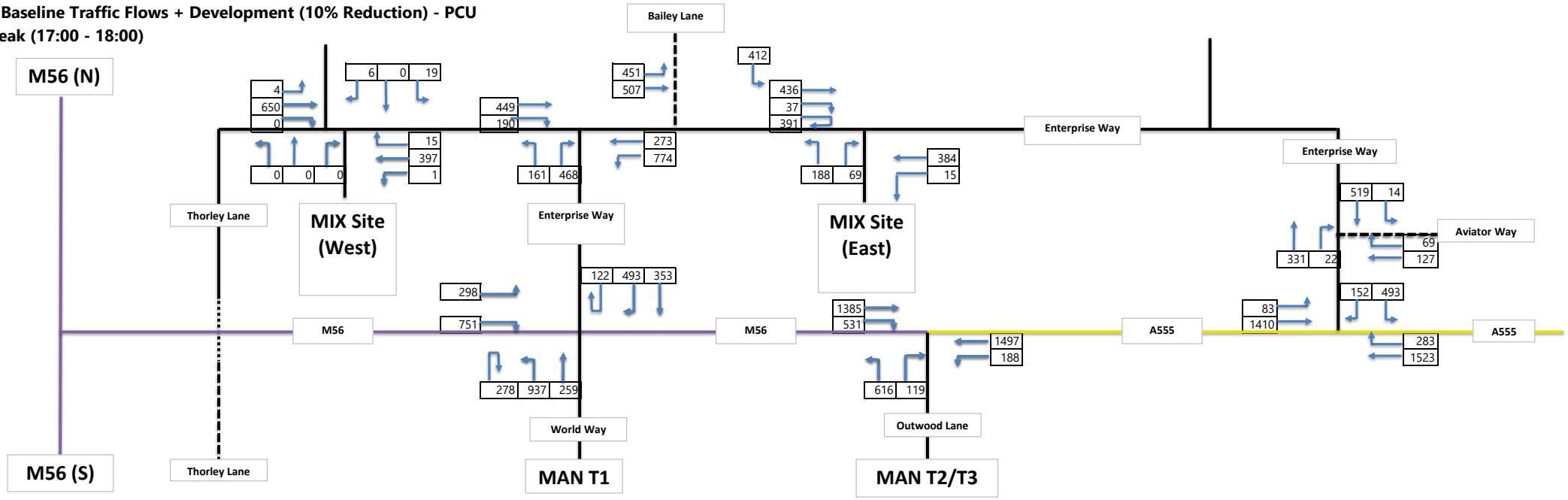
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2030 Development

2030 Baseline Traffic Flows + Development (10% Reduction) - PCU

PM Peak (17:00 - 18:00)



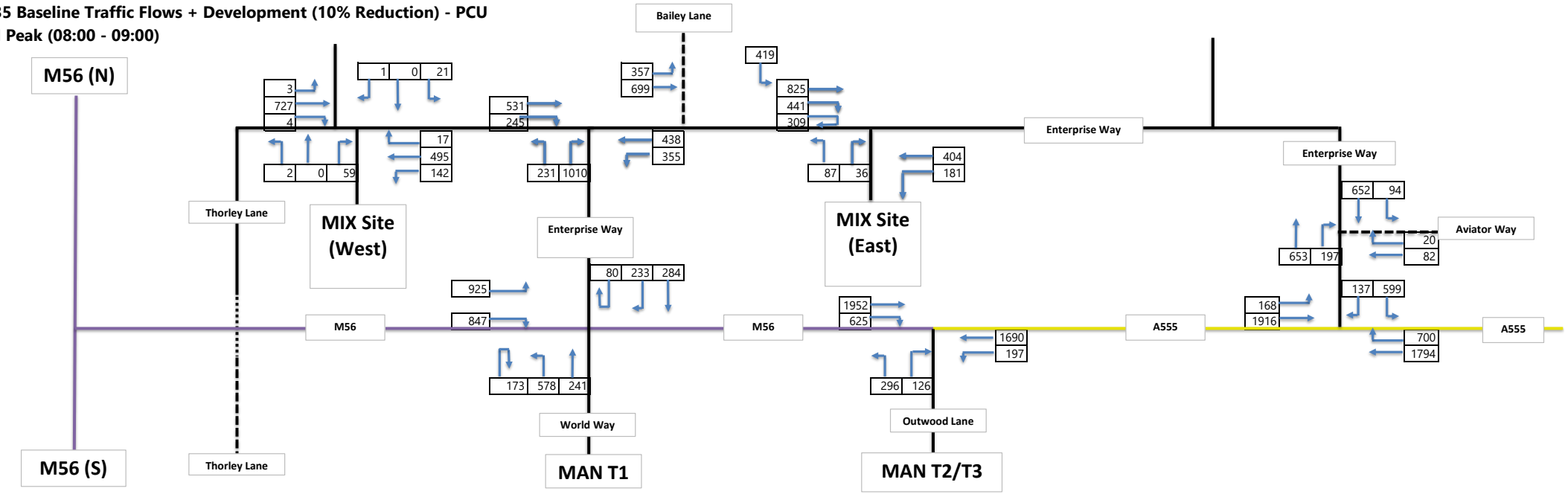
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development (10% Reduction) - PCU

AM Peak (08:00 - 09:00)



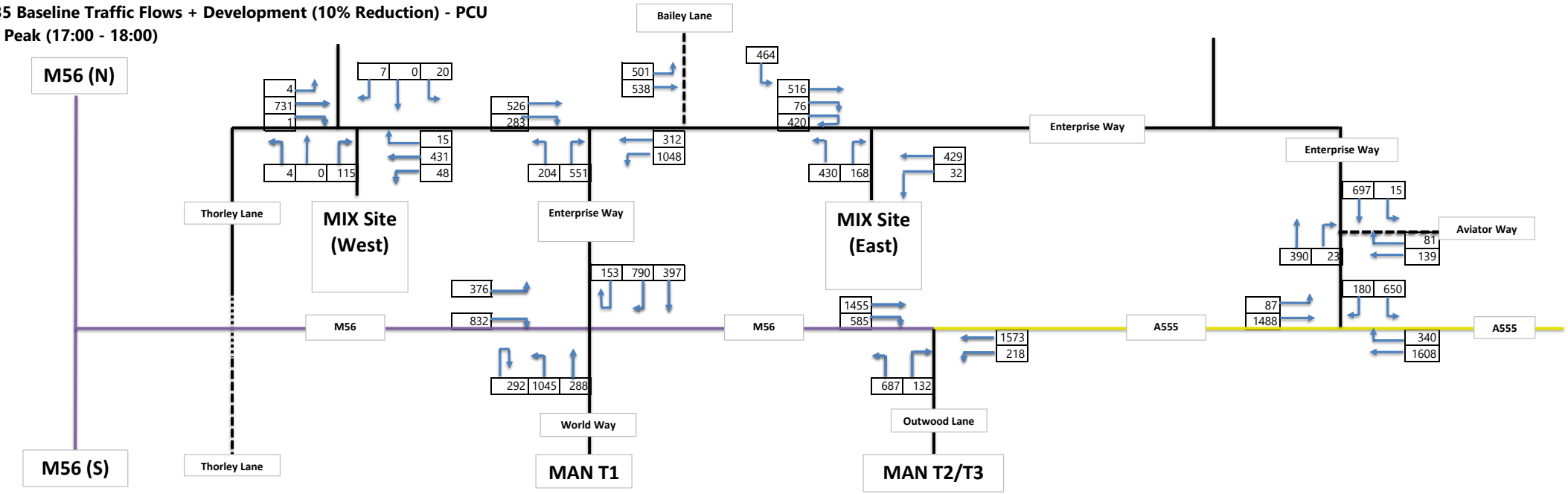
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2035 Baseline Traffic Flows + Development (10% Reduction) - PCU

PM Peak (17:00 - 18:00)



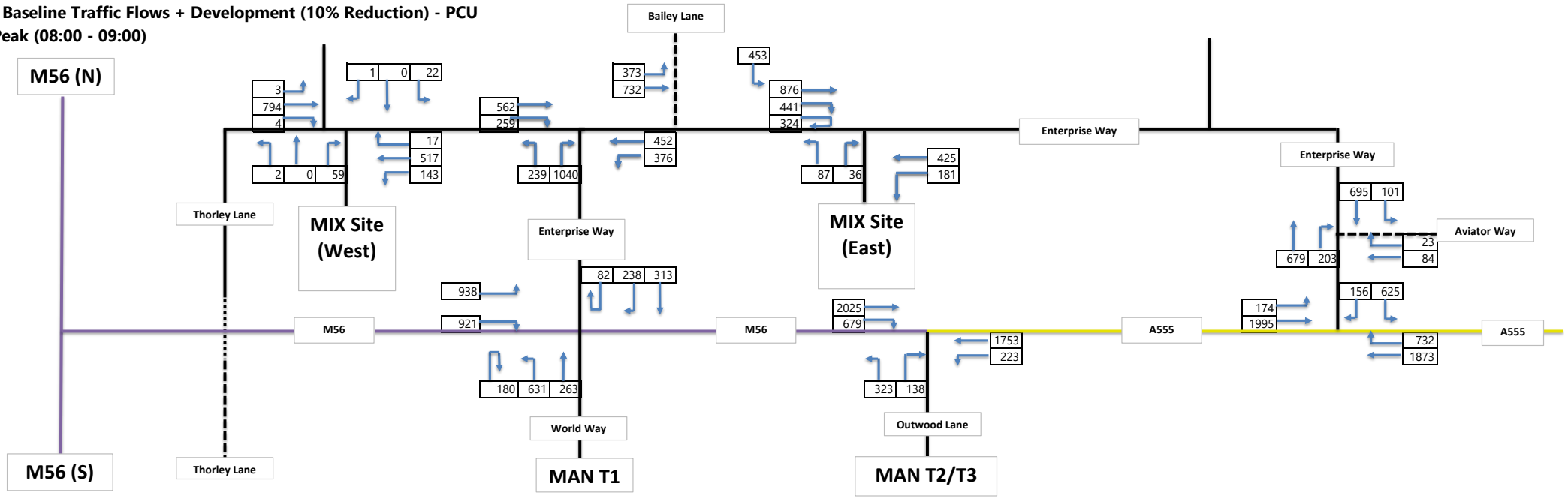
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development (10% Reduction) - PCU

AM Peak (08:00 - 09:00)



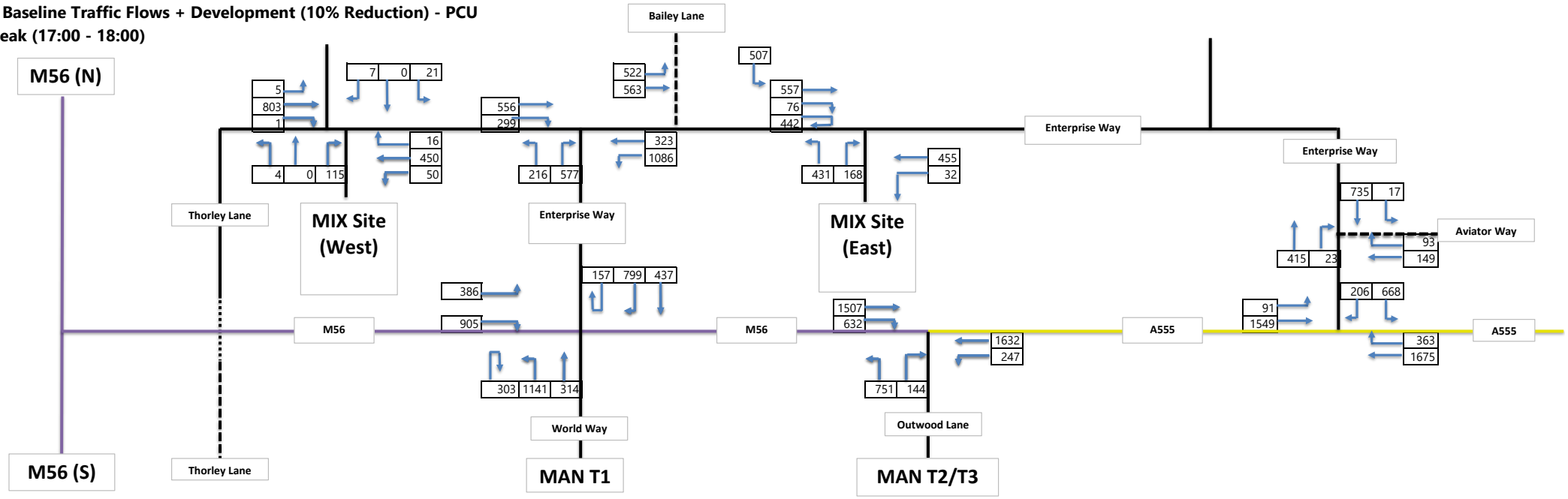
Reduction rate: 10%

Date: 06.08.2026

2026 Survey + Tempro + Airport Growth + Committed Development + 2035 Development

2040 Baseline Traffic Flows + Development (10% Reduction) - PCU

PM Peak (17:00 - 18:00)

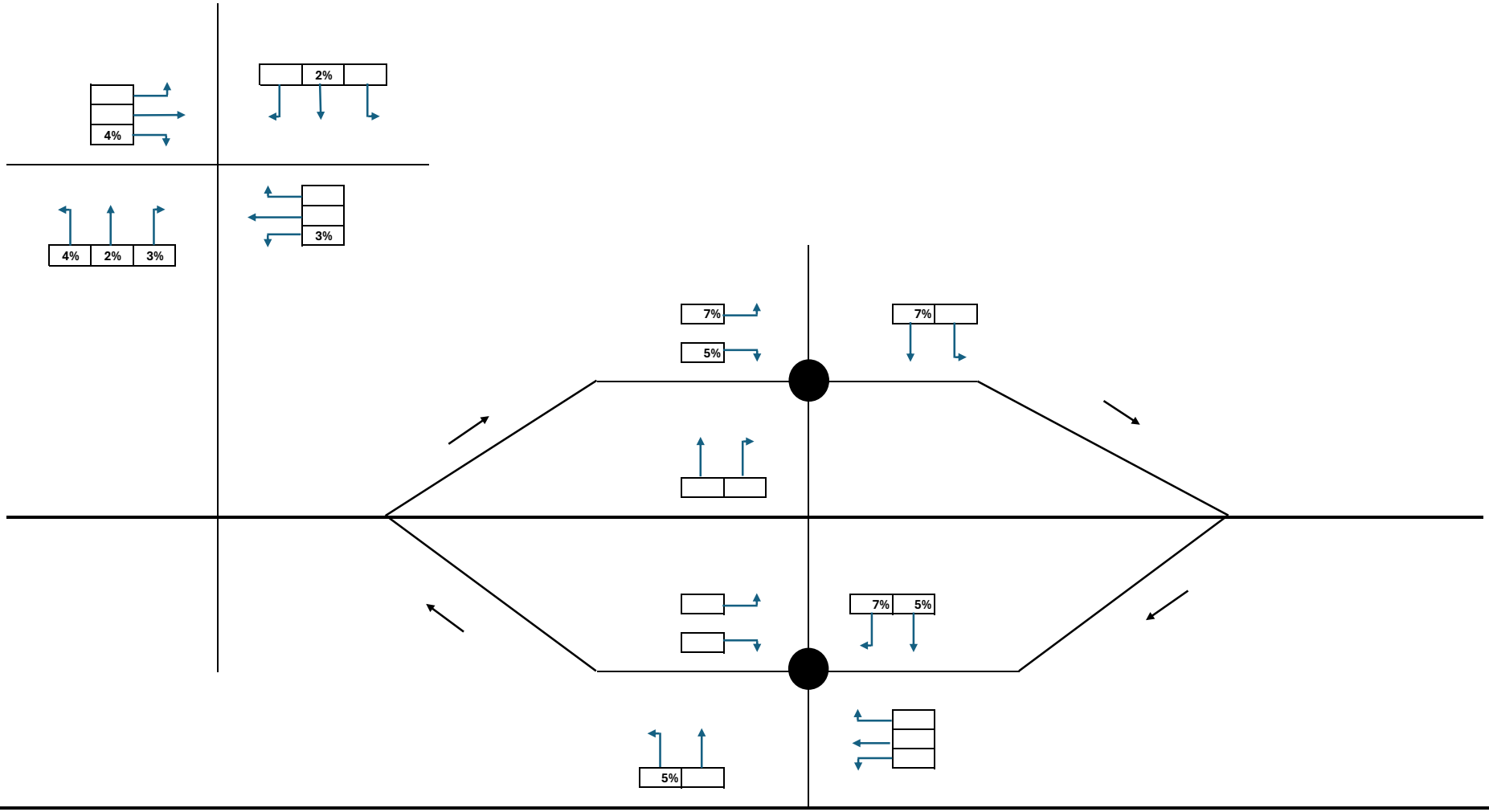


Reduction rate: 10%

Date: 06.08.2026

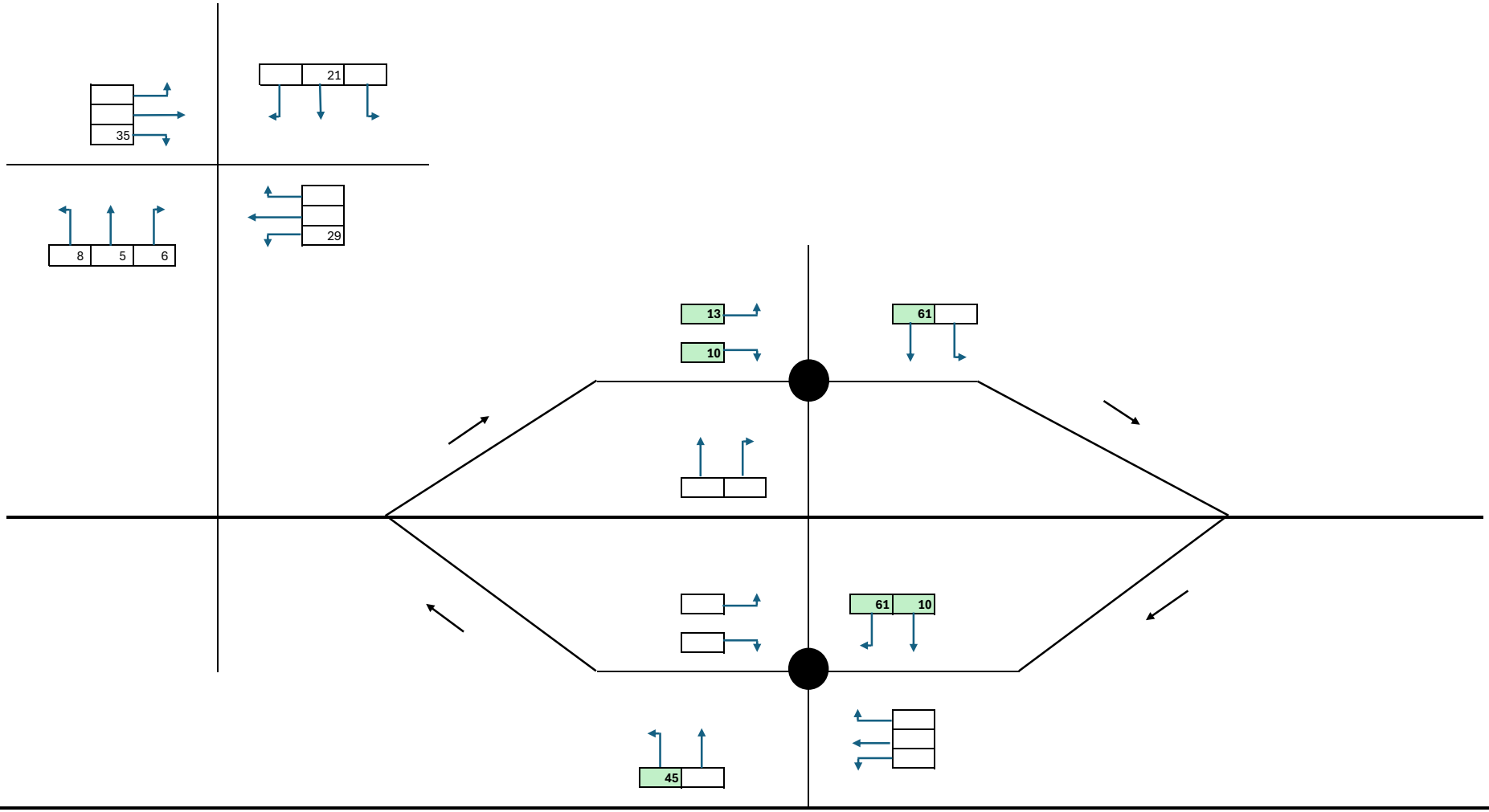
Trip Distribution

Simonsway / B5166 Styal Road



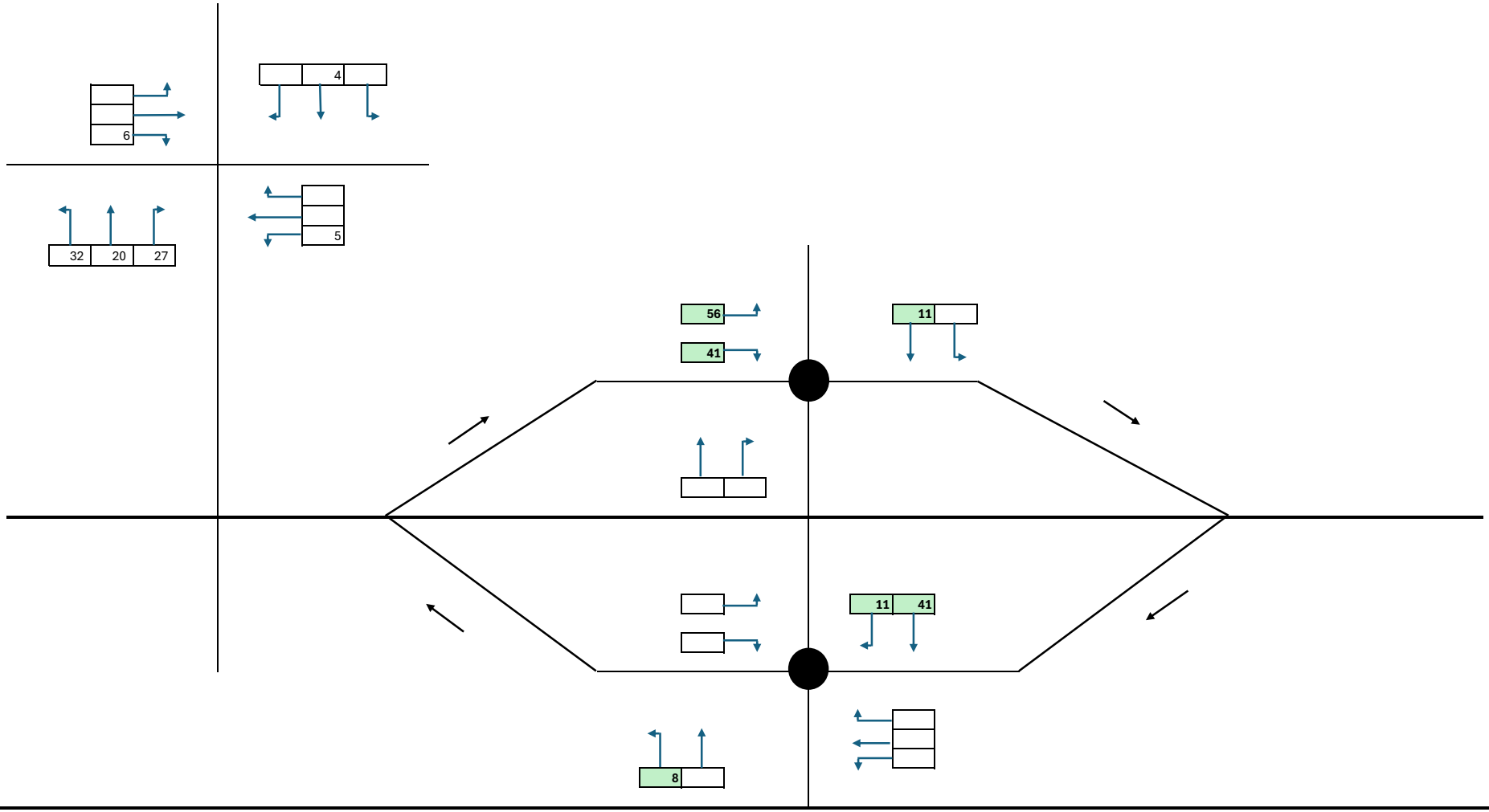
Trip Generation AM

Simonsway / B5166 Styal Road



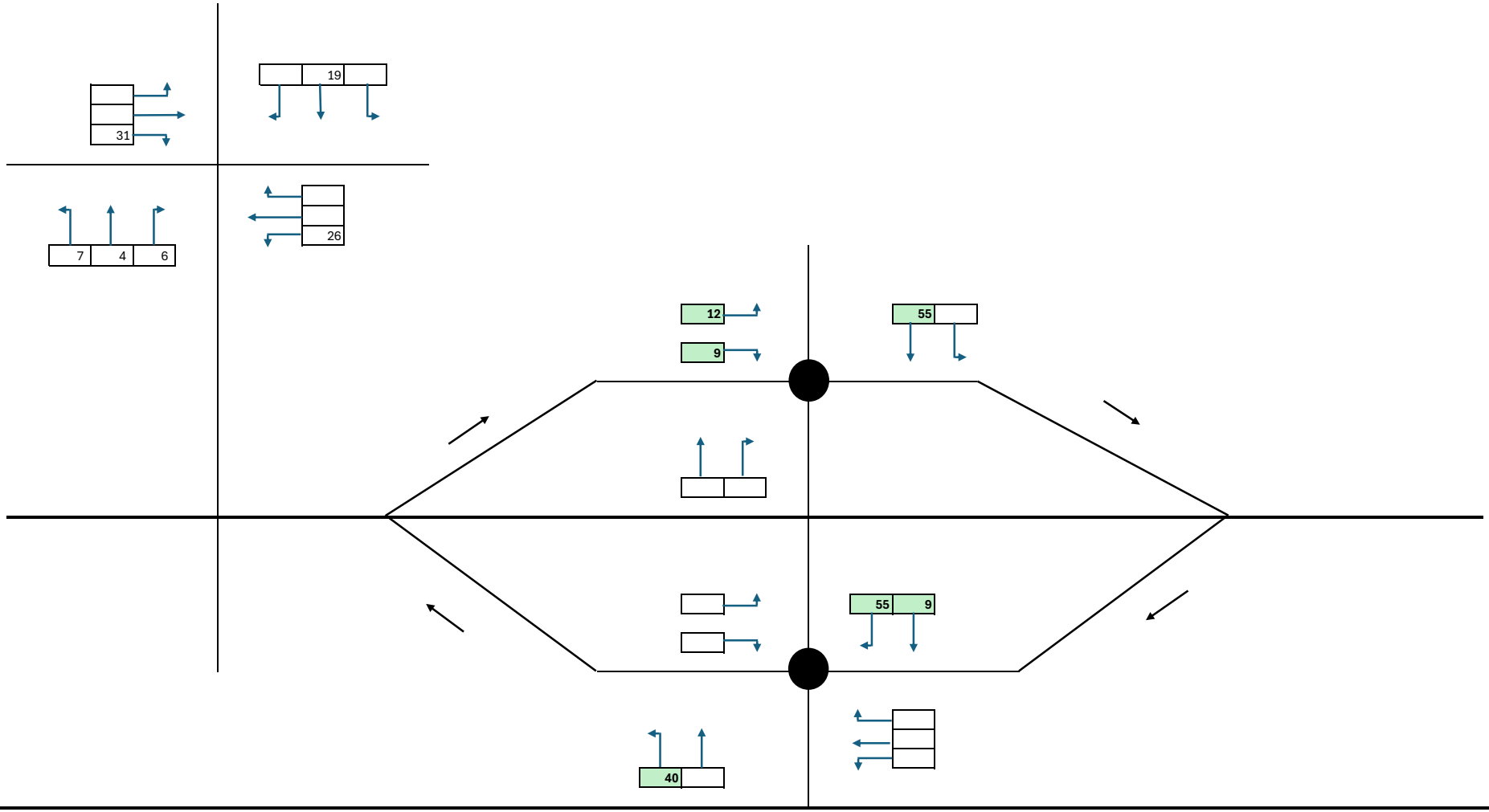
Trip Generation PM

Simonsway / B5166 Styal Road



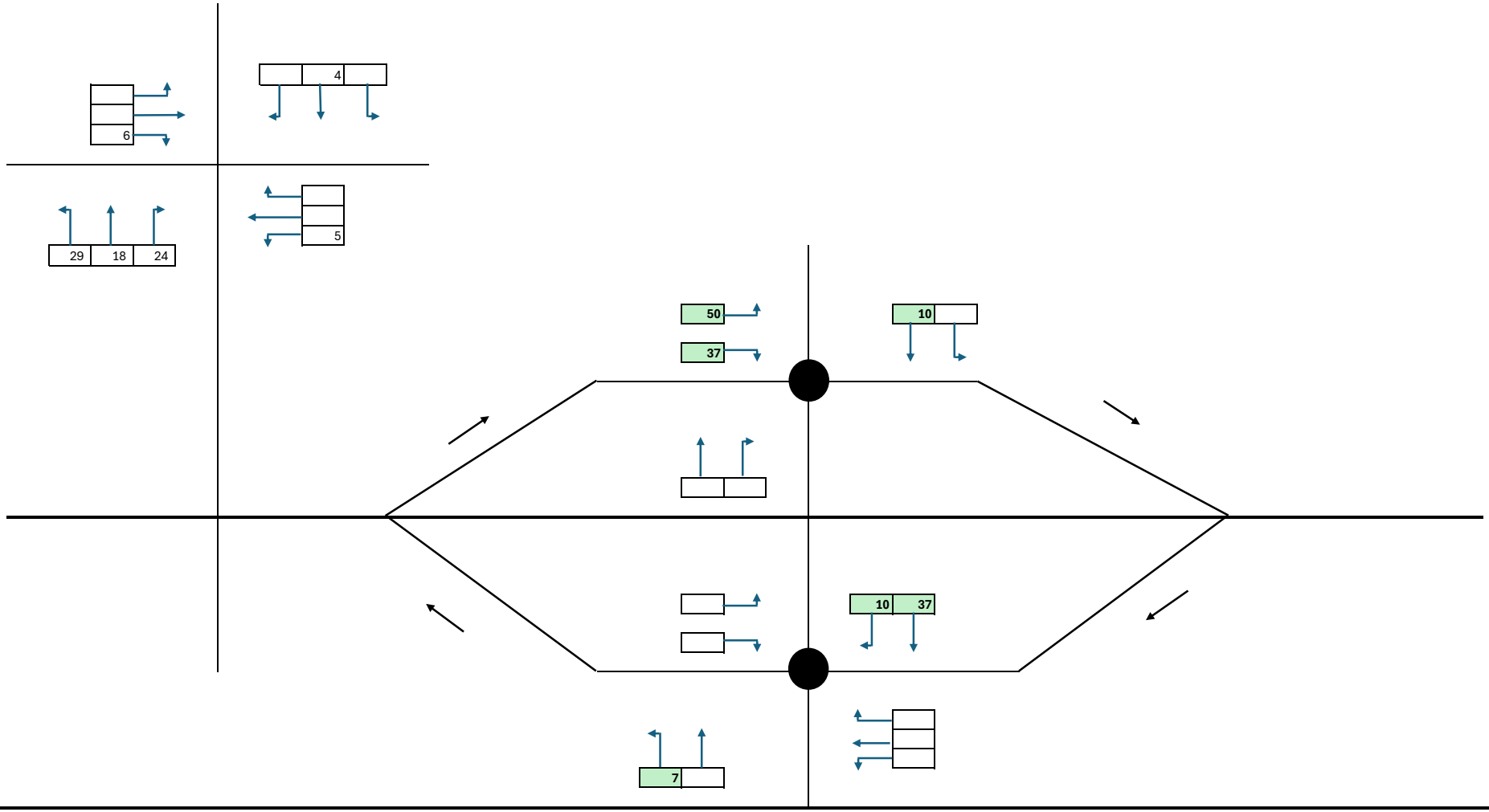
Trip Generation (10% Reduction) AM

Simonsway / B5166 Styal Road

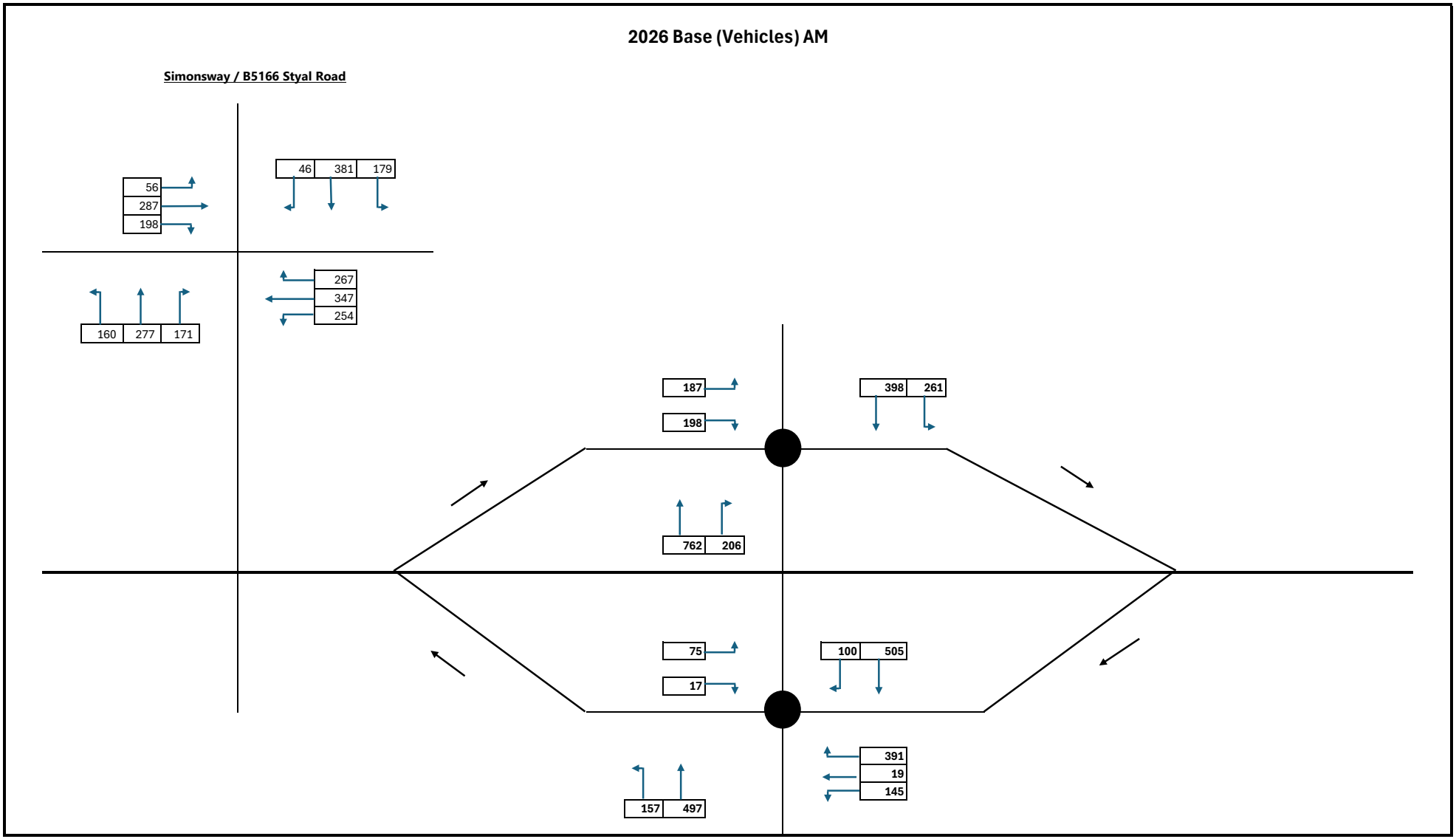


Trip Generation (10% Reduction) PM

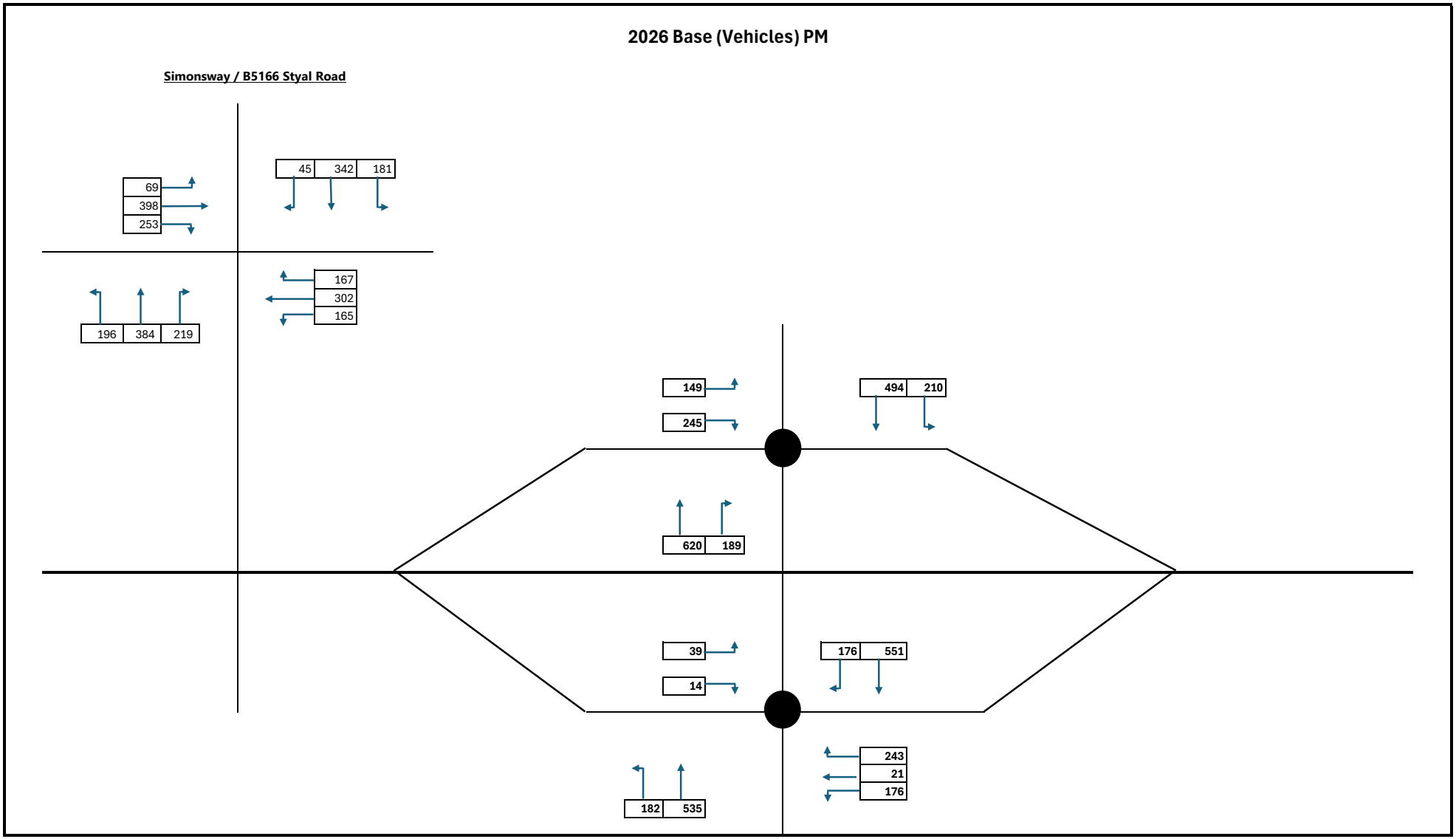
Simonsway / B5166 Styal Road



2026 Base (Vehicles) AM

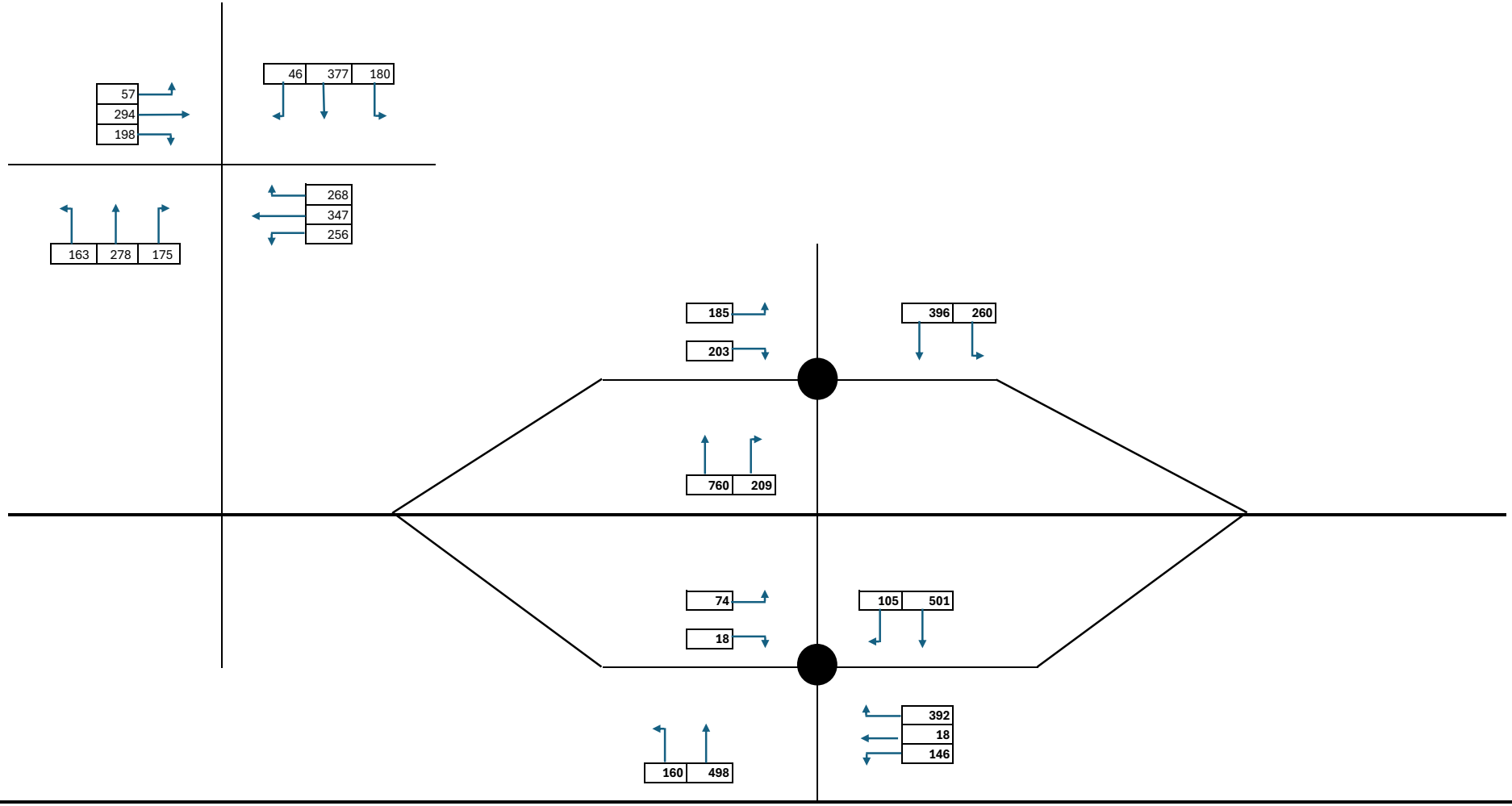


2026 Base (Vehicles) PM



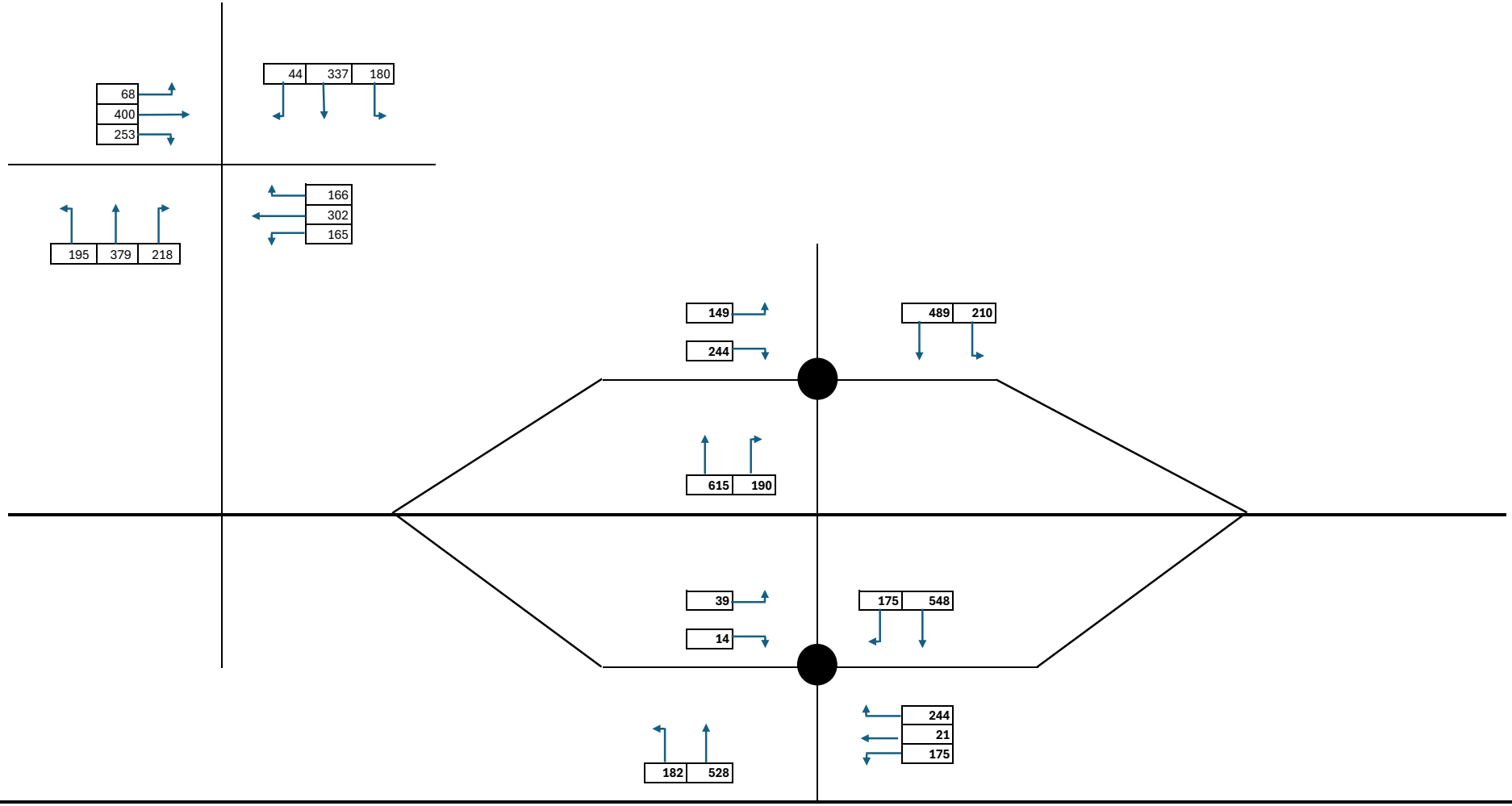
2026 Base (PCU) AM

Simonsway / B5166 Styal Road



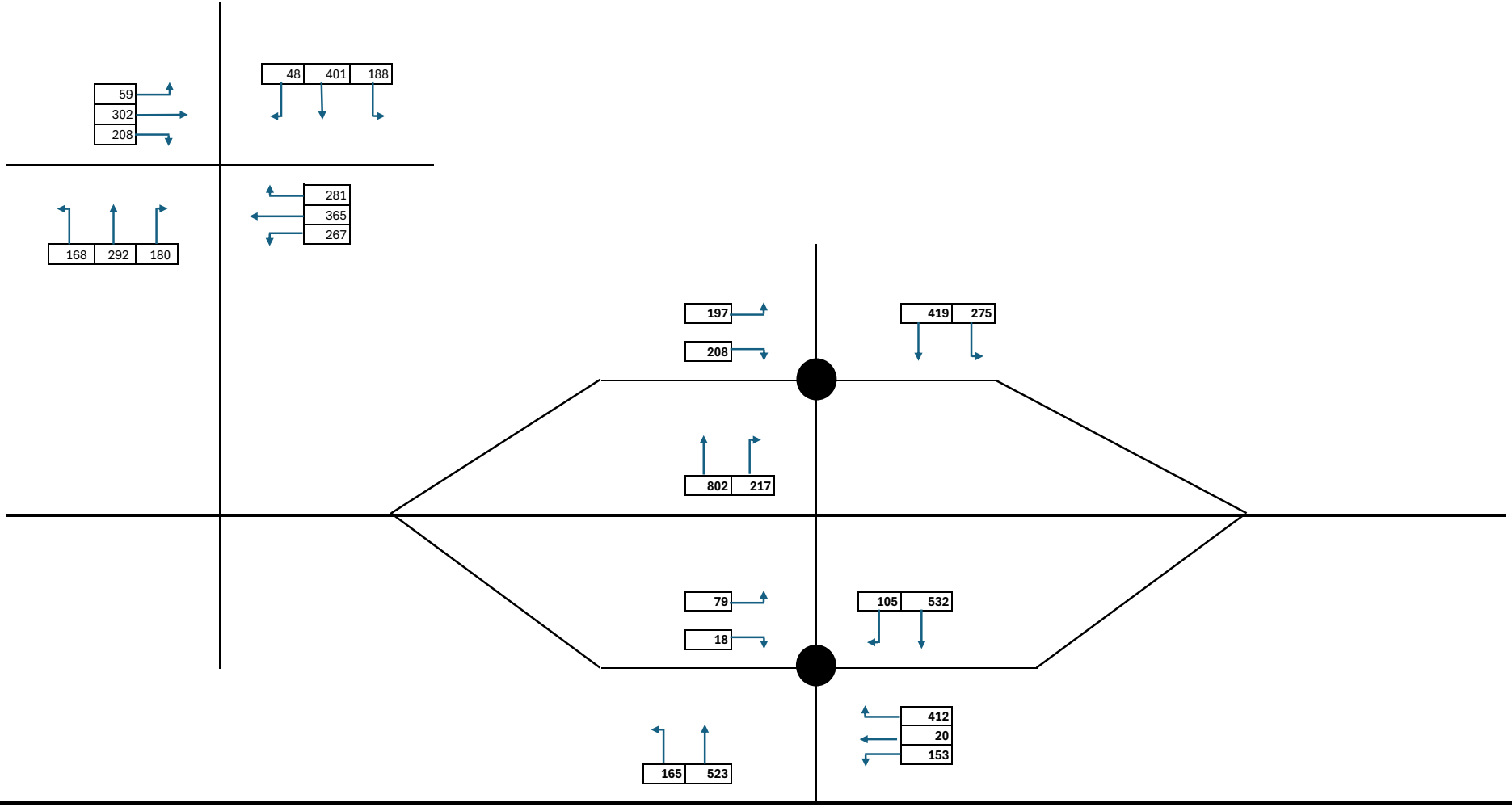
2026 Base (PCU) PM

Simonsway / B5166 Styal Road



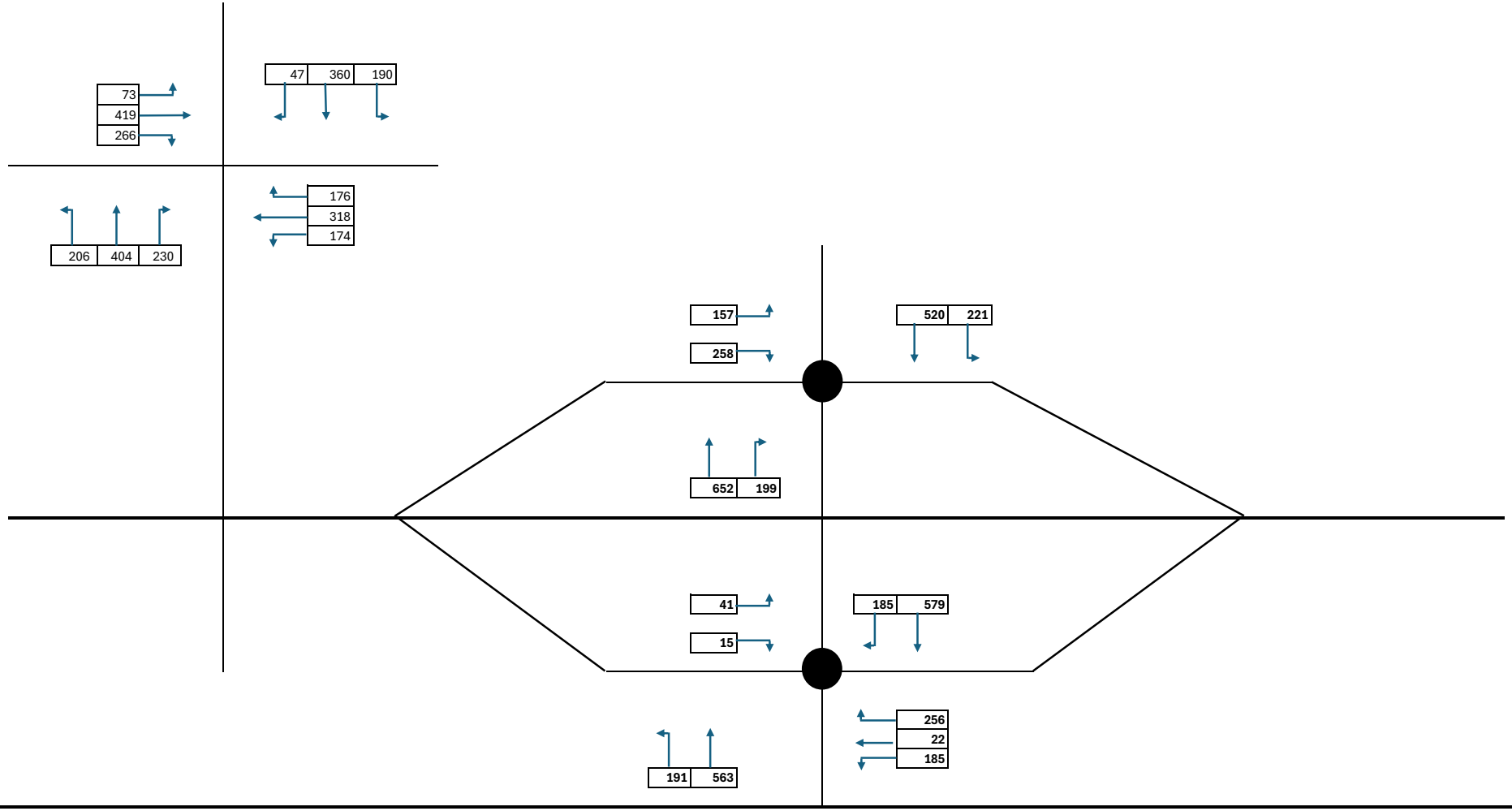
2030 Base (Vehicles) AM

Simonsway / B5166 Styal Road



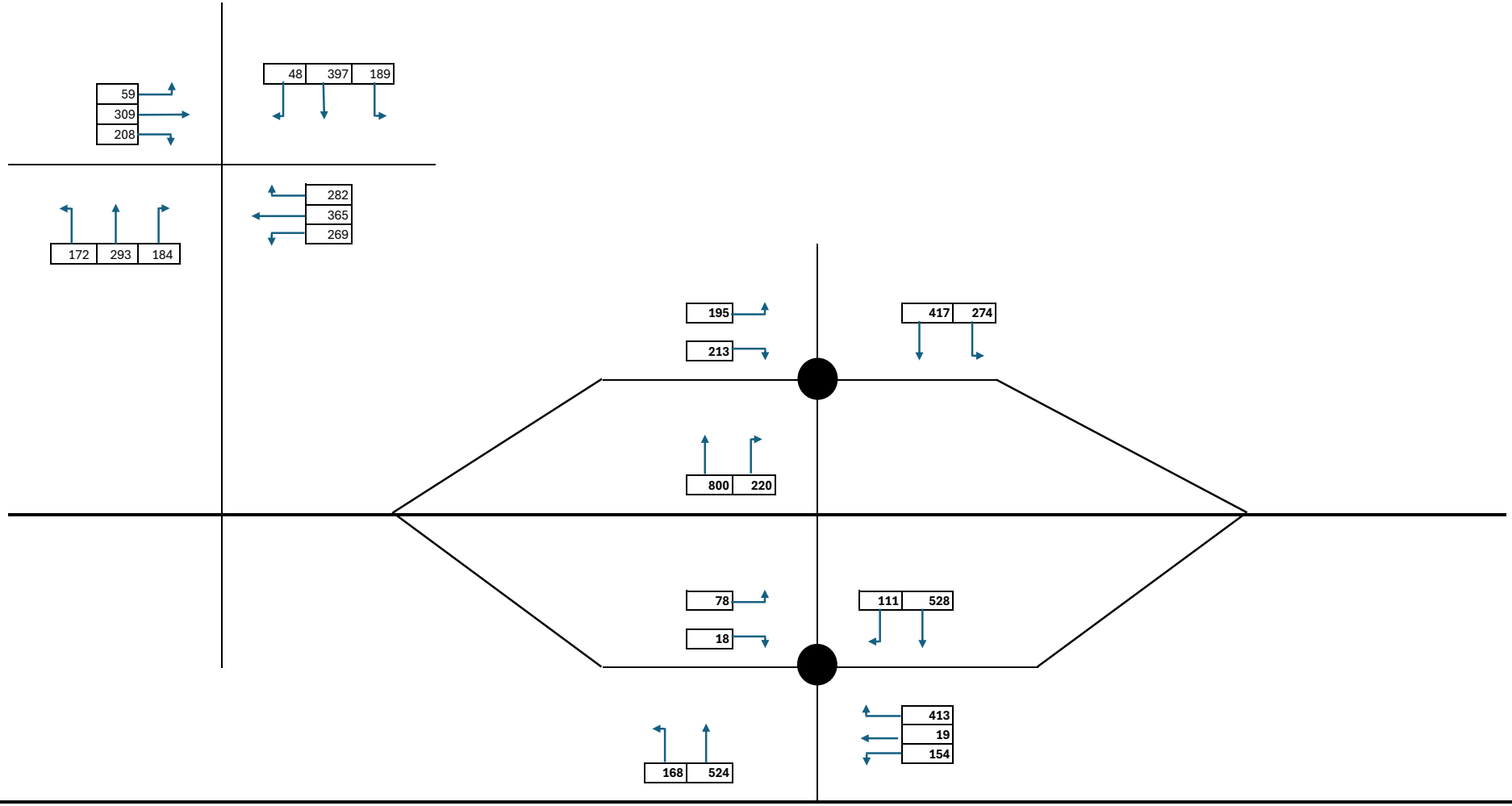
2030 Base (Vehicles) PM

Simonsway / B5166 Styal Road



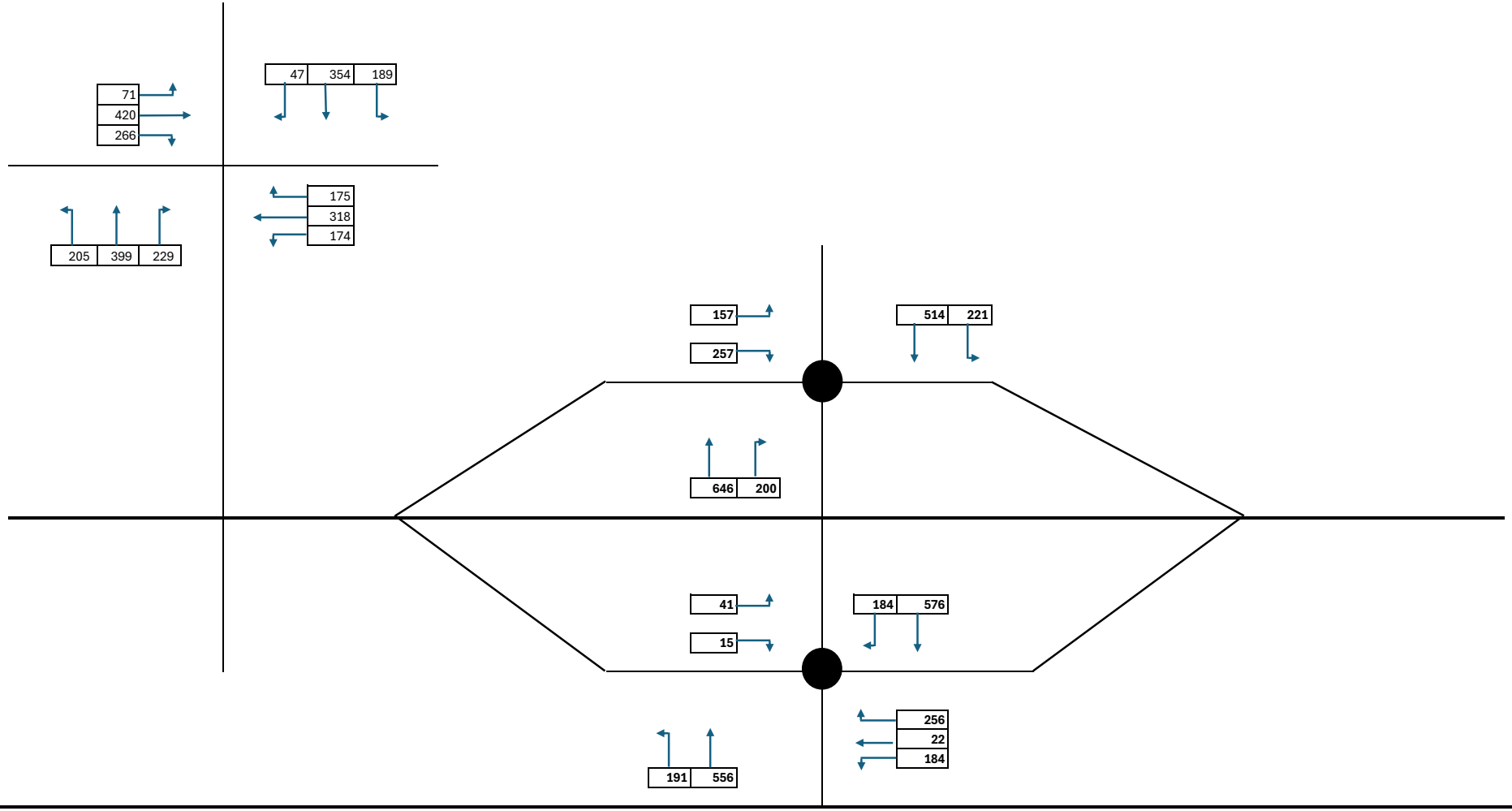
2030 Base (PCU) AM

Simonsway / B5166 Styal Road

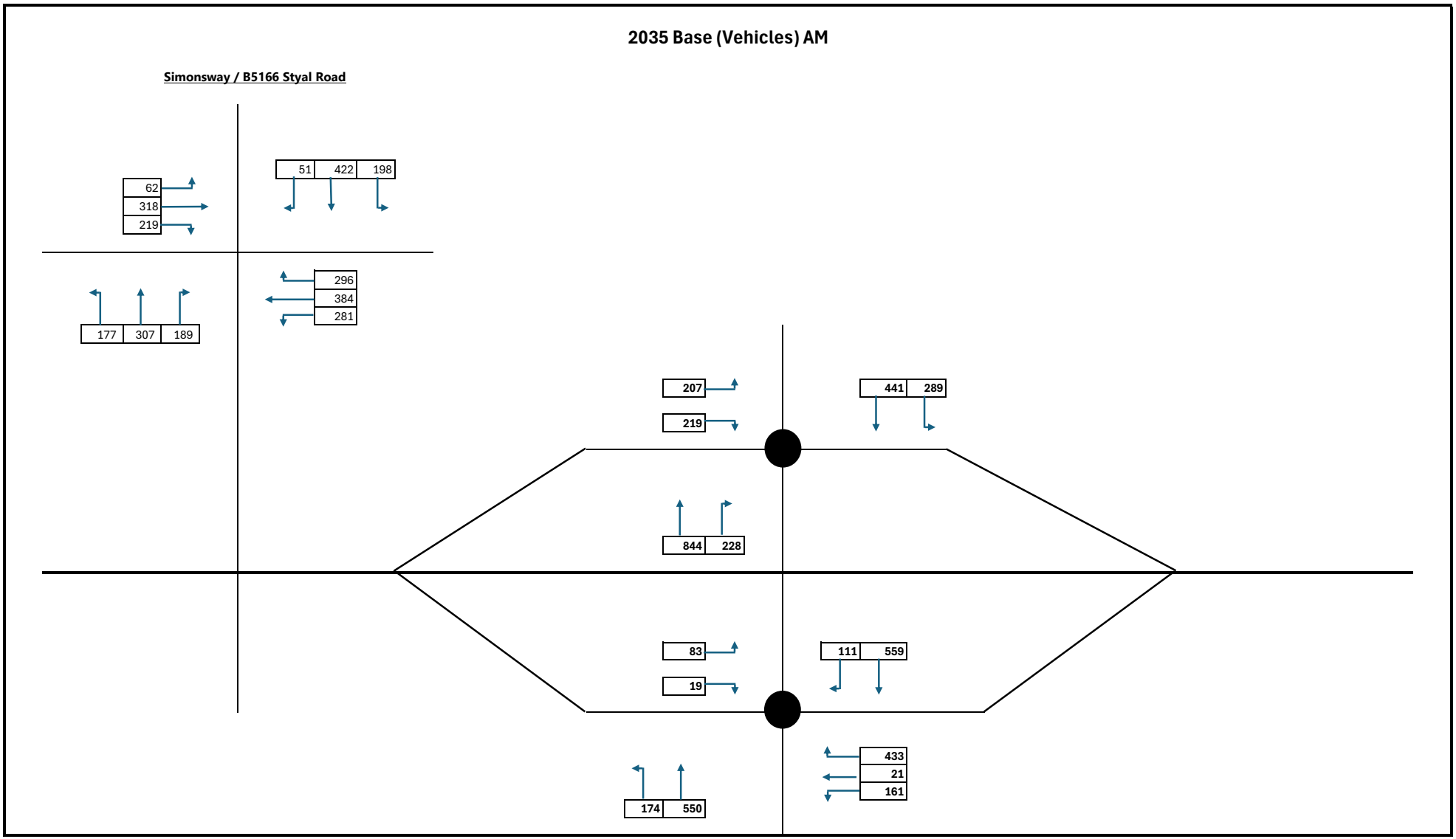


2030 Base (PCU) PM

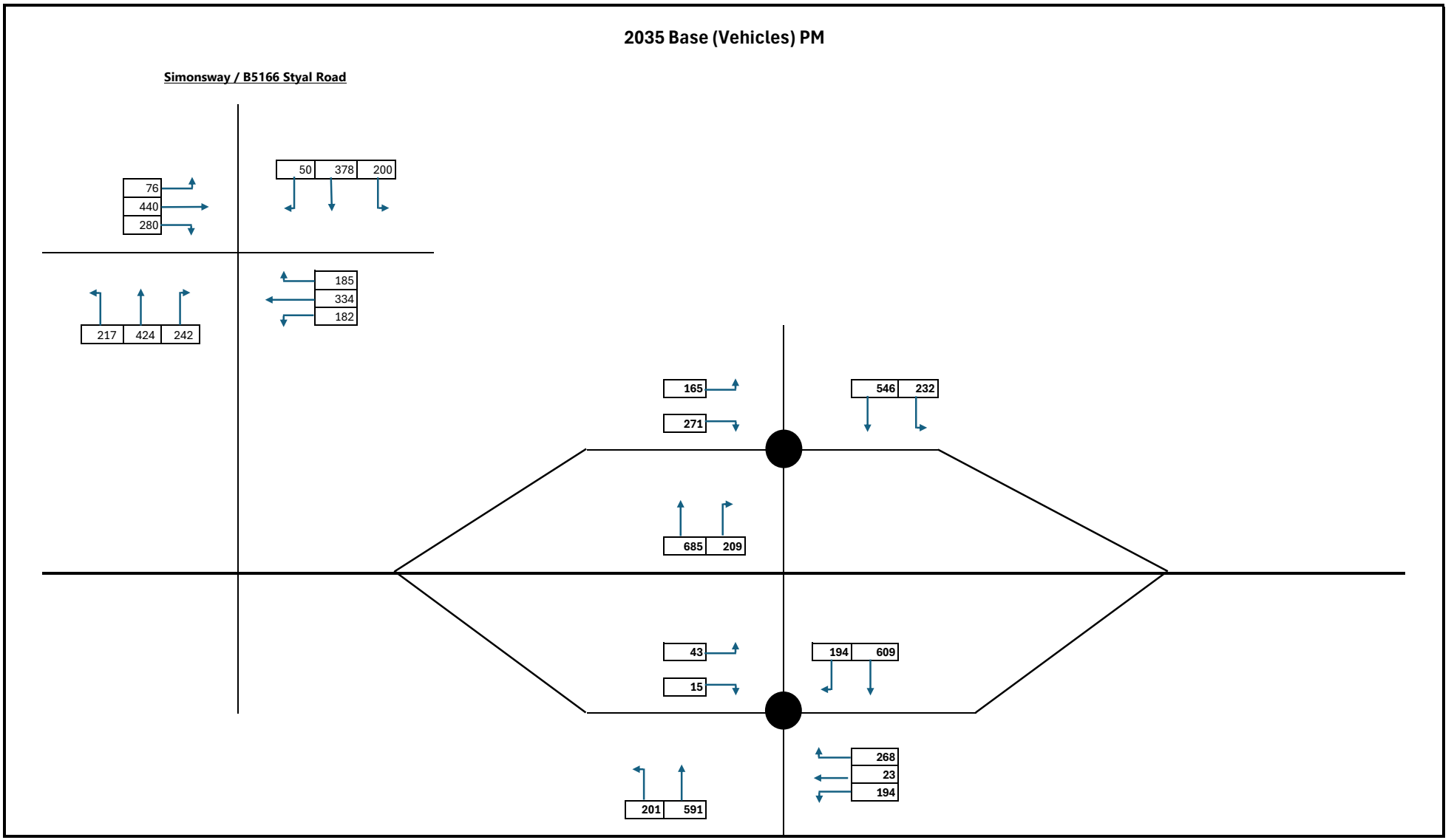
Simonsway / B5166 Styal Road



2035 Base (Vehicles) AM

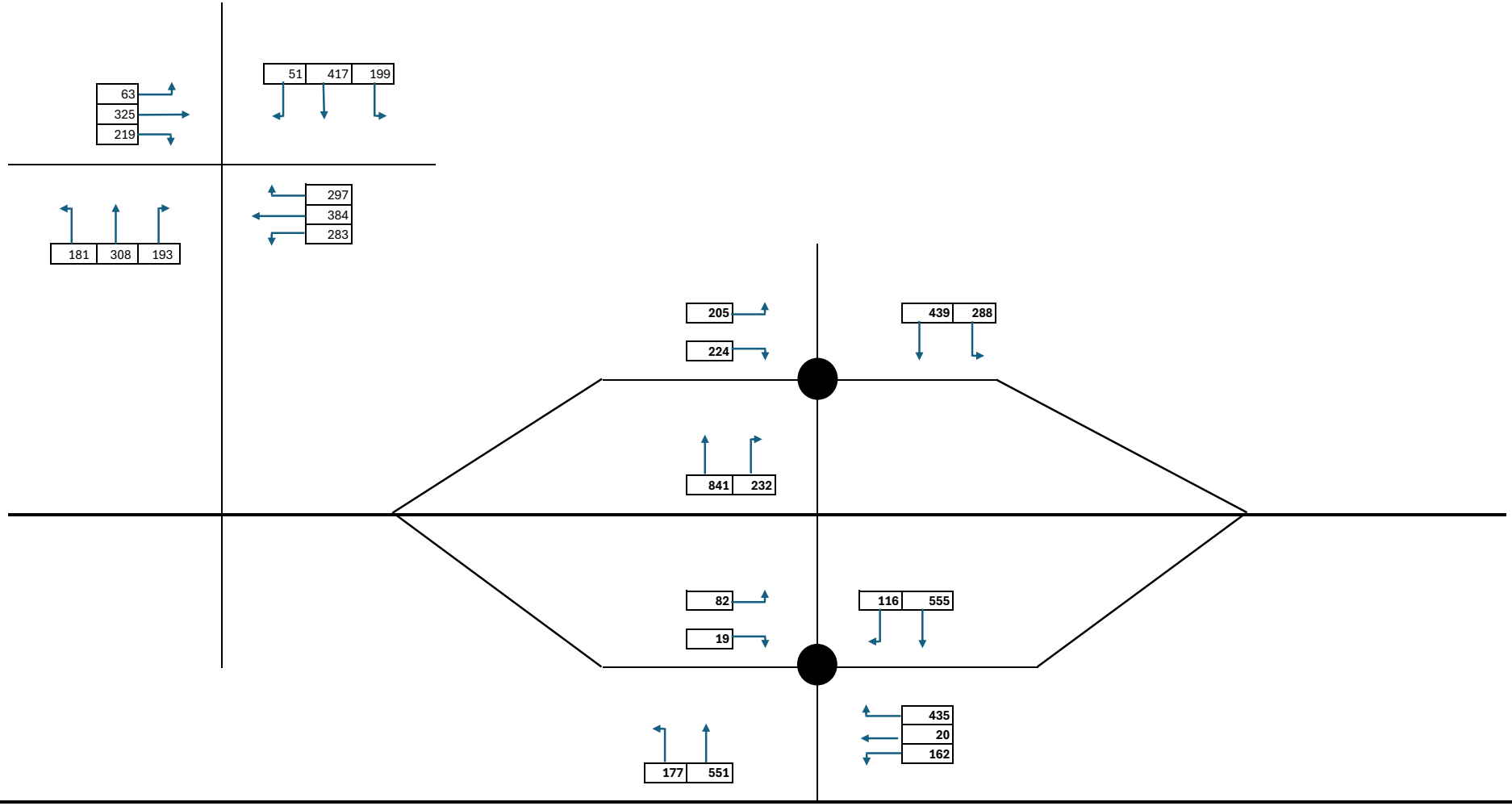


2035 Base (Vehicles) PM



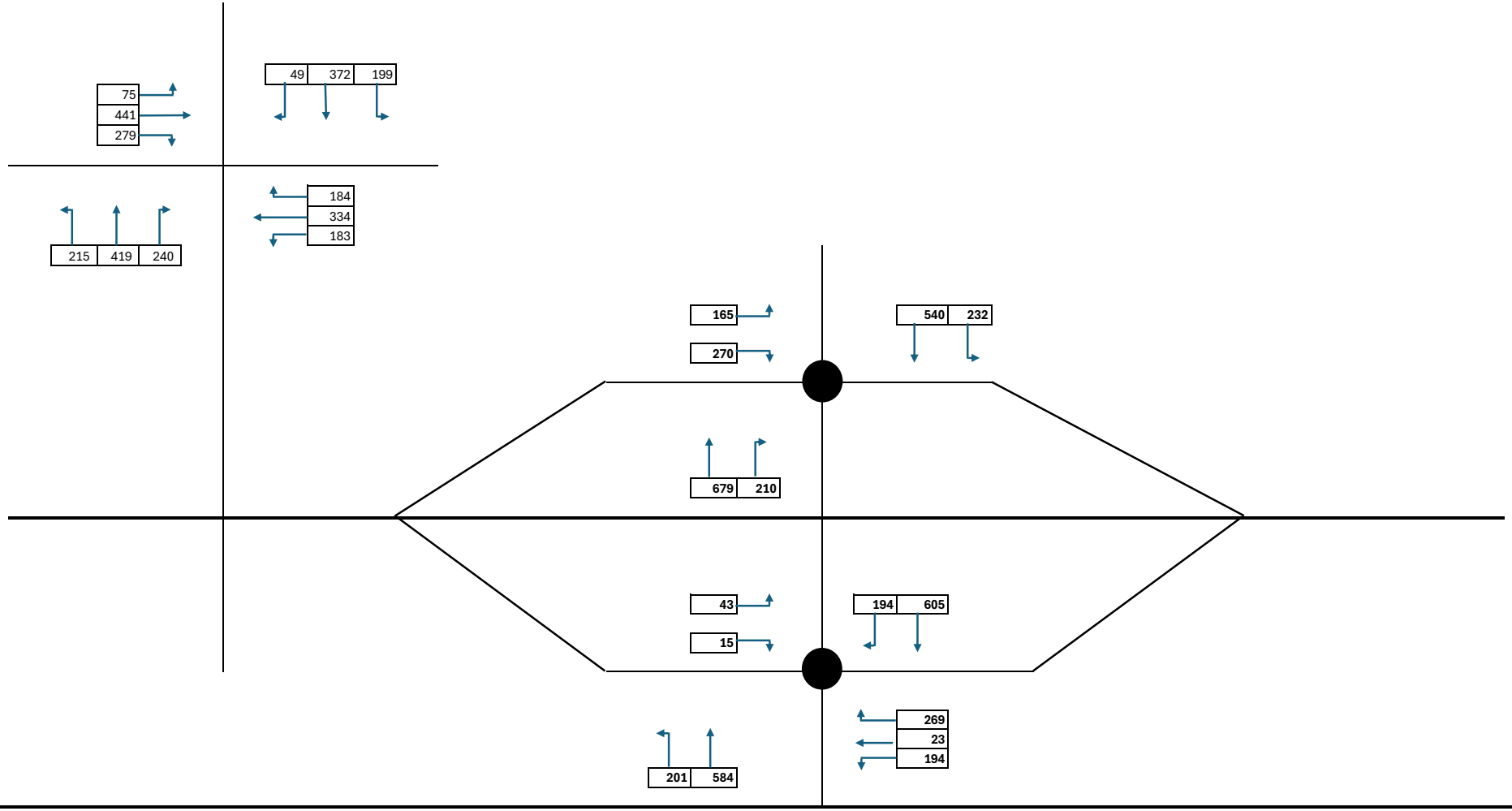
2035 Base (PCU) AM

Simonsway / B5166 Styal Road

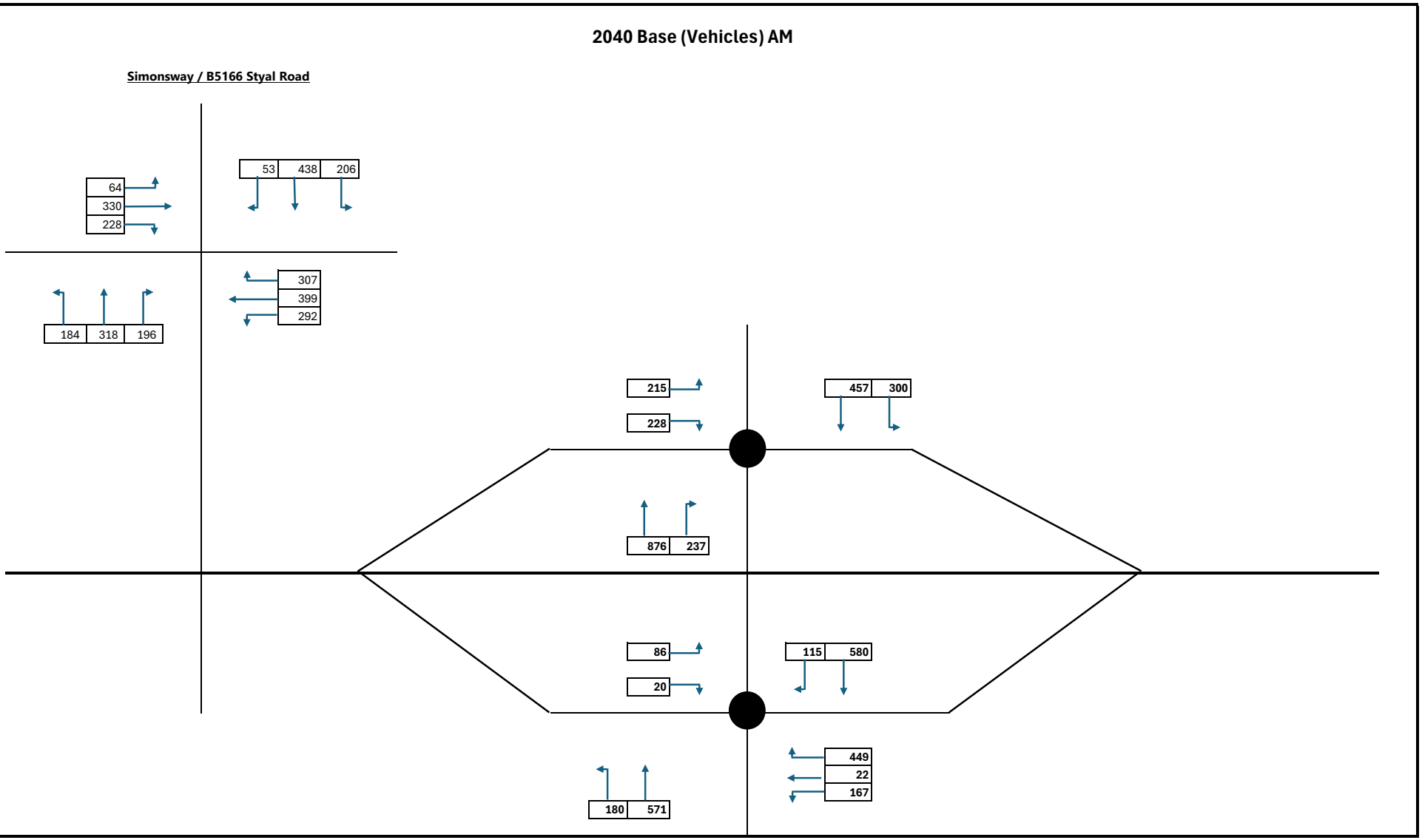


2035 Base (PCU) PM

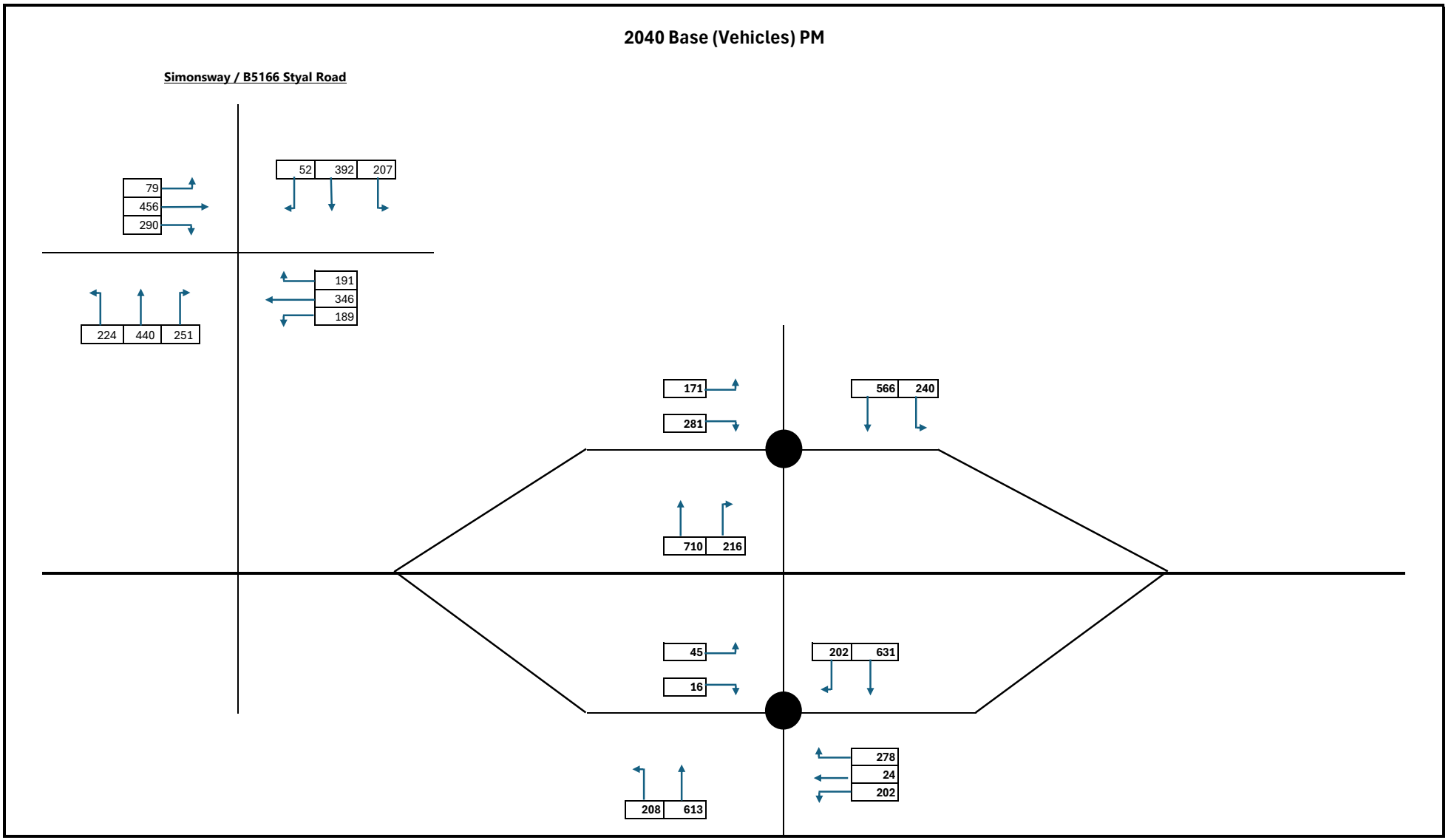
Simonsway / B5166 Styal Road



2040 Base (Vehicles) AM

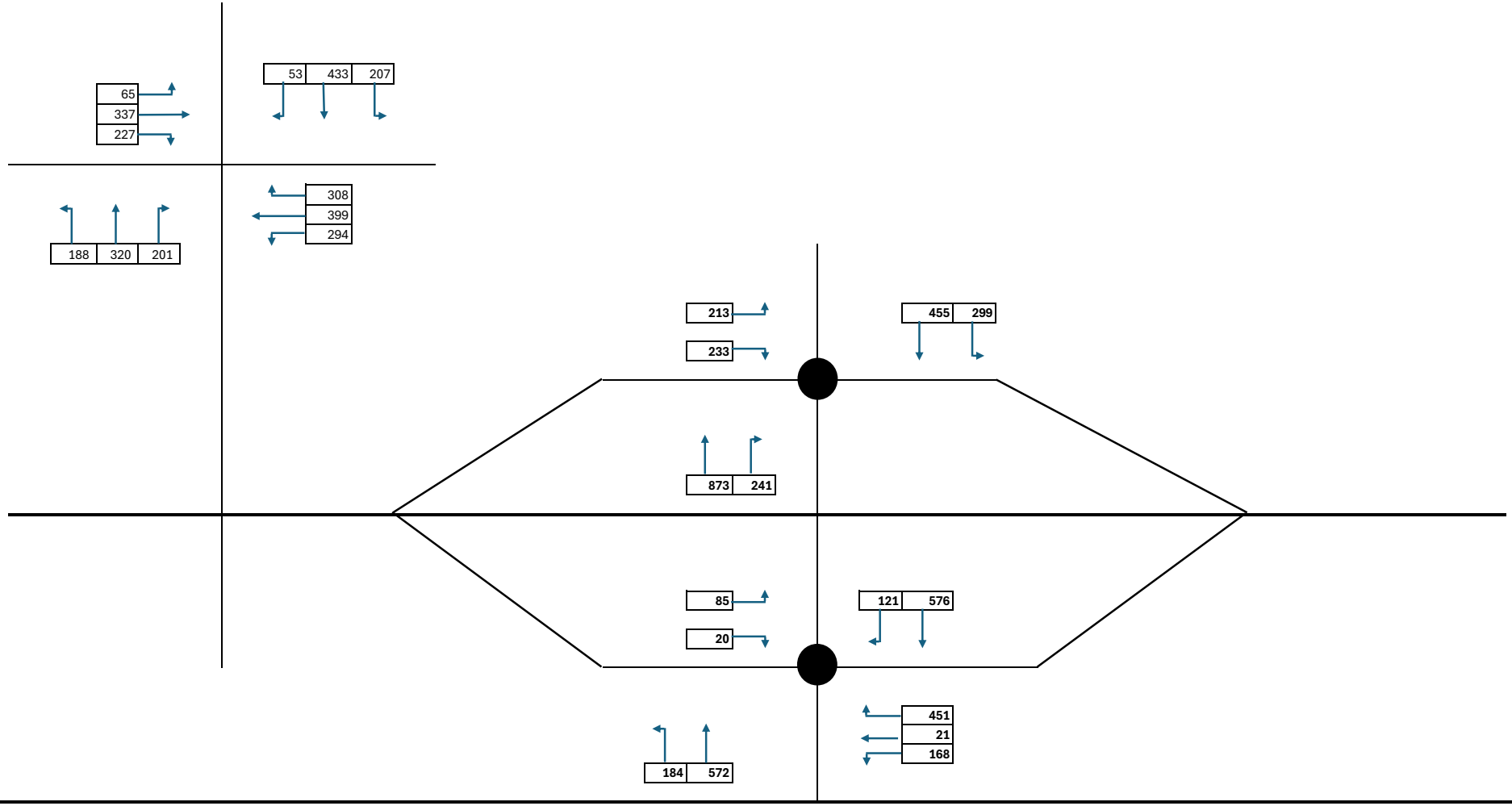


2040 Base (Vehicles) PM



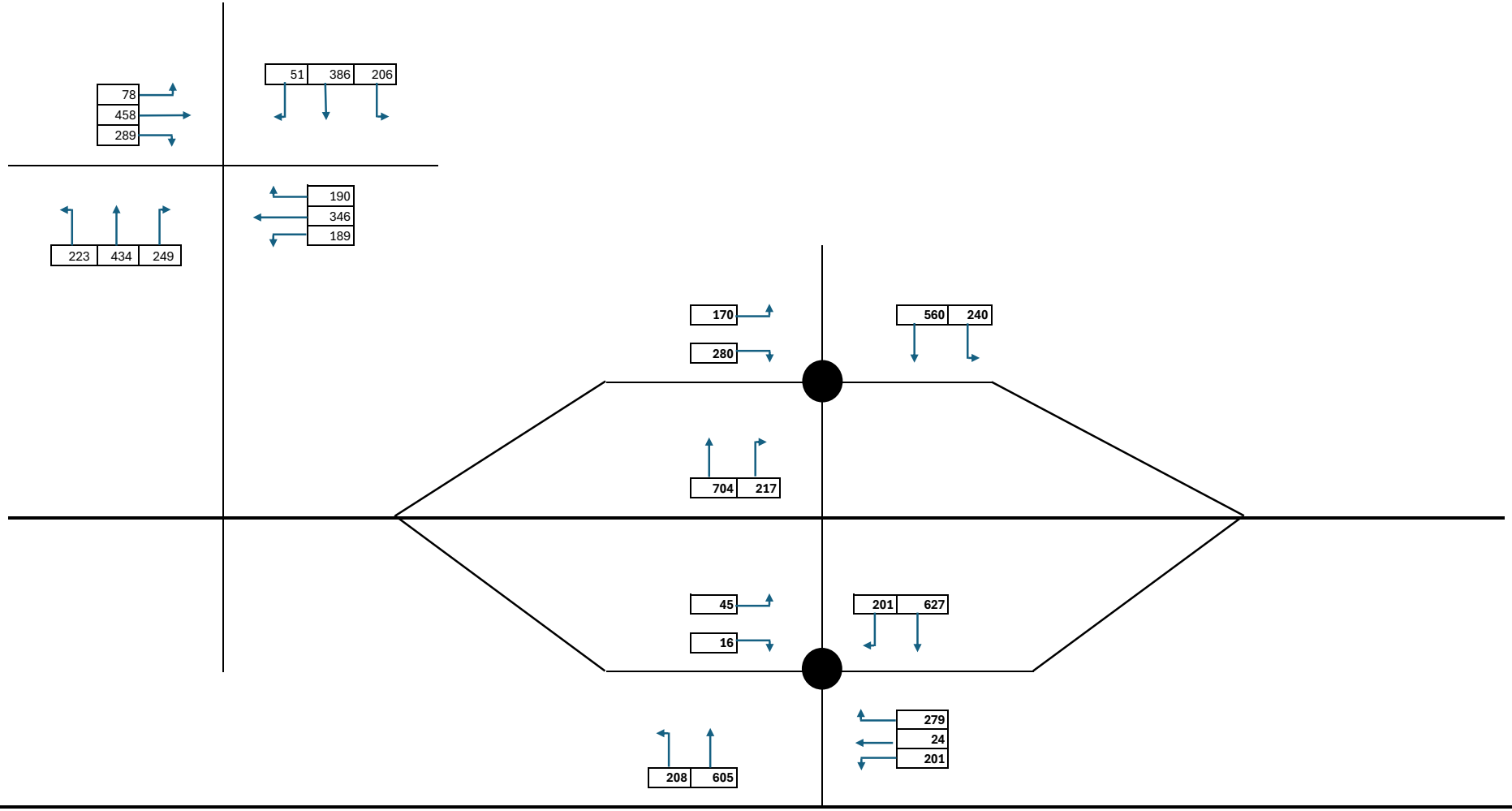
2040 Base (PCU) AM

Simonsway / B5166 Styal Road

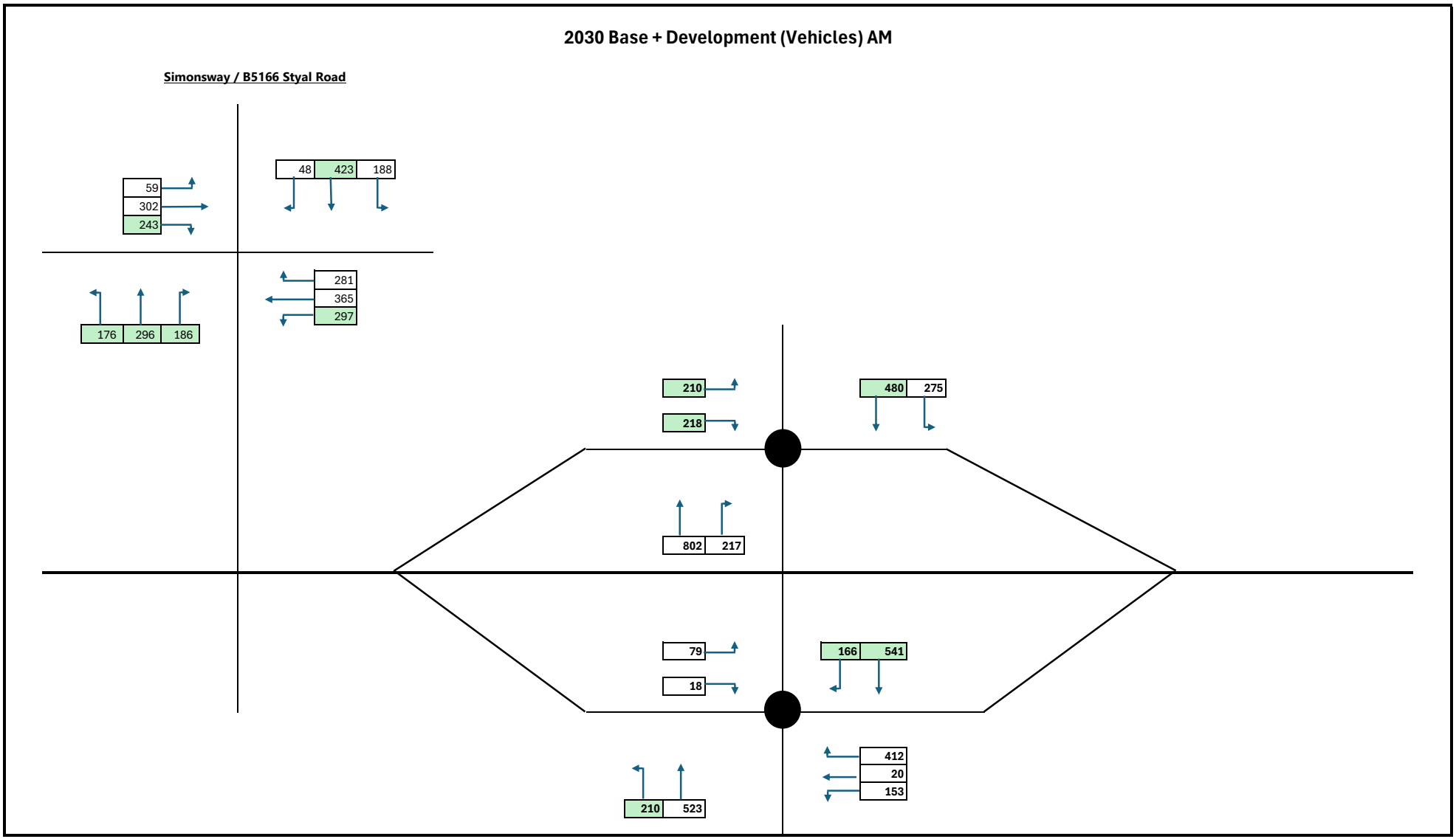


2040 Base (PCU) PM

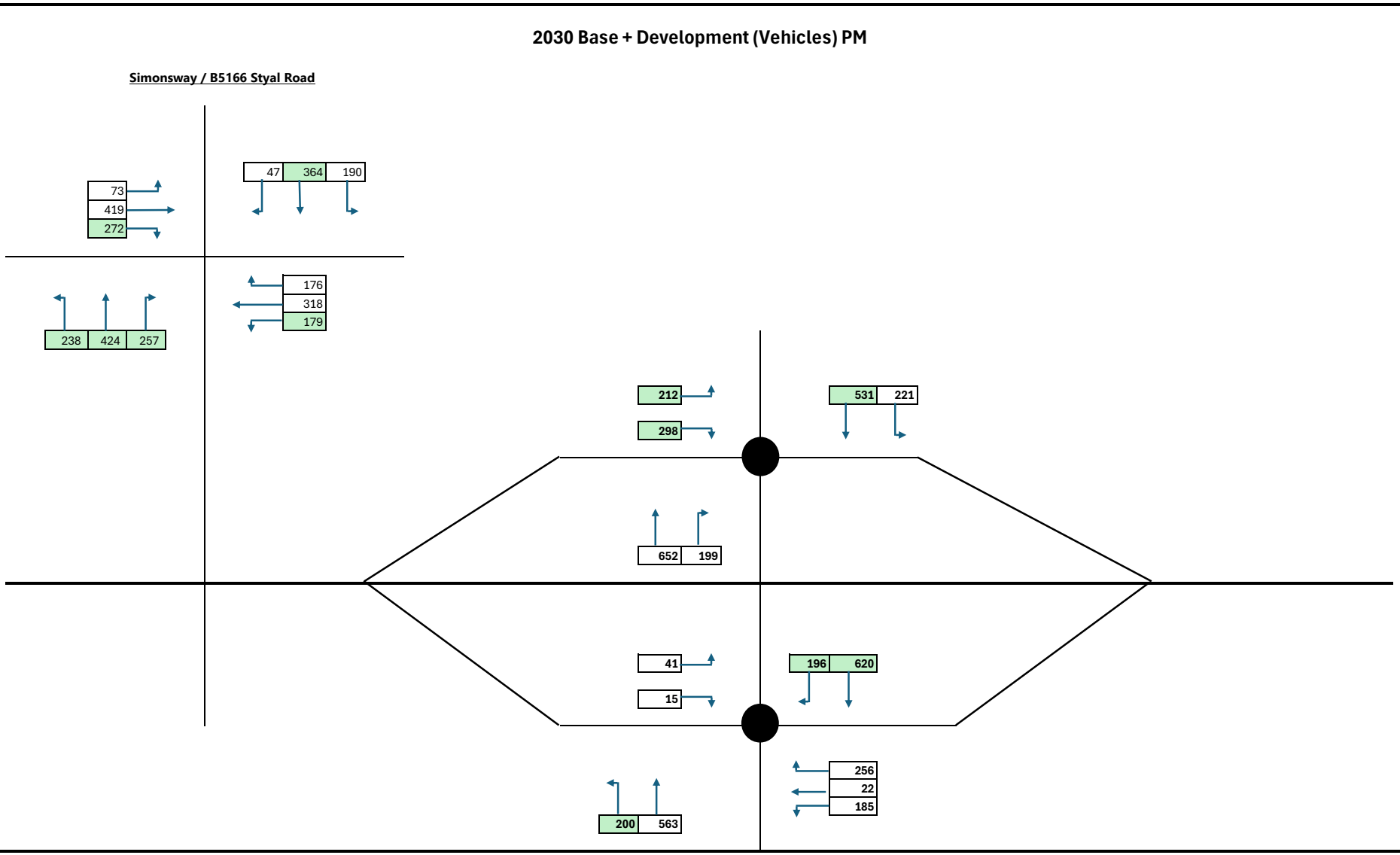
Simonsway / B5166 Styal Road



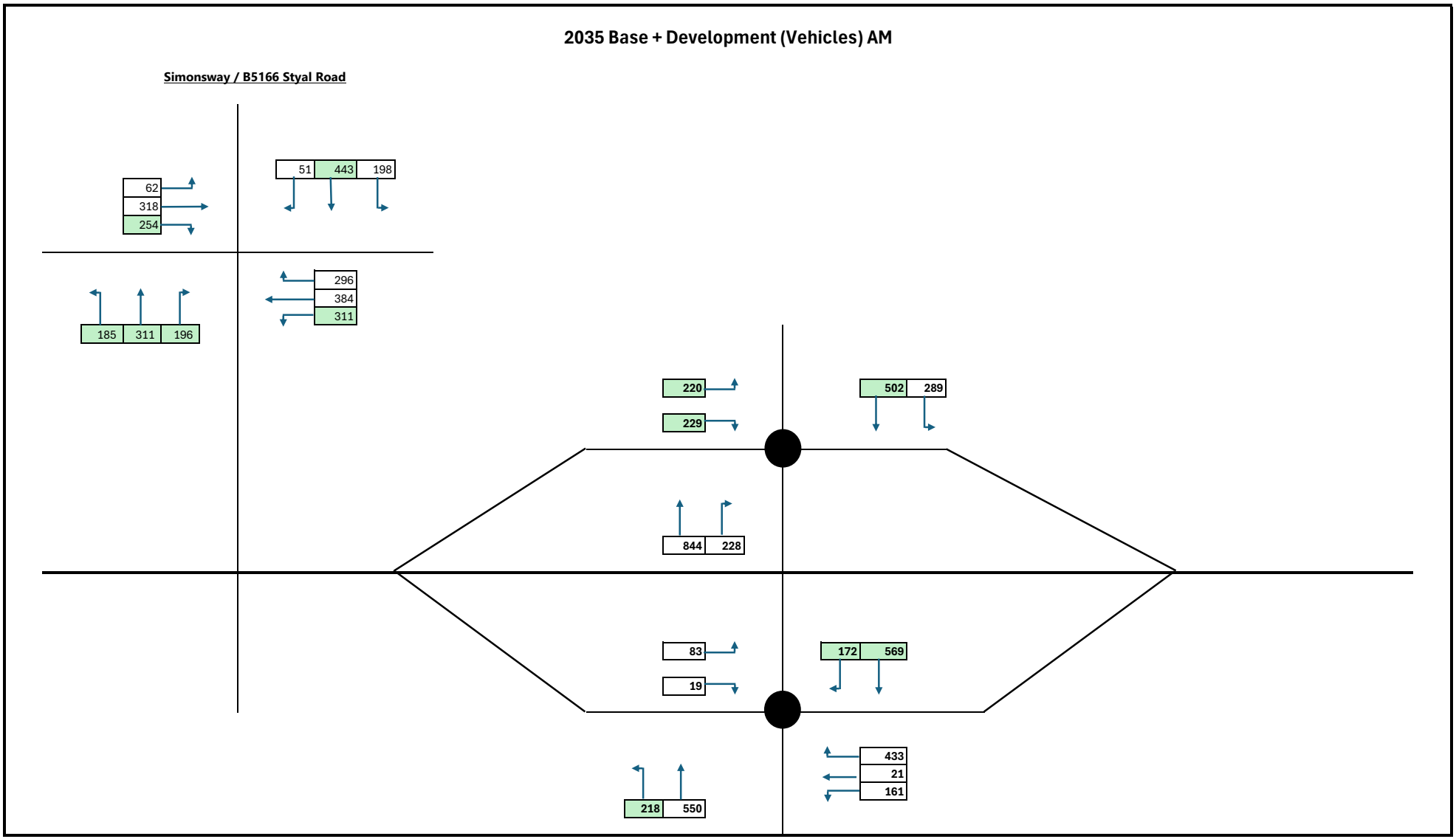
2030 Base + Development (Vehicles) AM



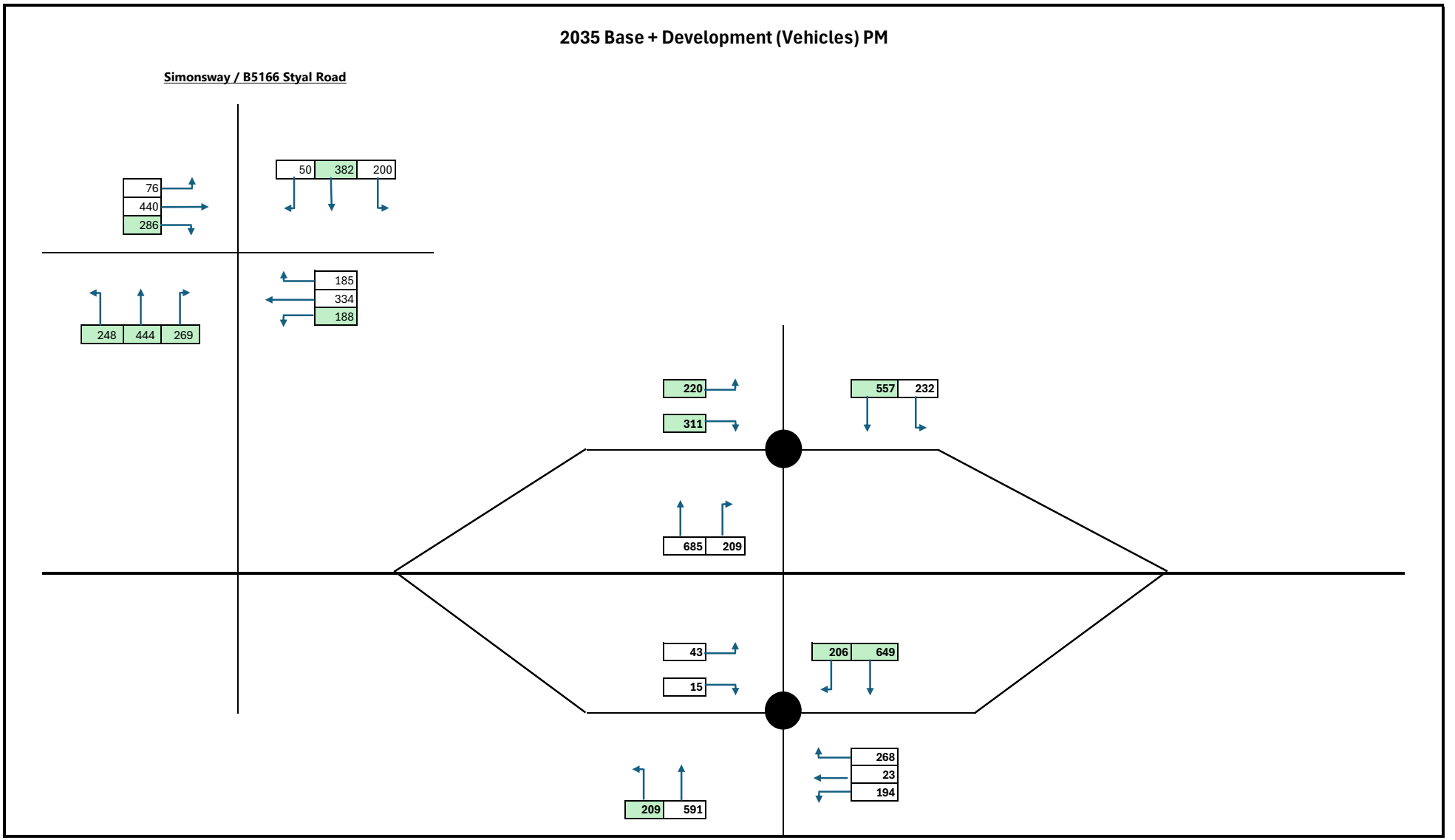
2030 Base + Development (Vehicles) PM



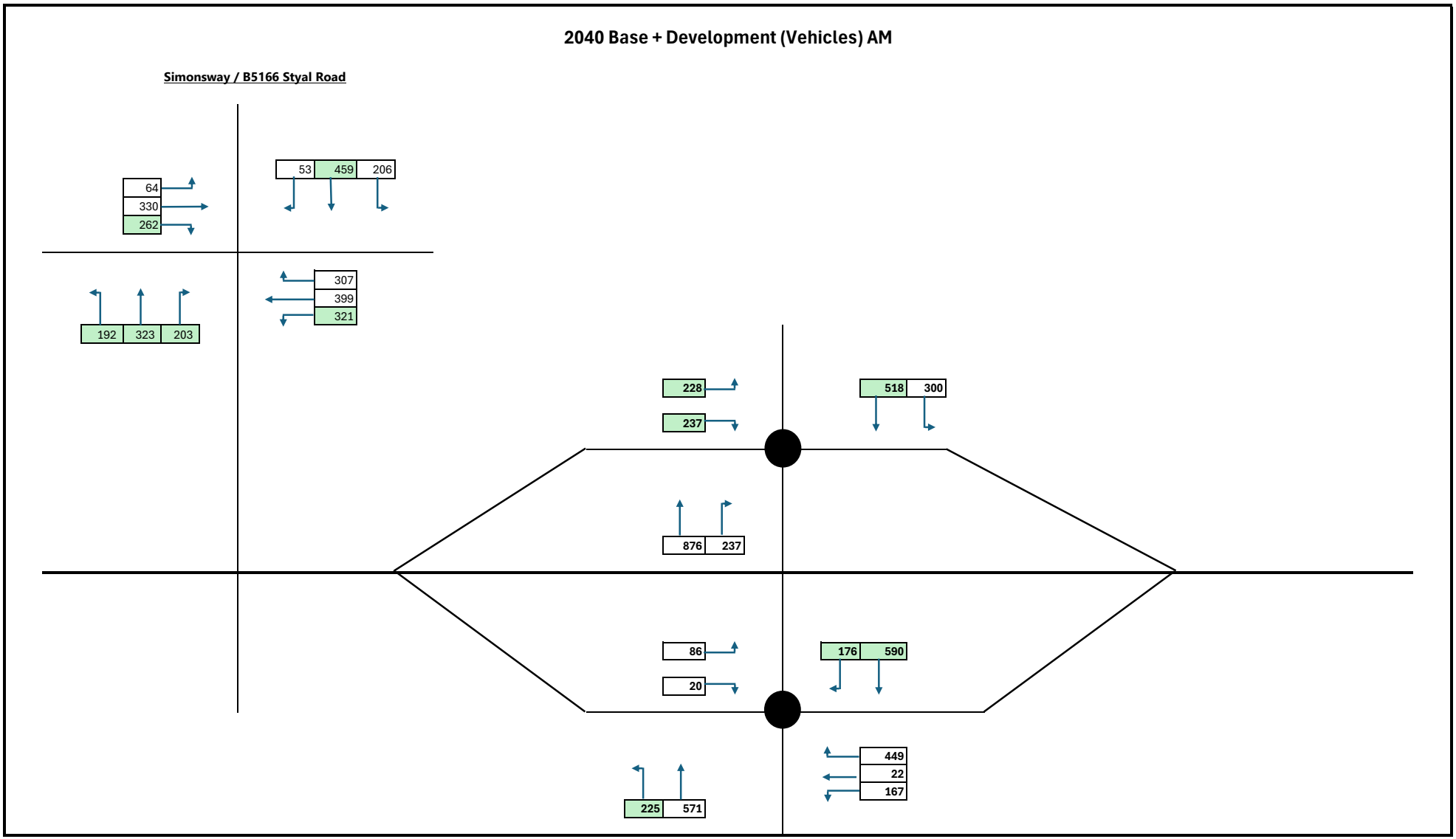
2035 Base + Development (Vehicles) AM



2035 Base + Development (Vehicles) PM

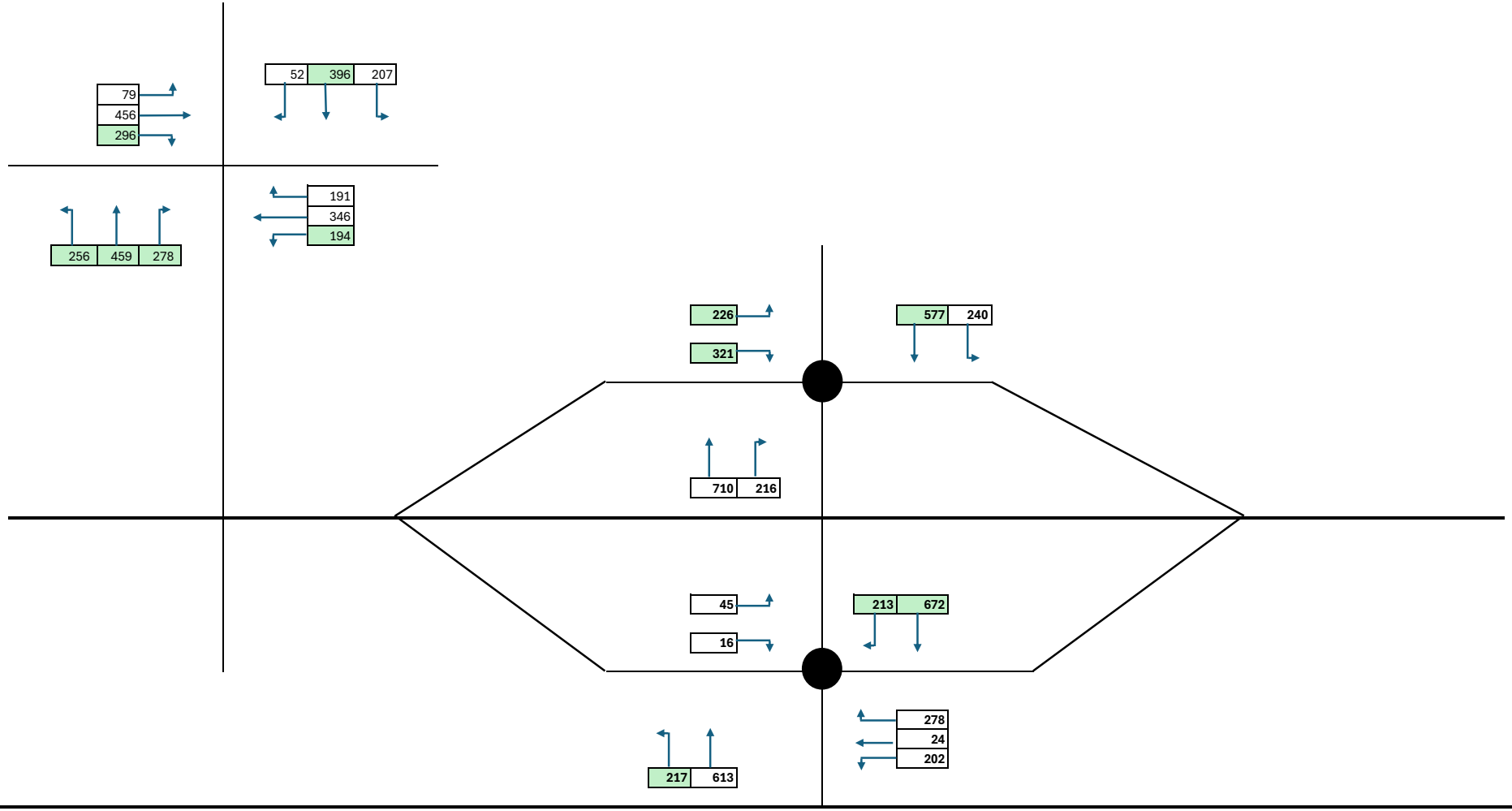


2040 Base + Development (Vehicles) AM



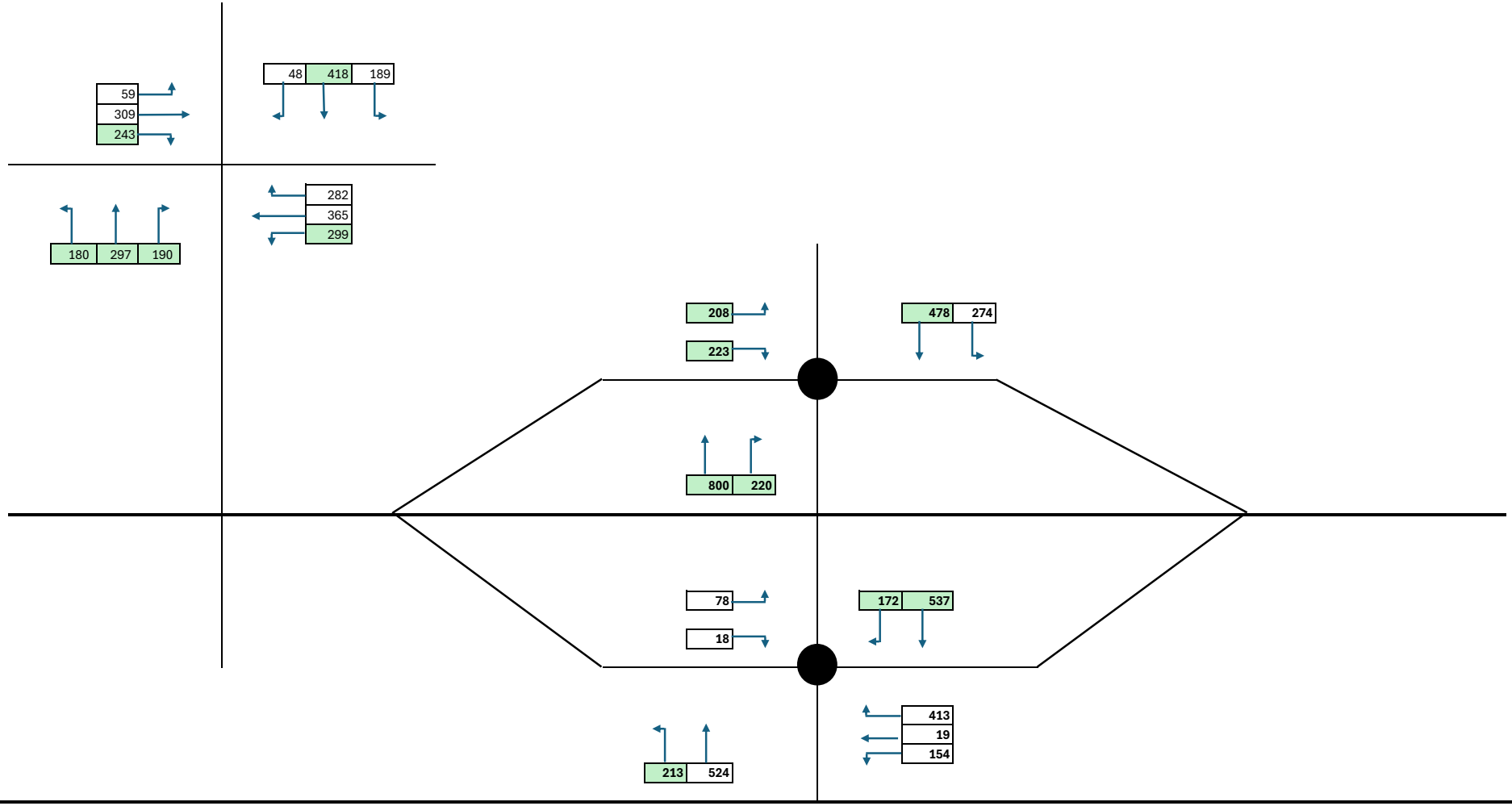
2040 Base + Development (Vehicles) PM

Simonsway / B5166 Styal Road



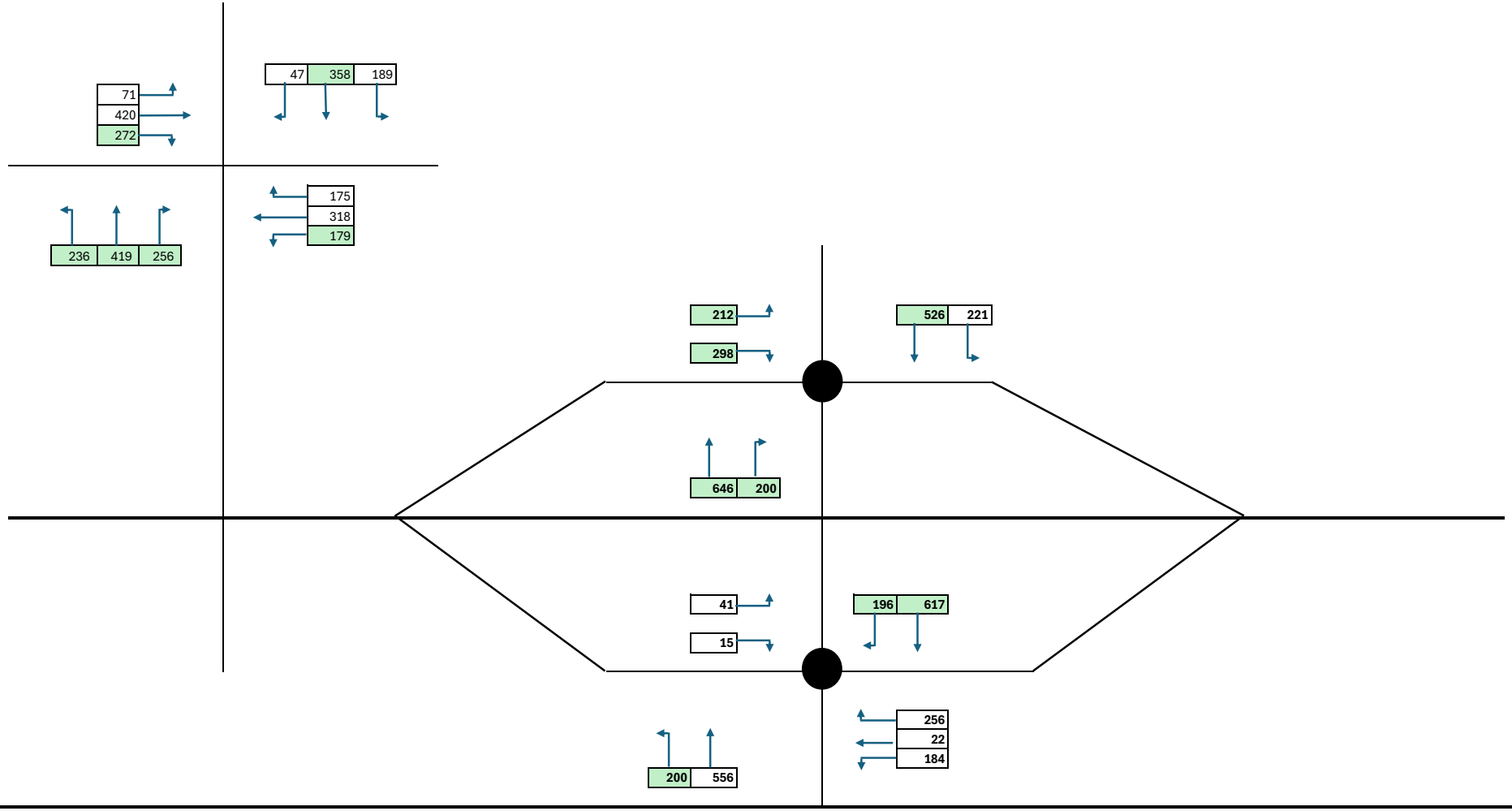
2030 Base + Development (PCU) AM

Simonsway / B5166 Styal Road



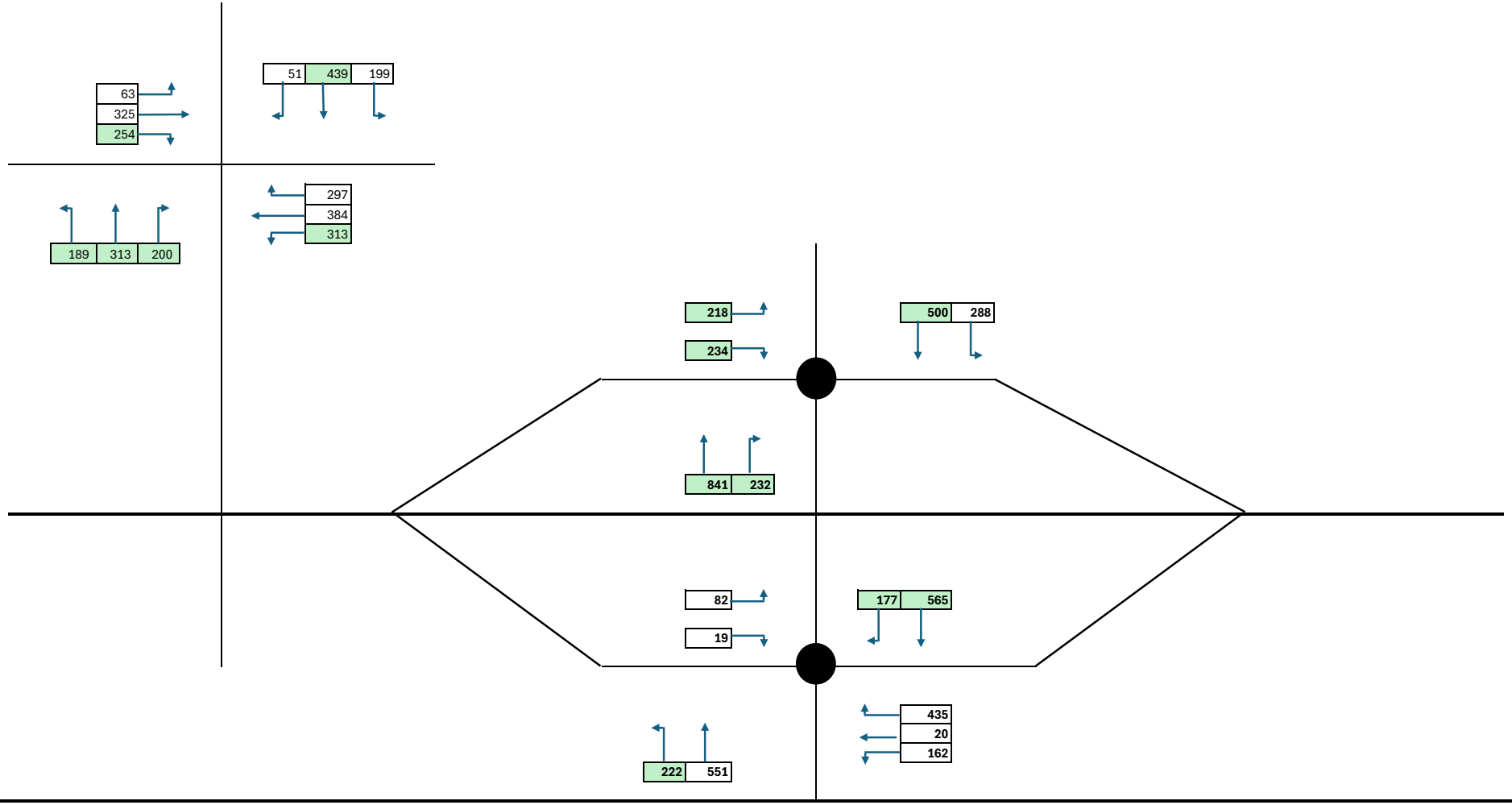
2030 Base + Development (PCU) PM

Simonsway / B5166 Styal Road



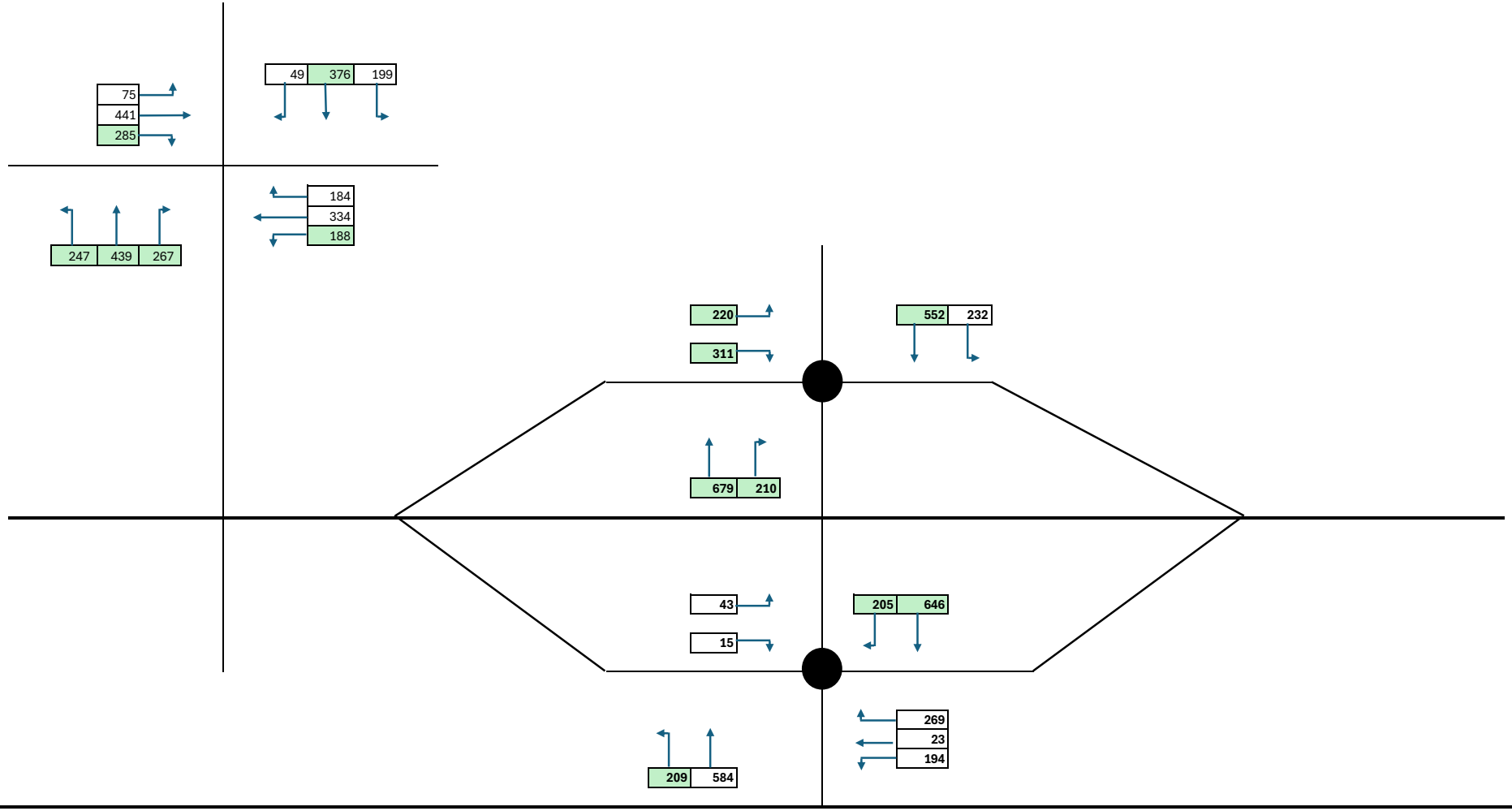
2035 Base + Development (PCU) AM

Simonsway / B5166 Styal Road



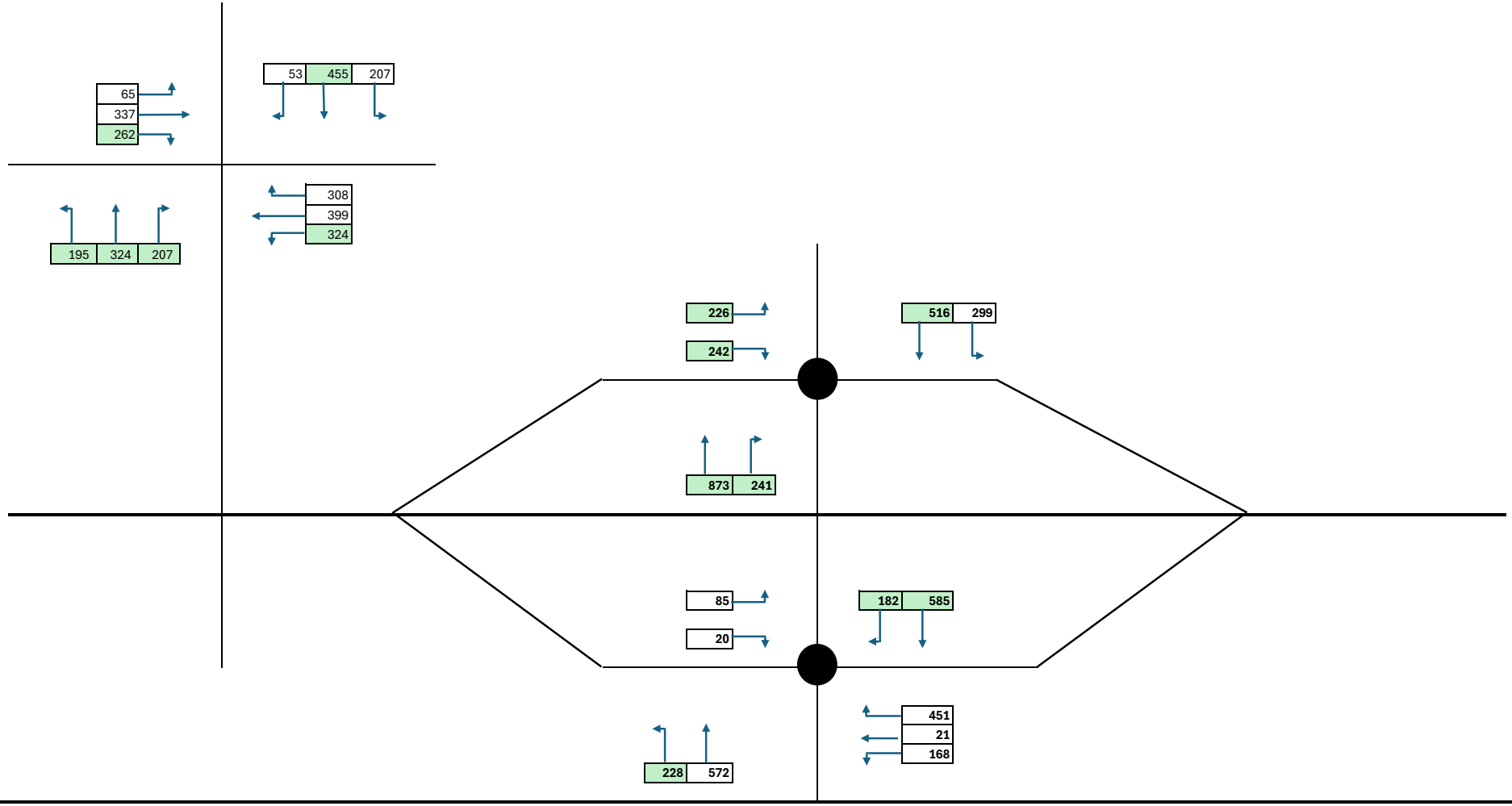
2035 Base + Development (PCU) PM

Simonsway / B5166 Styal Road



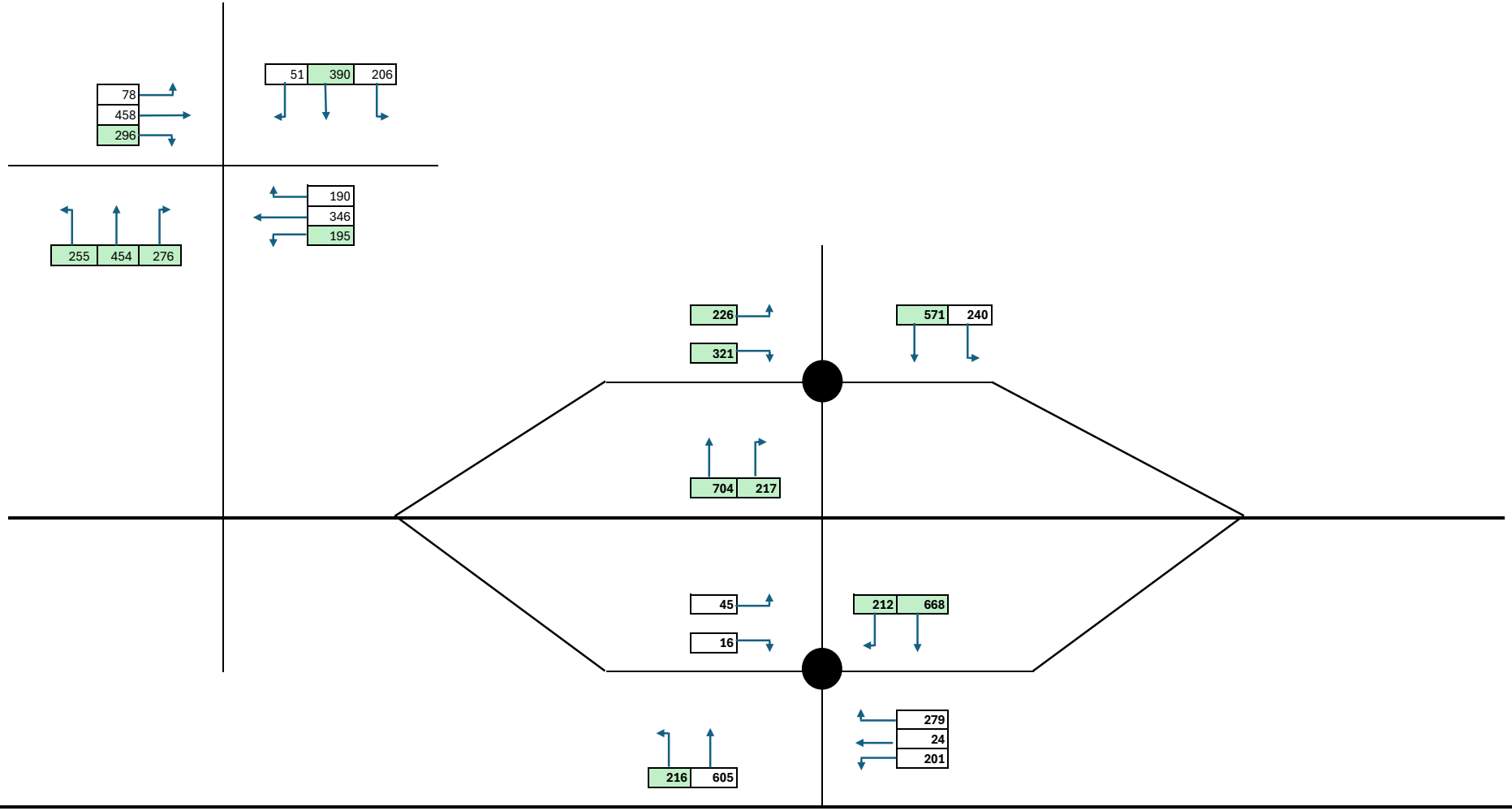
2040 Base + Development (PCU) AM

Simonsway / B5166 Styal Road

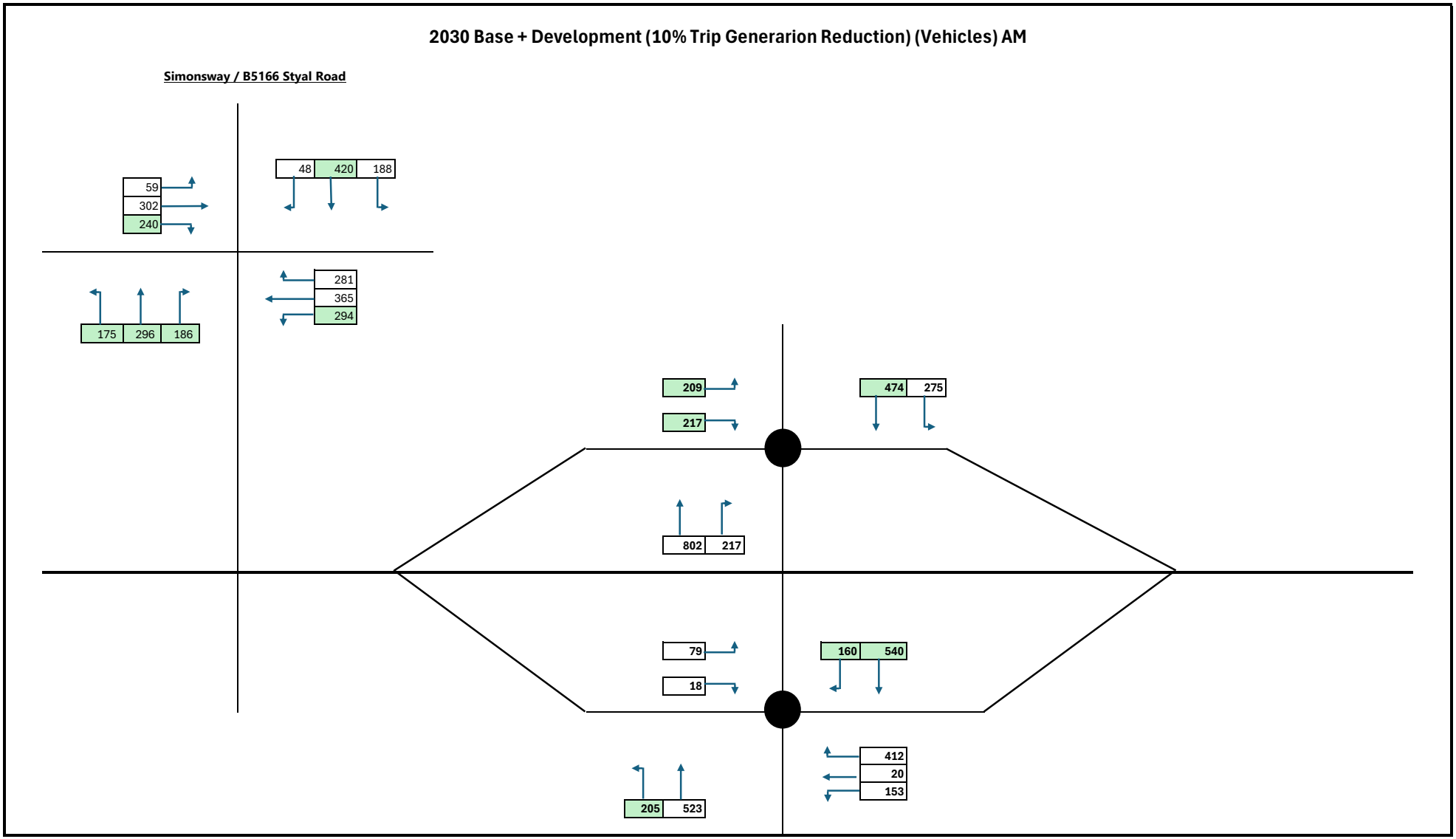


2040 Base + Development (PCU) PM

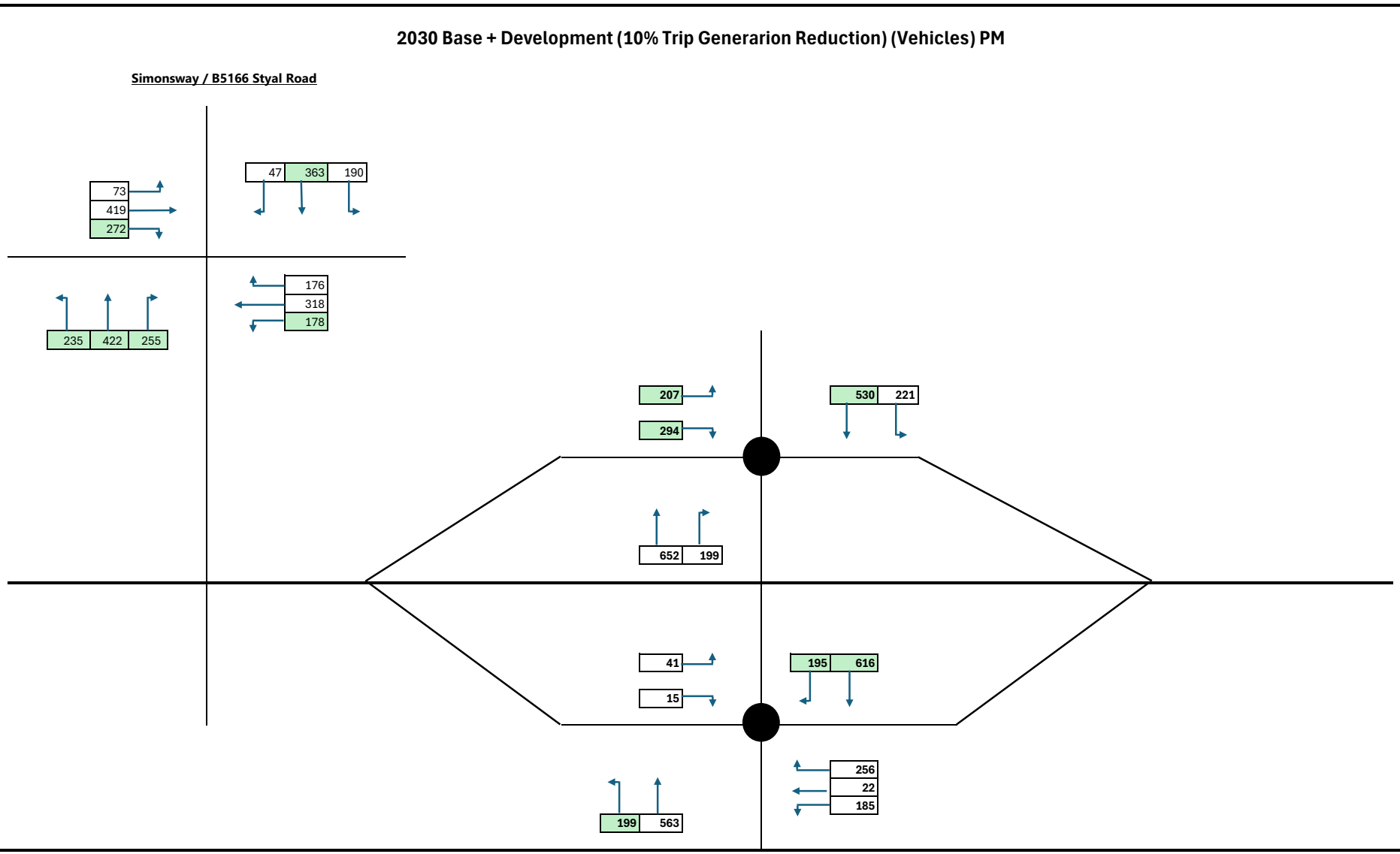
Simonsway / B5166 Styal Road



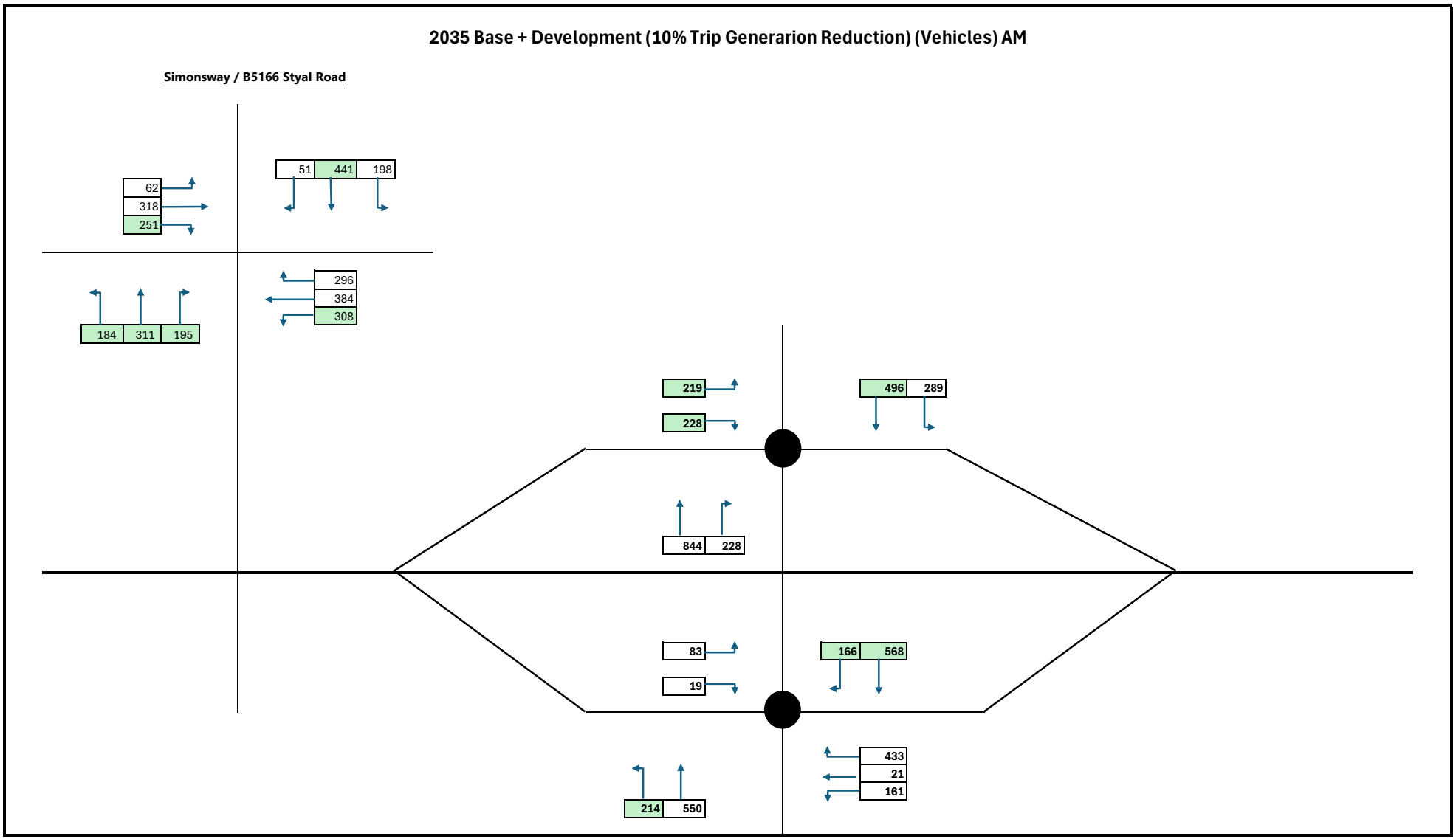
2030 Base + Development (10% Trip Generarion Reduction) (Vehicles) AM



2030 Base + Development (10% Trip Generarion Reduction) (Vehicles) PM

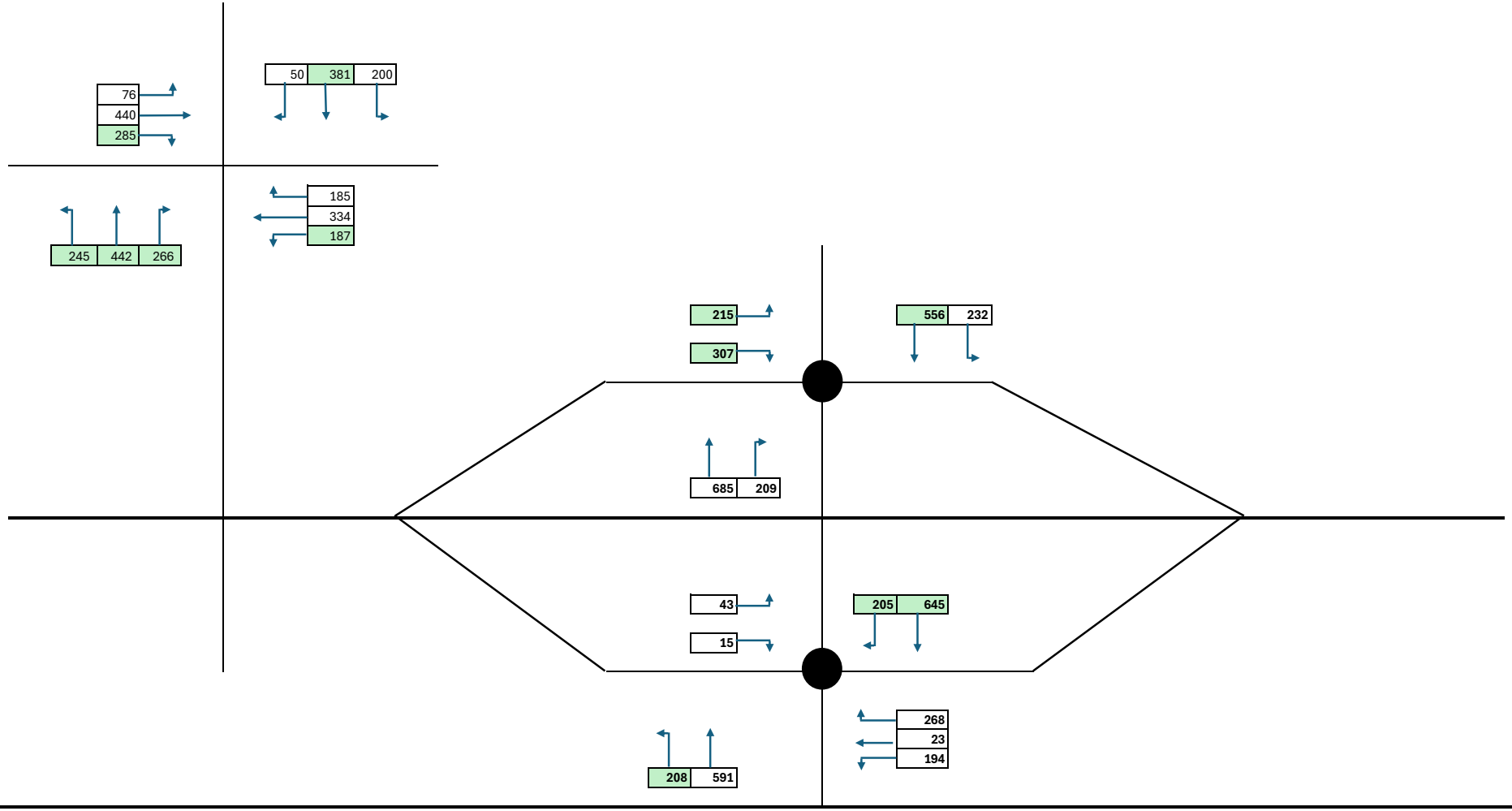


2035 Base + Development (10% Trip Generarion Reduction) (Vehicles) AM

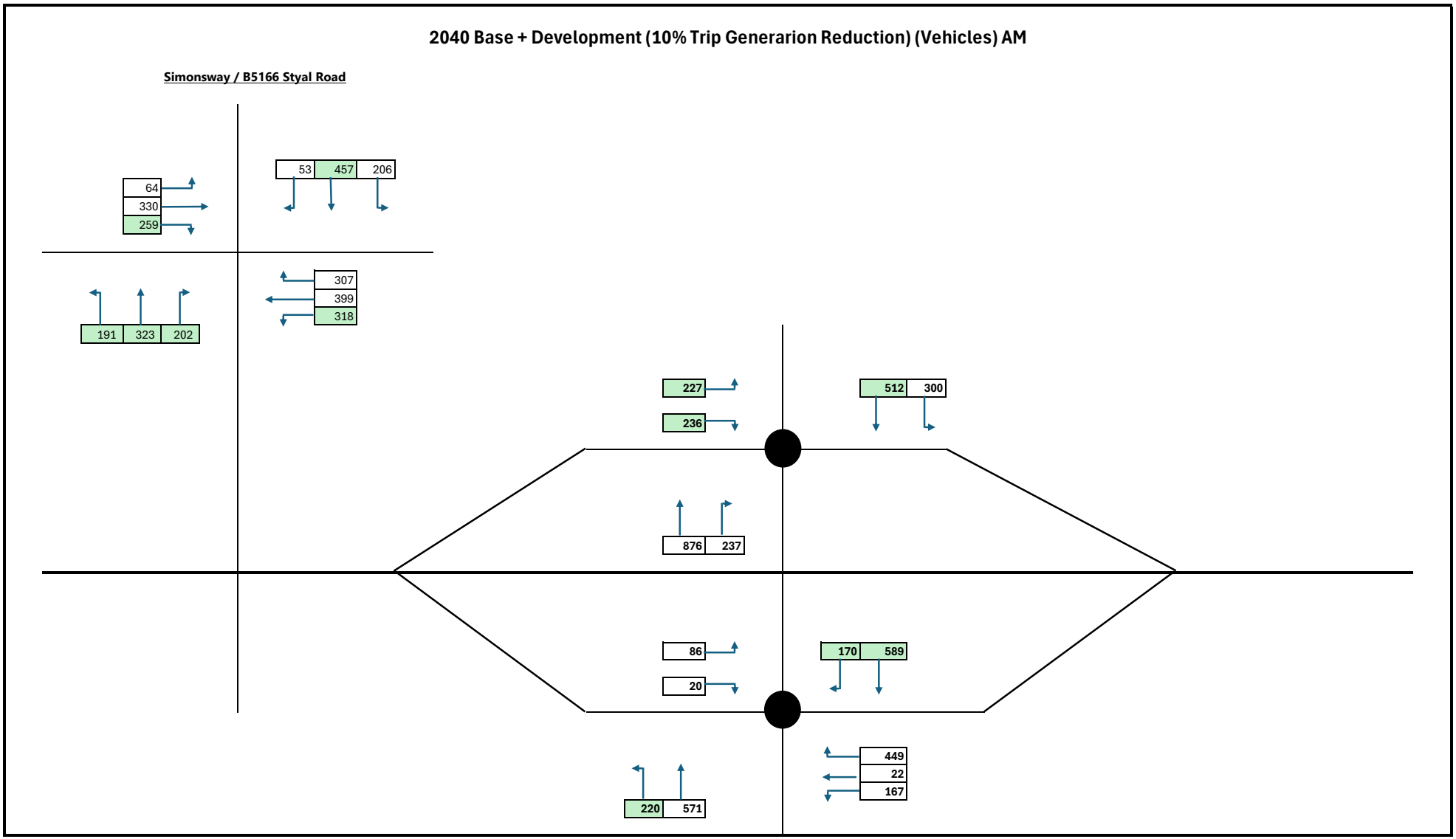


2035 Base + Development (10% Trip Generarion Reduction) (Vehicles) PM

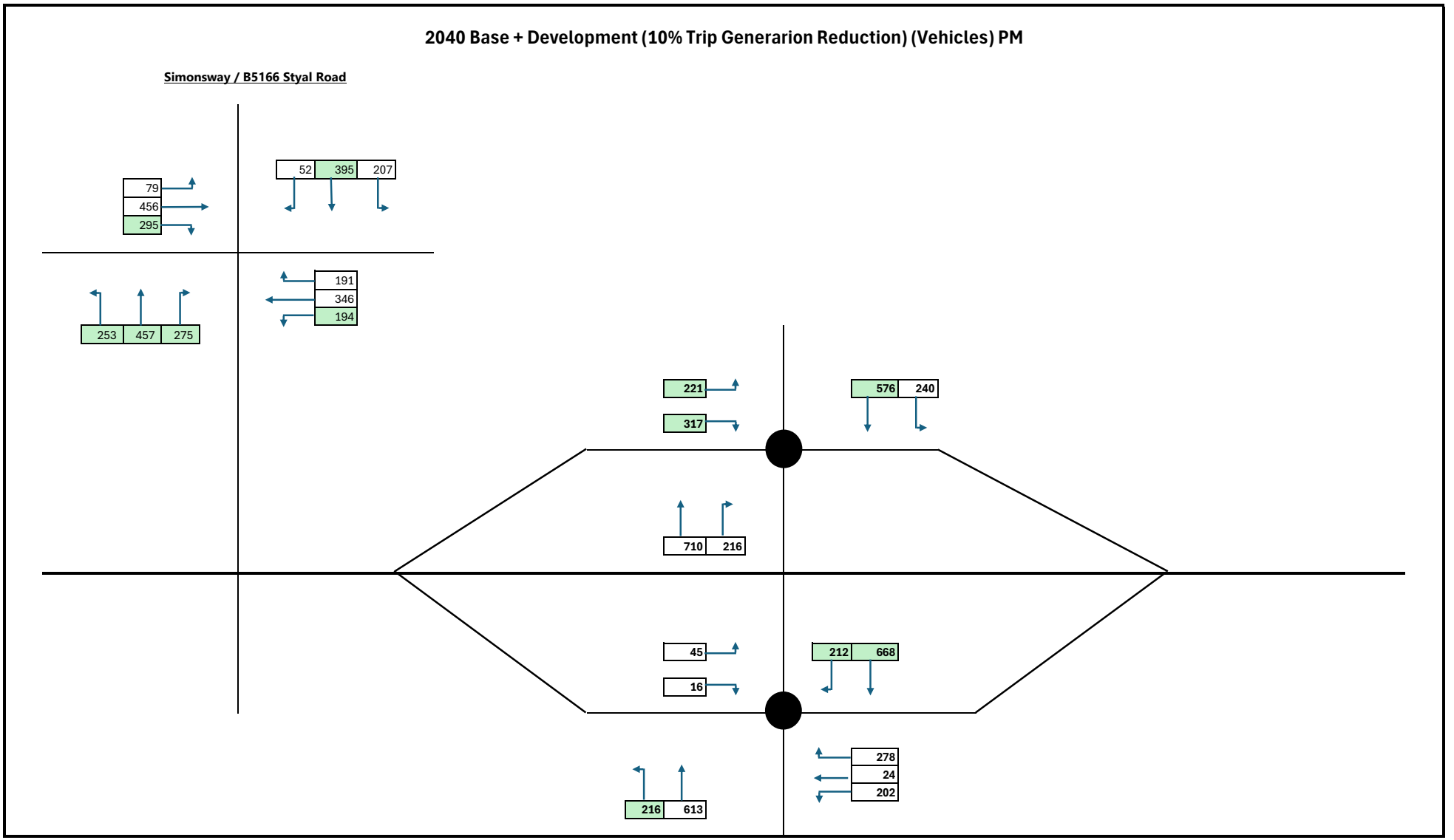
Simonsway / B5166 Styal Road



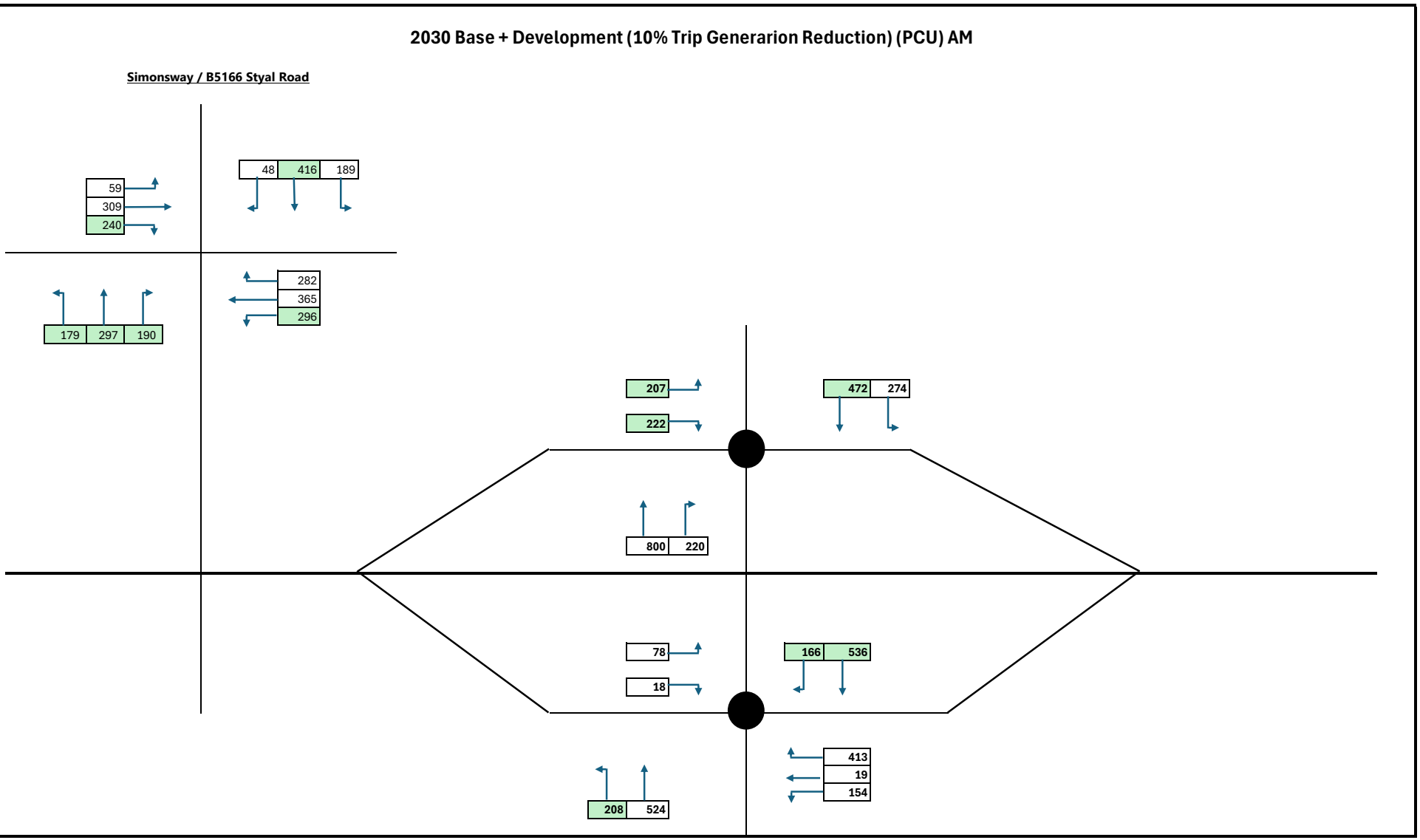
2040 Base + Development (10% Trip Generarion Reduction) (Vehicles) AM



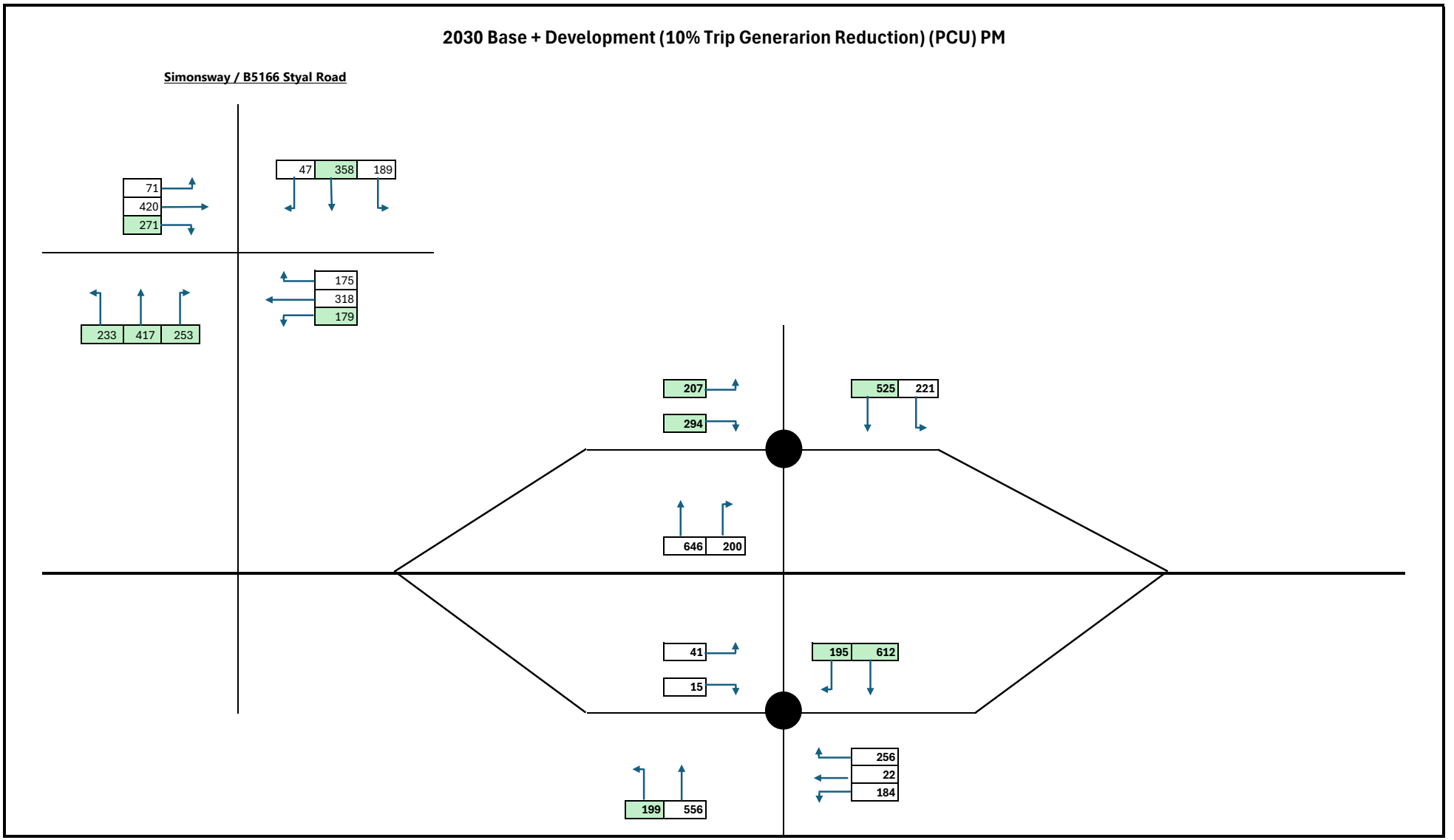
2040 Base + Development (10% Trip Generarion Reduction) (Vehicles) PM



2030 Base + Development (10% Trip Generarion Reduction) (PCU) AM

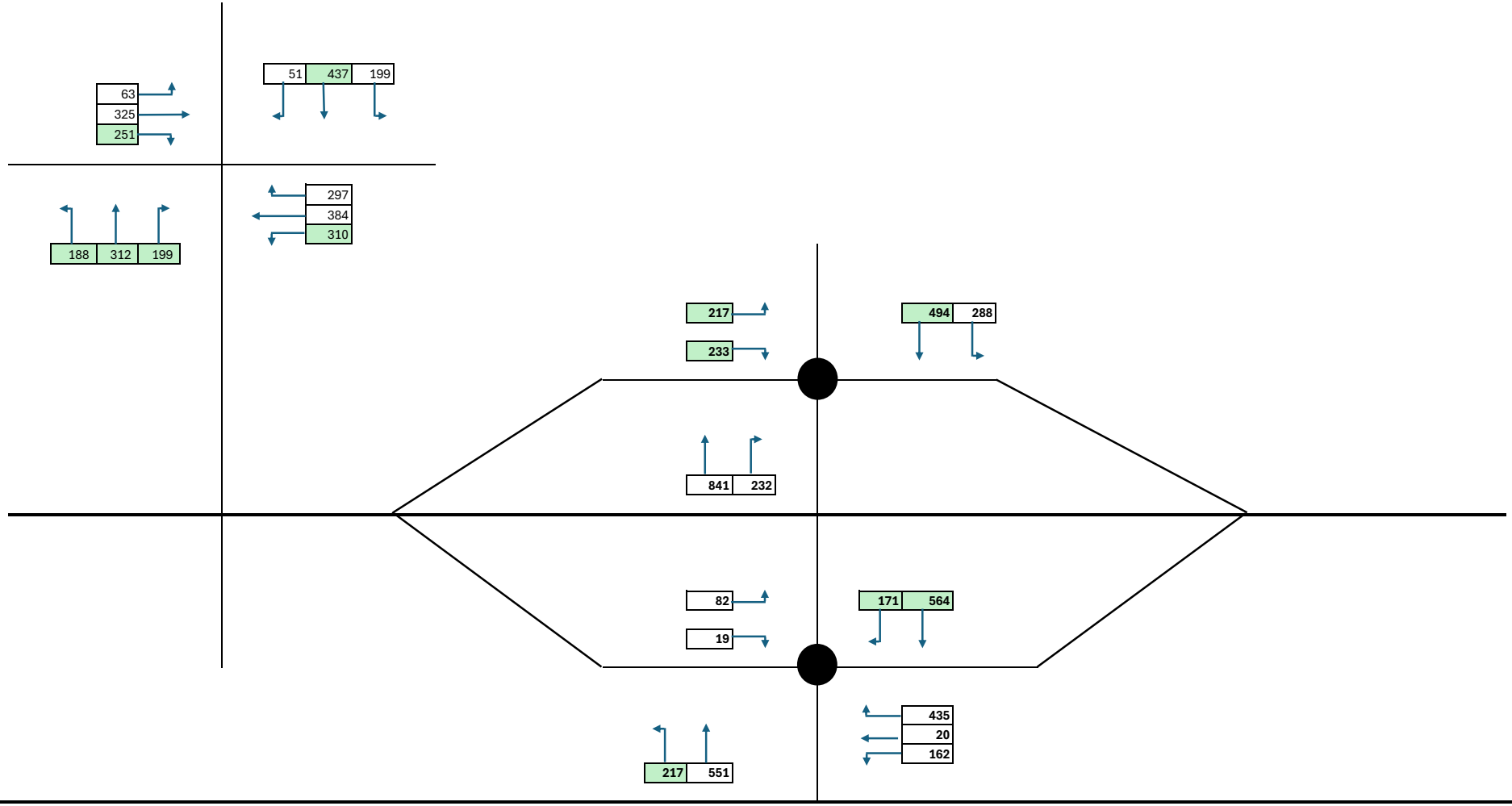


2030 Base + Development (10% Trip Generarion Reduction) (PCU) PM



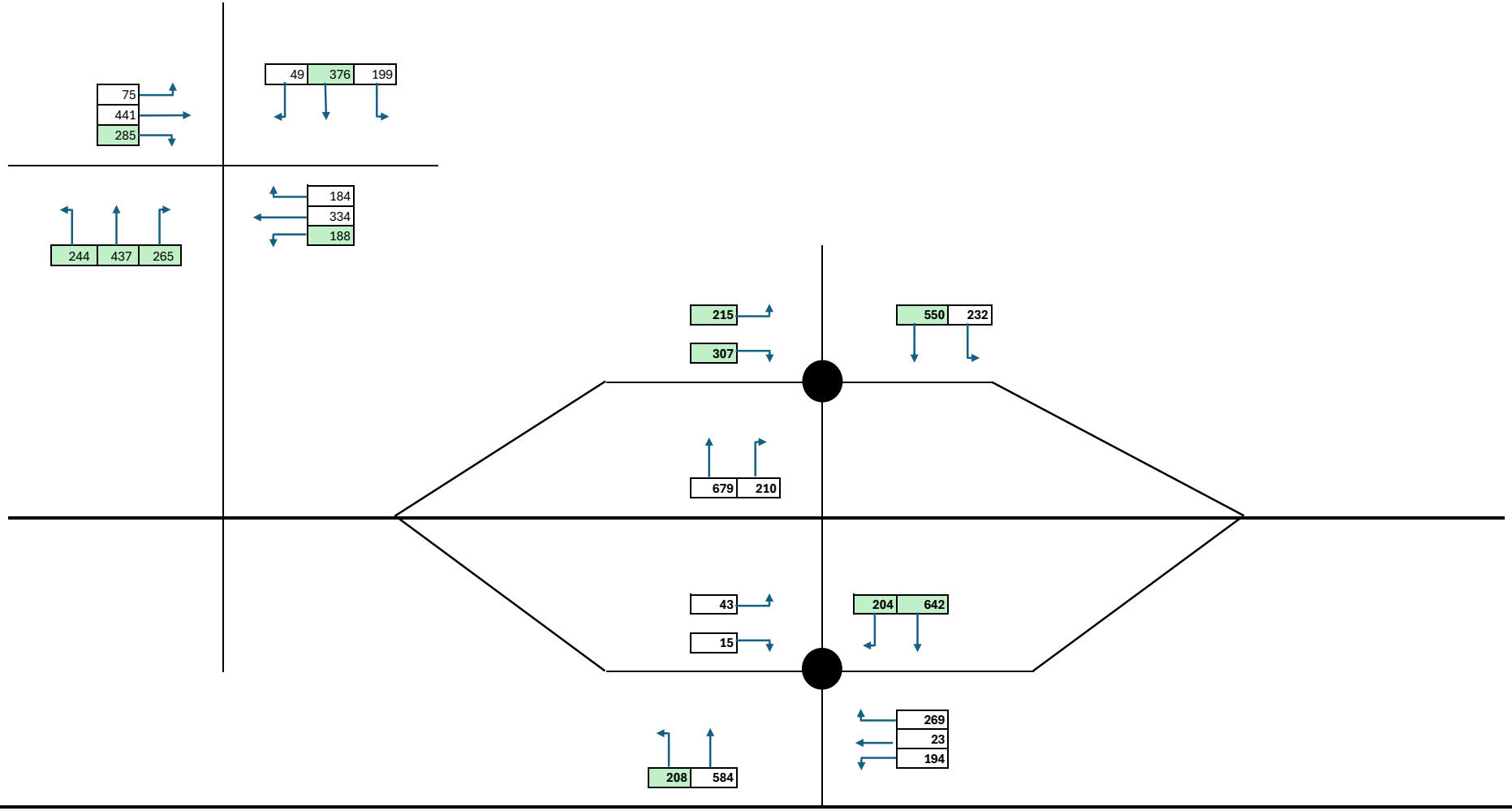
2035 Base + Development (10% Trip Generarion Reduction) (PCU) AM

Simonsway / B5166 Styal Road



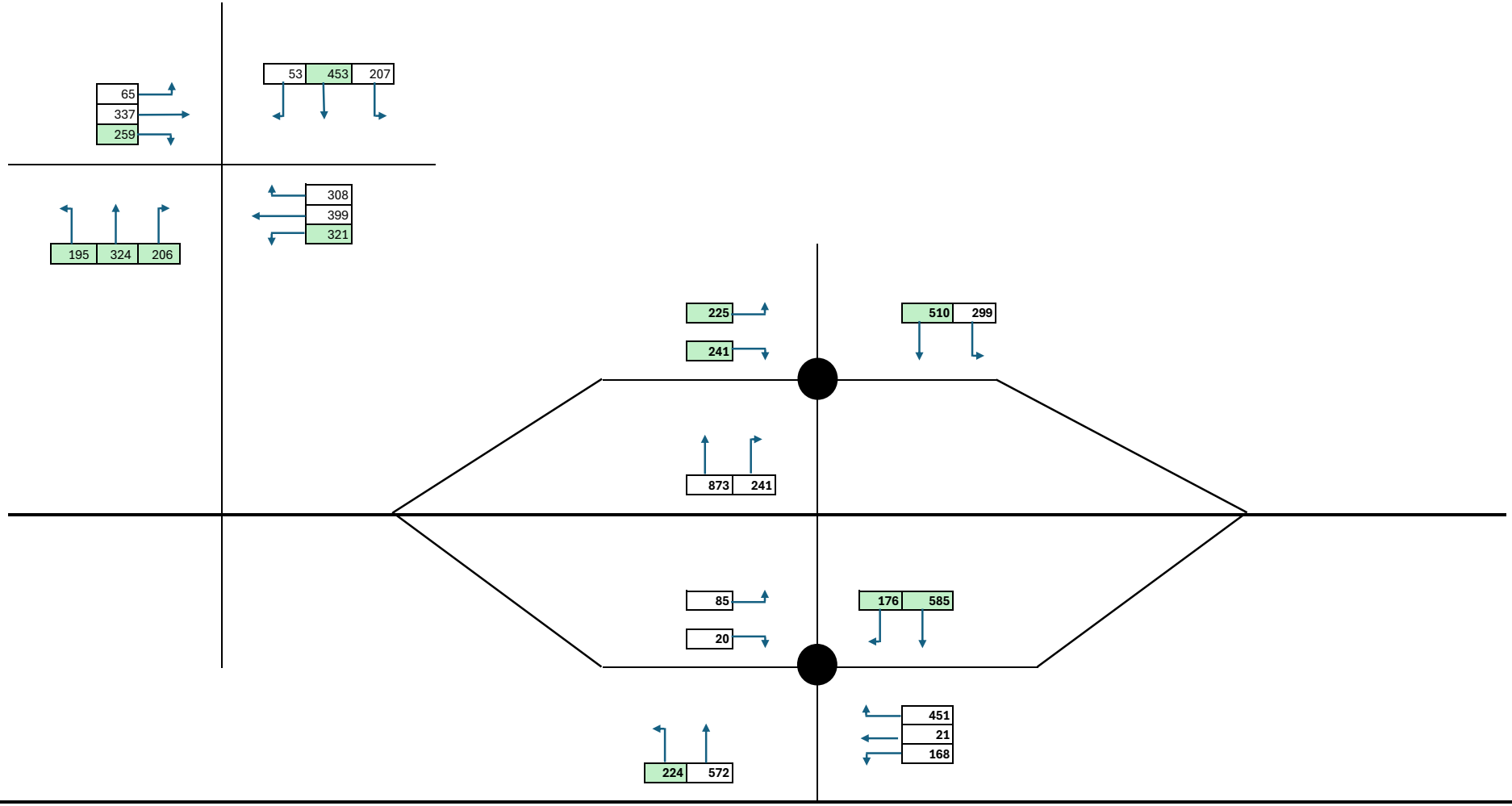
2035 Base + Development (10% Trip Generarion Reduction) (PCU) PM

Simonsway / B5166 Styal Road

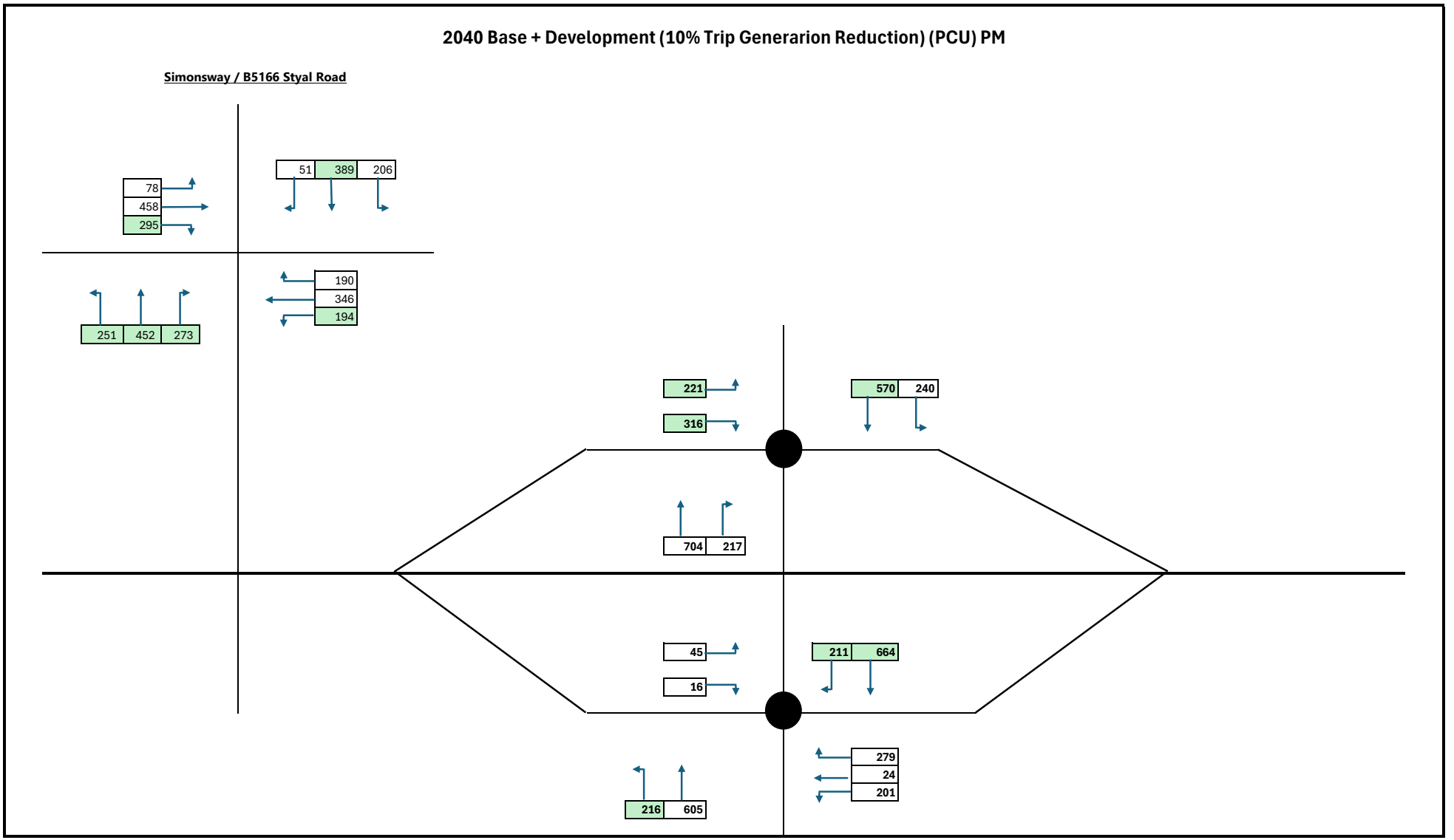


2040 Base + Development (10% Trip Generarion Reduction) (PCU) AM

Simonsway / B5166 Styal Road



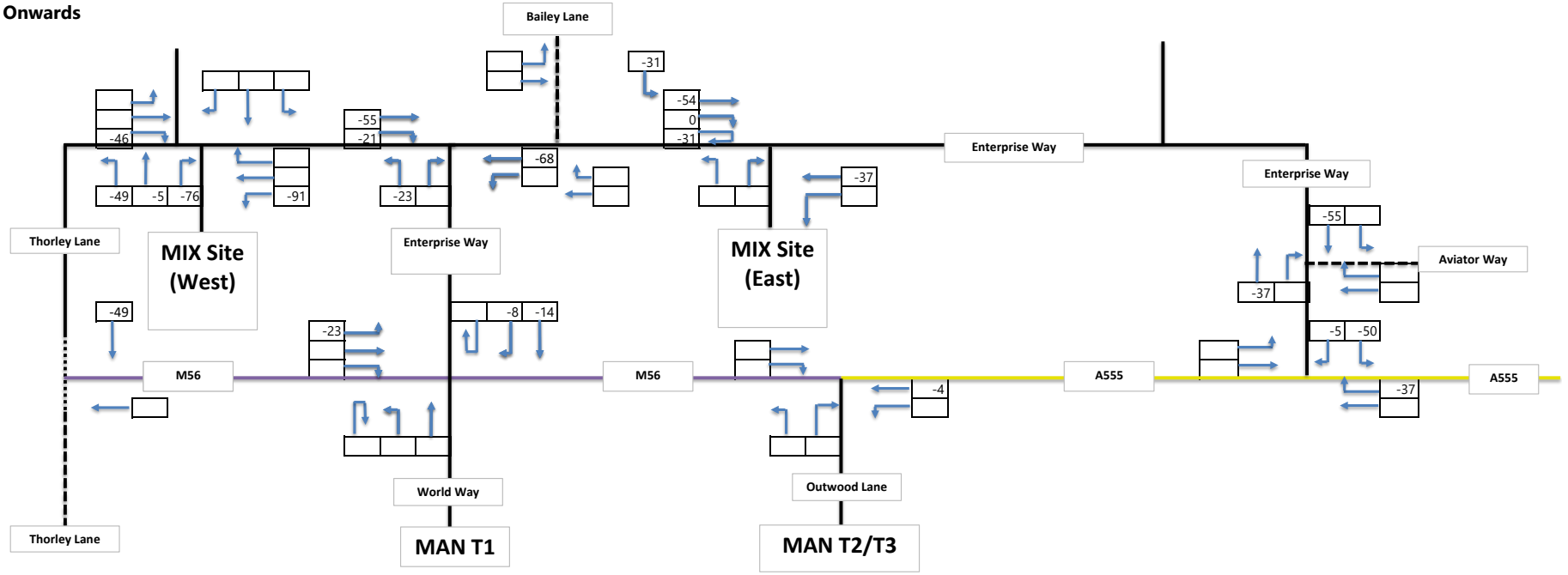
2040 Base + Development (10% Trip Generarion Reduction) (PCU) PM



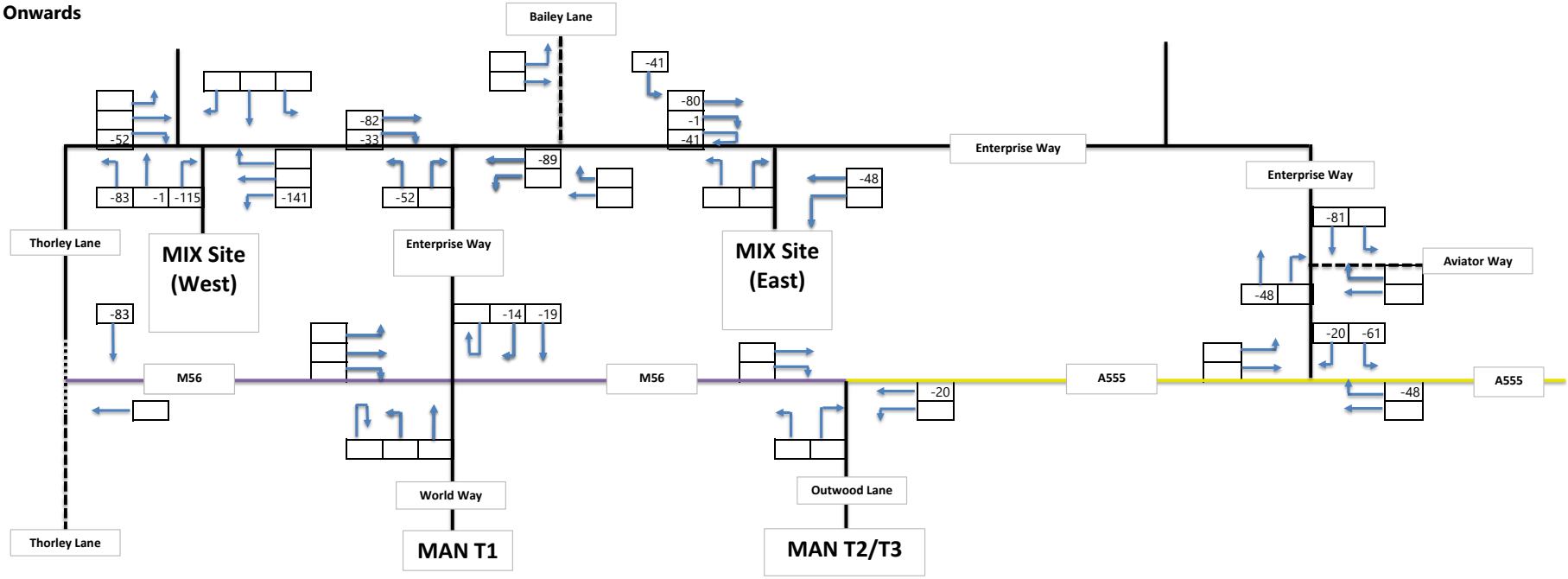
Appendix E JetParks1 Flow Diagrams

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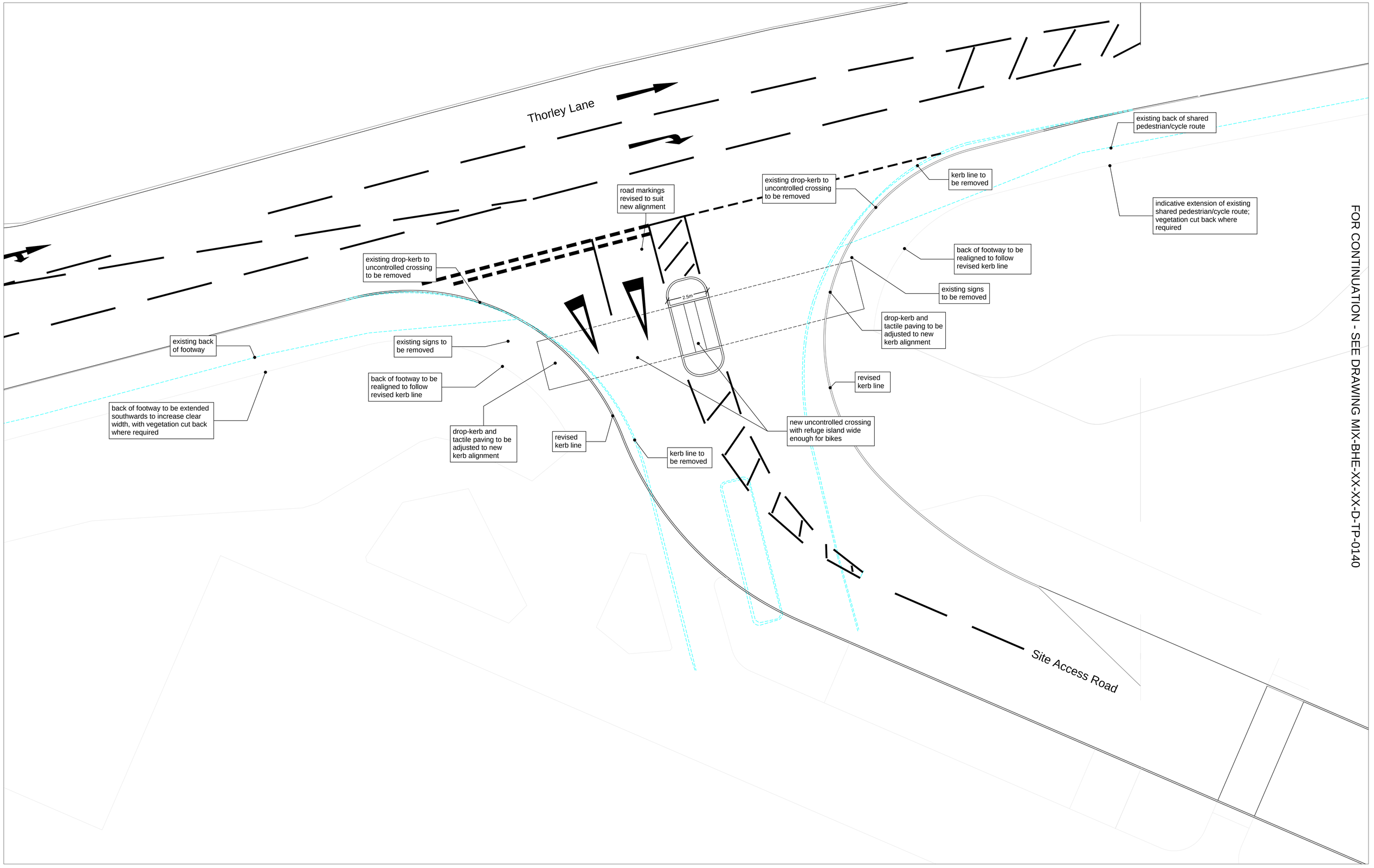
JetPark1 Trips Removal - 2030 Onwards
AM Peak



JetPark1 Trips Removal - 2030 Onwards
PM Peak

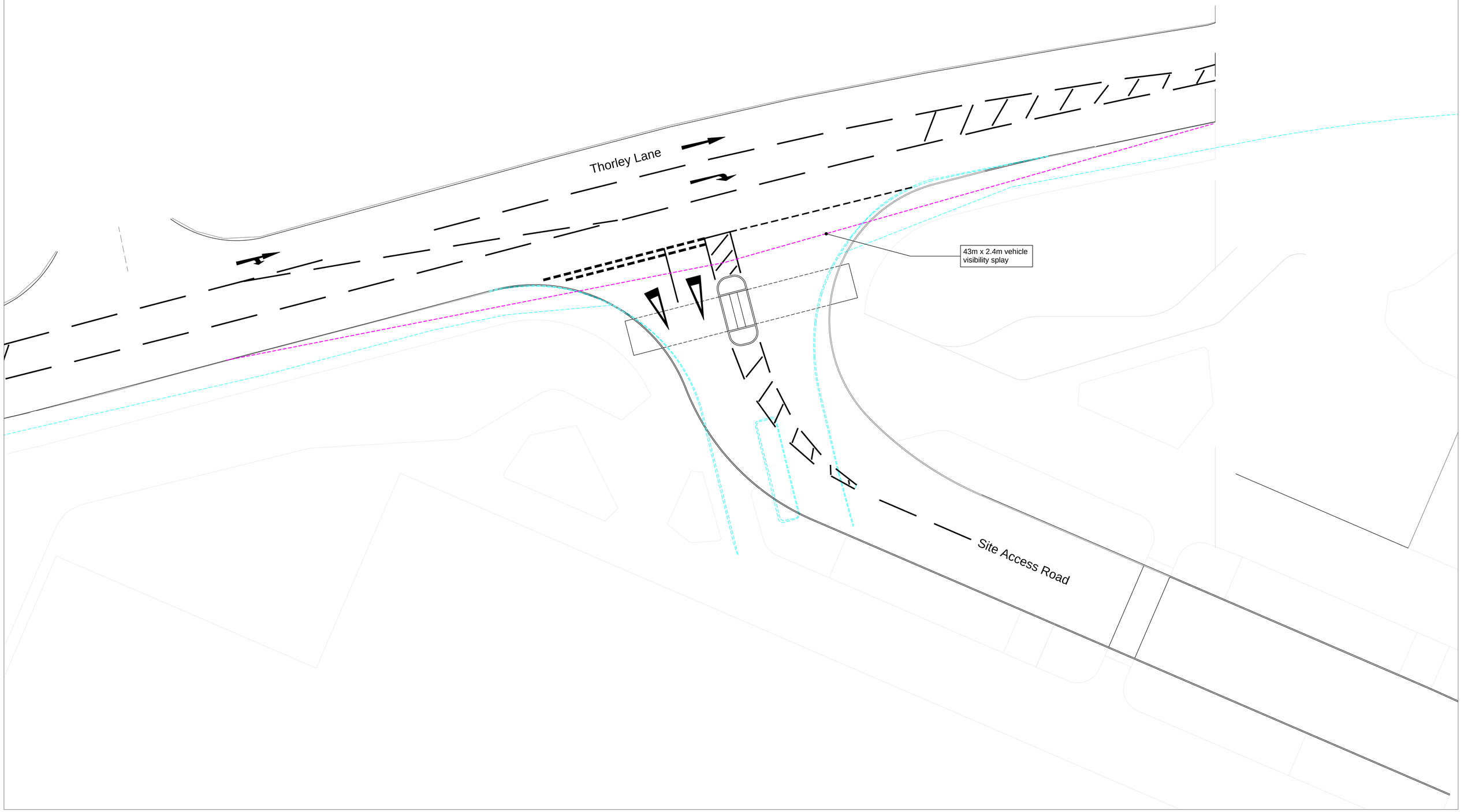


Appendix F Highway Drawings



BURO HAPPOLD	Project: MIX Manchester		Project Number: 0068696	Scale: 1:100 @A1	Status: For information	
	Sketch Title: Draft S278 Works: Thorley Lane Intersection - General Arrangement		Dwg Number: MIX-BHE-XX-XX-D-TP-0100		Date: 23/09/26	Initials: NJH	Revision: P02

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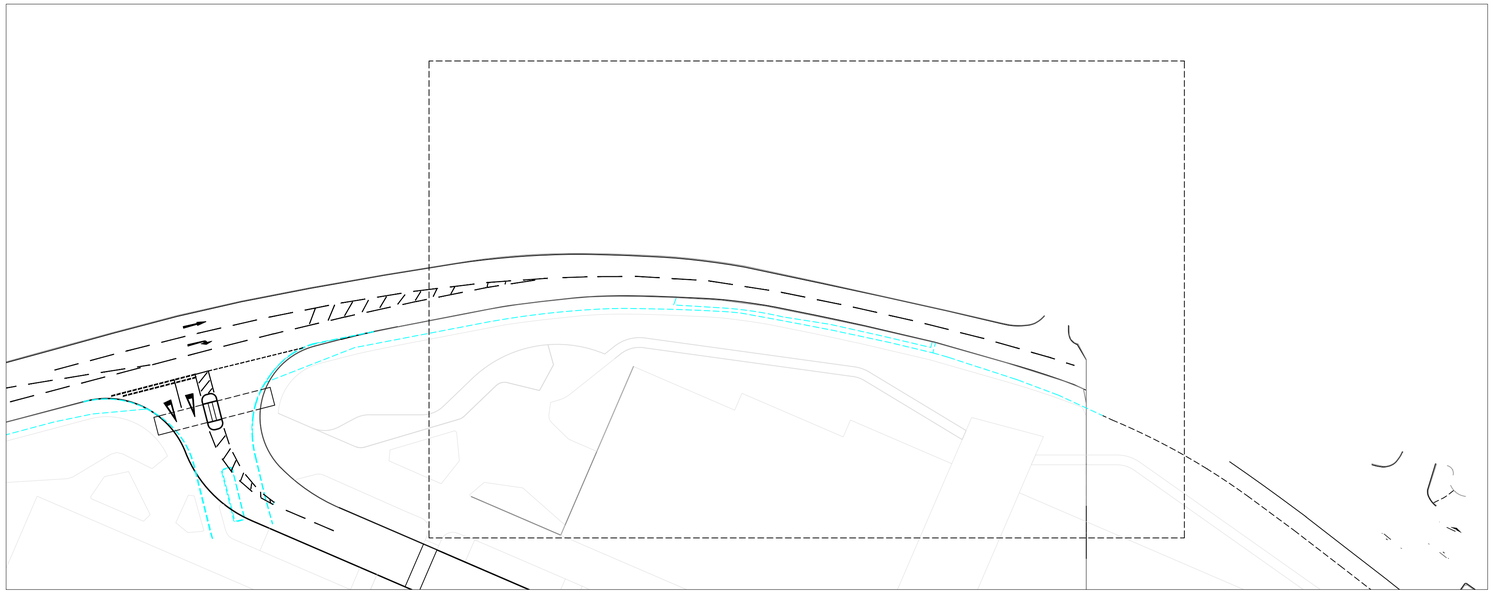


BURO HAPPOLD

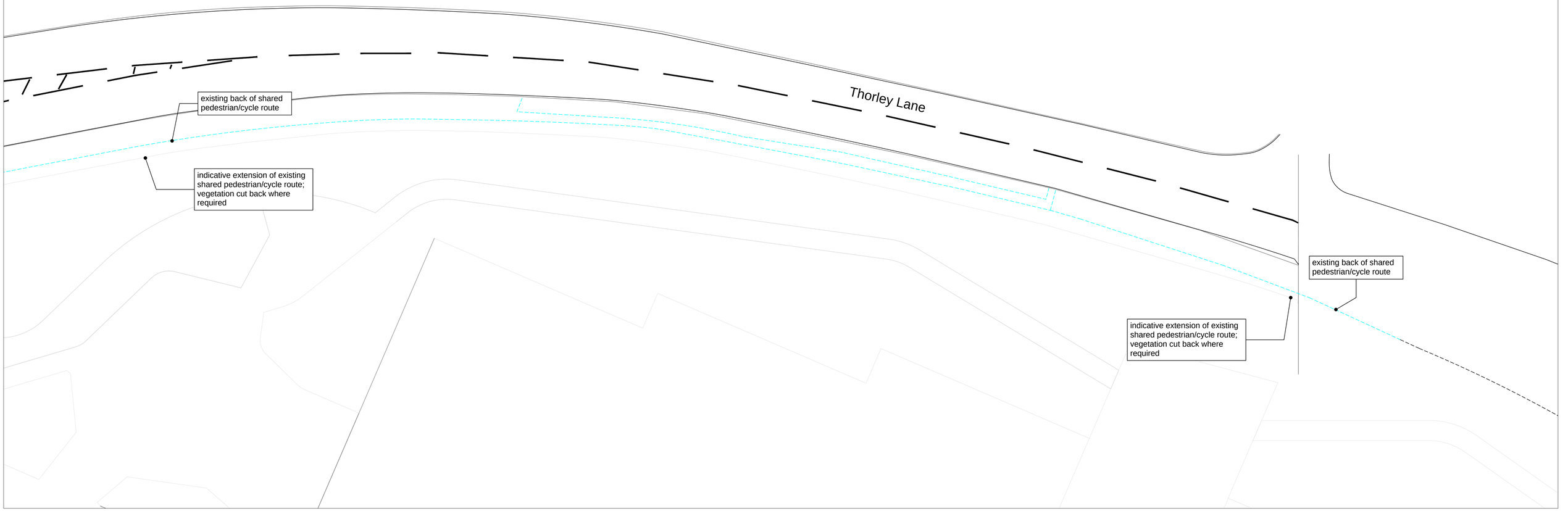
Project:		Project Number:	Scale:	Status:		
MIX Manchester		0068696	1:150 @A1	For information		
Sketch Title:		Dwg Number:		Date:	Initials:	Revision:
Draft S278 Works: Thorley Lane Intersection - Visbility		MIX-BHE-XX-XX-D-TP-0110		23/09/26	NJH	P02

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FOR CONTINUATION - SEE DRAWING MIX-BHE-XX-XX-D-TP-0100

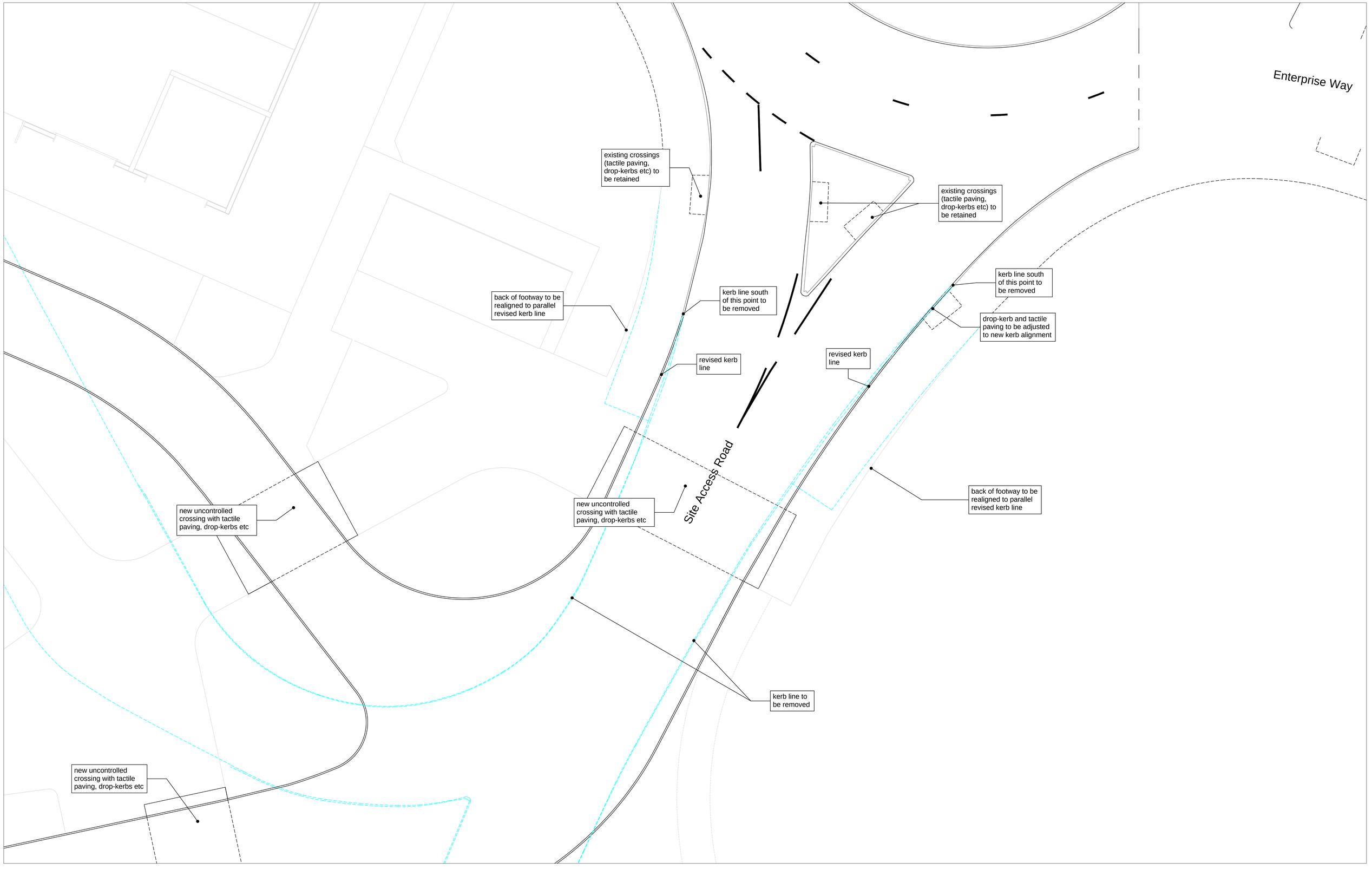


KEY PLAN @ 1:500



BURO HAPPOLD	Project: MIX Manchester	Project Number: 0068696	Scale: 1:150 @A1	Status: For information	
	Sketch Title: Draft S278 Works: Thorley Lane - Pedestrian / Cycle Route Widening	Dwg Number: MIX-BHE-XX-XX-D-TP-0140		Date: 23/09/26	Initials: NJH	Revision: P01

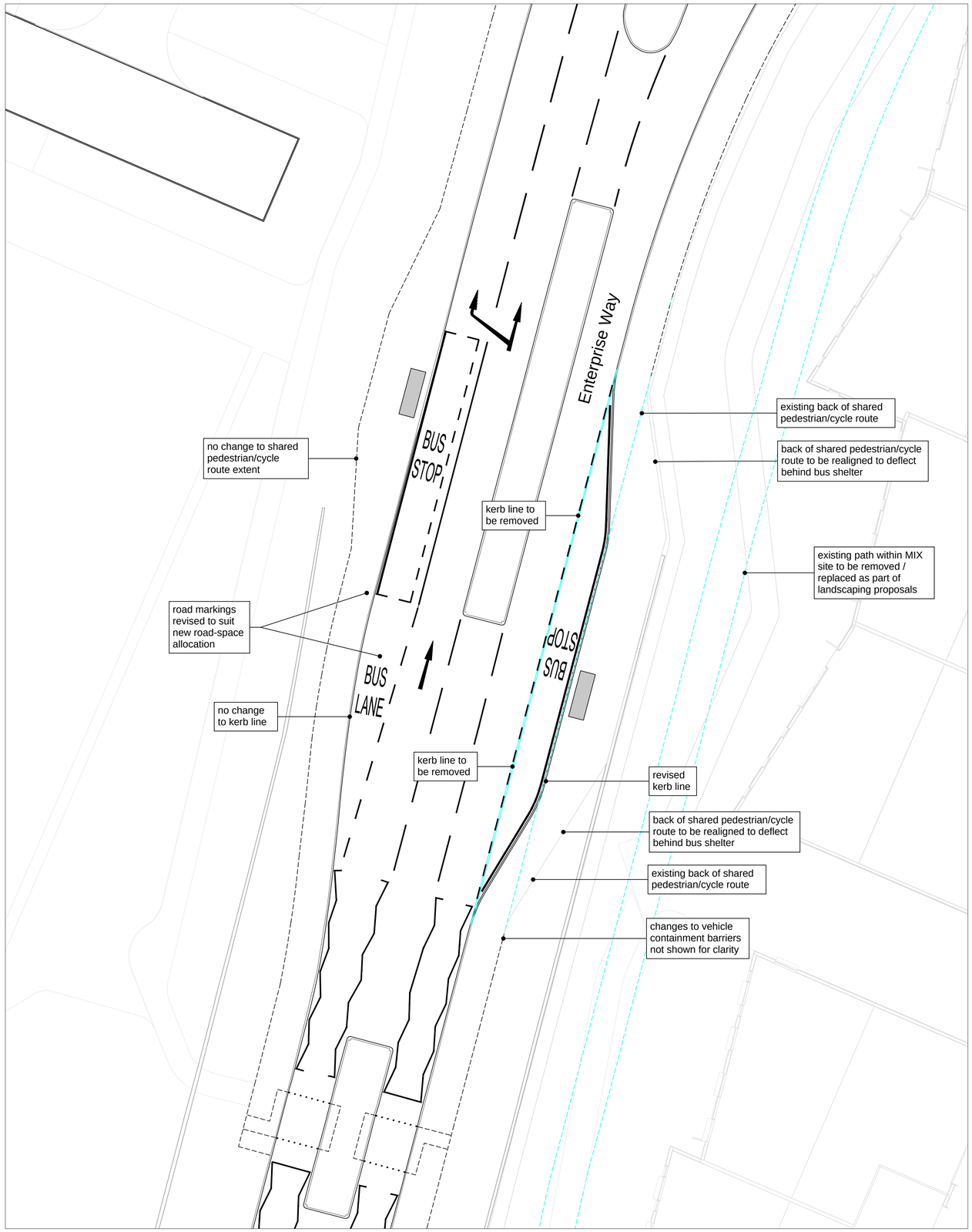
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Project:	Project Number:	Scale:	Status:		
MIX Manchester	0068696	1:100 @A1	For information		
Sketch Title:	Dwg Number:		Date:	Initials:	Revision:
Draft S278 Works: Enterprise Way Intersection - General Arrangement	MIX-BHE-XX-XX-D-TP-0150		23/09/26	NJH	P02

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BURO HAPPOLD

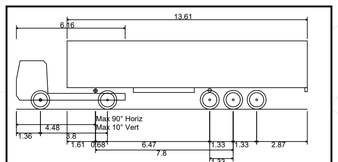
Project:	Project Number:	Scale:	Status:
MIX Manchester	0068696	1:200 @A1	For information

Sketch Title:	Dwg Number:	Date:	Initials:	Revision:
Draft S278 Works: Enterprise Way - New Bus Stops	MIX-BHE-XX-XX-D-TP-0160	23/09/26	NJH	P01

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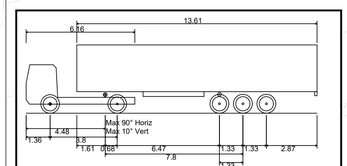
Appendix G Vehicle Swept Paths at Site Access

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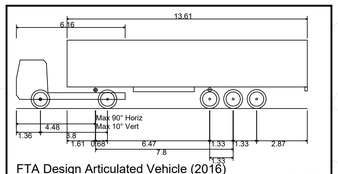
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



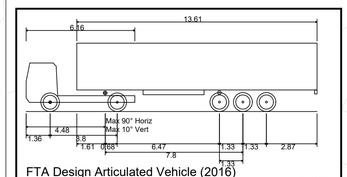
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
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Lock to lock time	3.00s
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FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
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Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



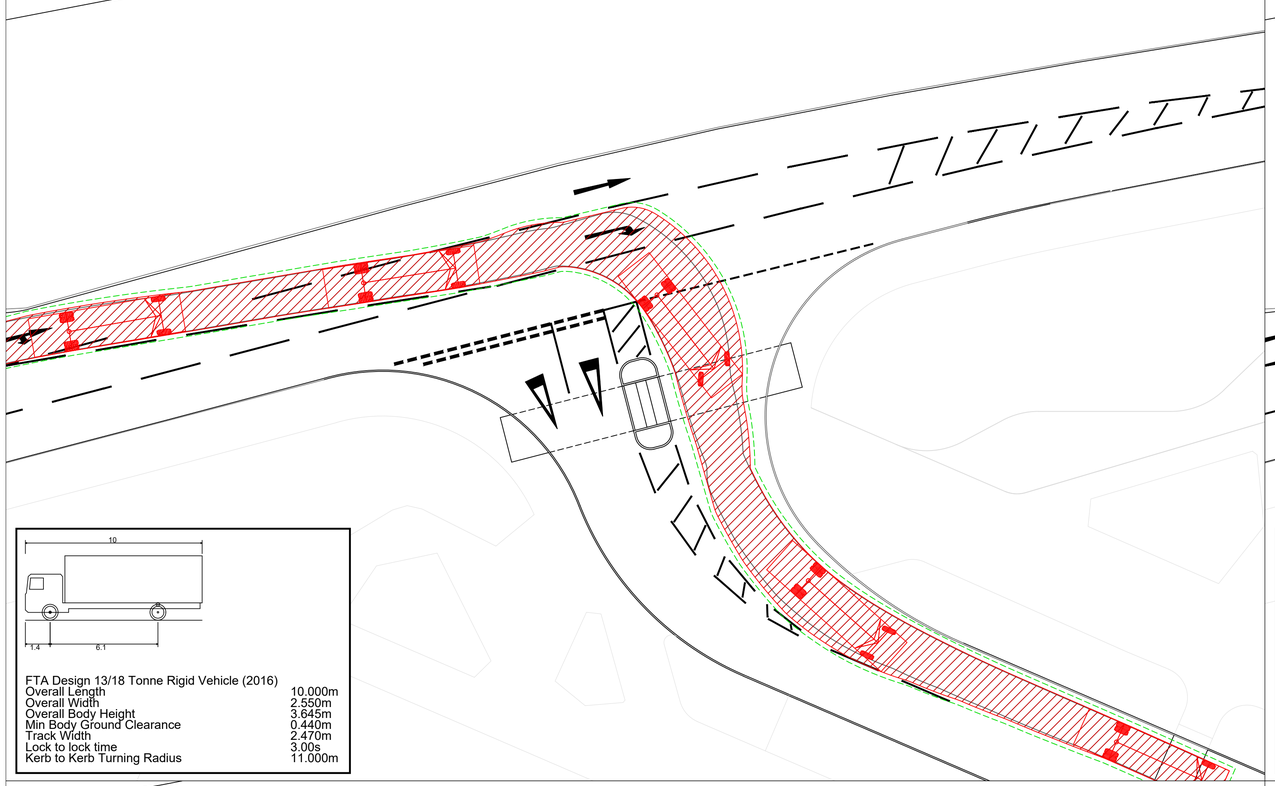
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

BURO HAPPOLD

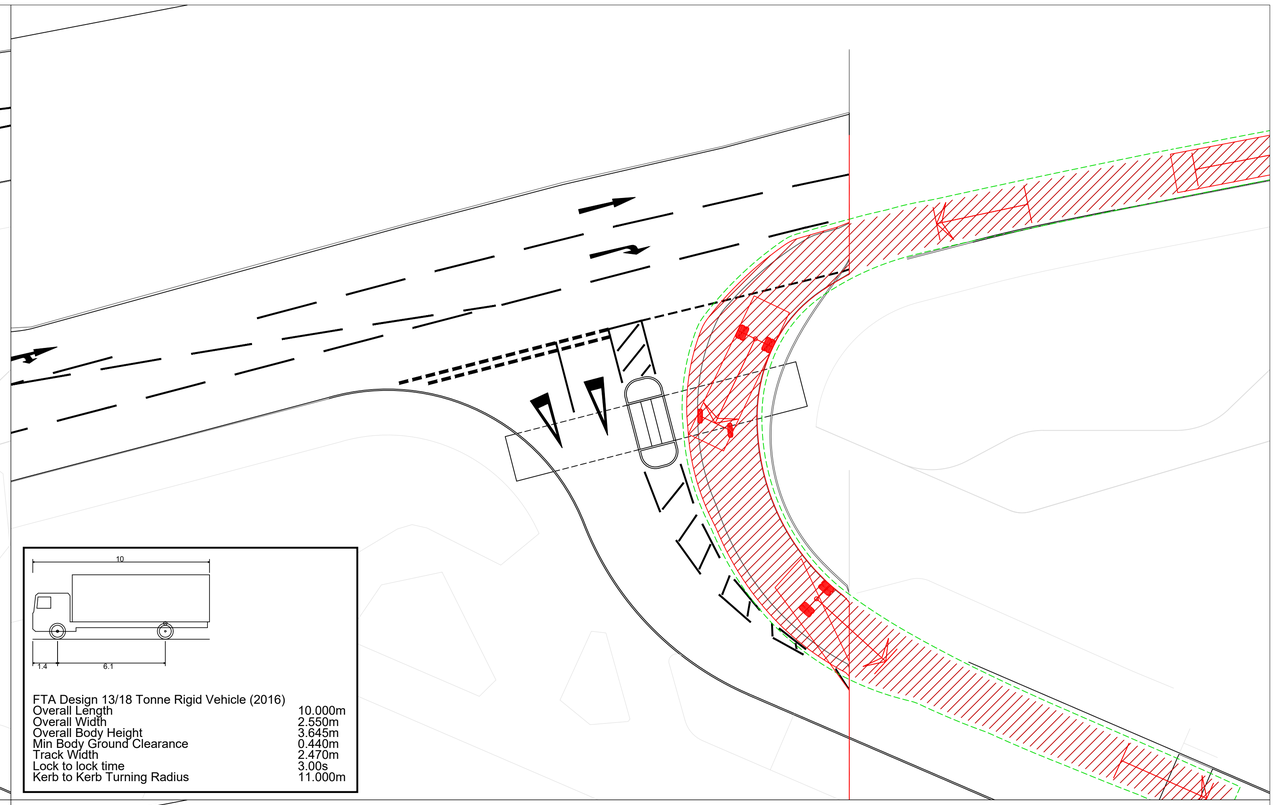
Project: MIX Manchester	Project Number: 0068696	Scale: 1:200 @A1	Status: For information	
Sketch Title: Draft S278 Works: Thorley Lane Intersection - Swept Path Analysis (Articulated Truck)	Dwg Number: MIX-BHE-XX-XX-D-TP-0120		Date: 10/09/26	Initials: NJH / Revision: P01

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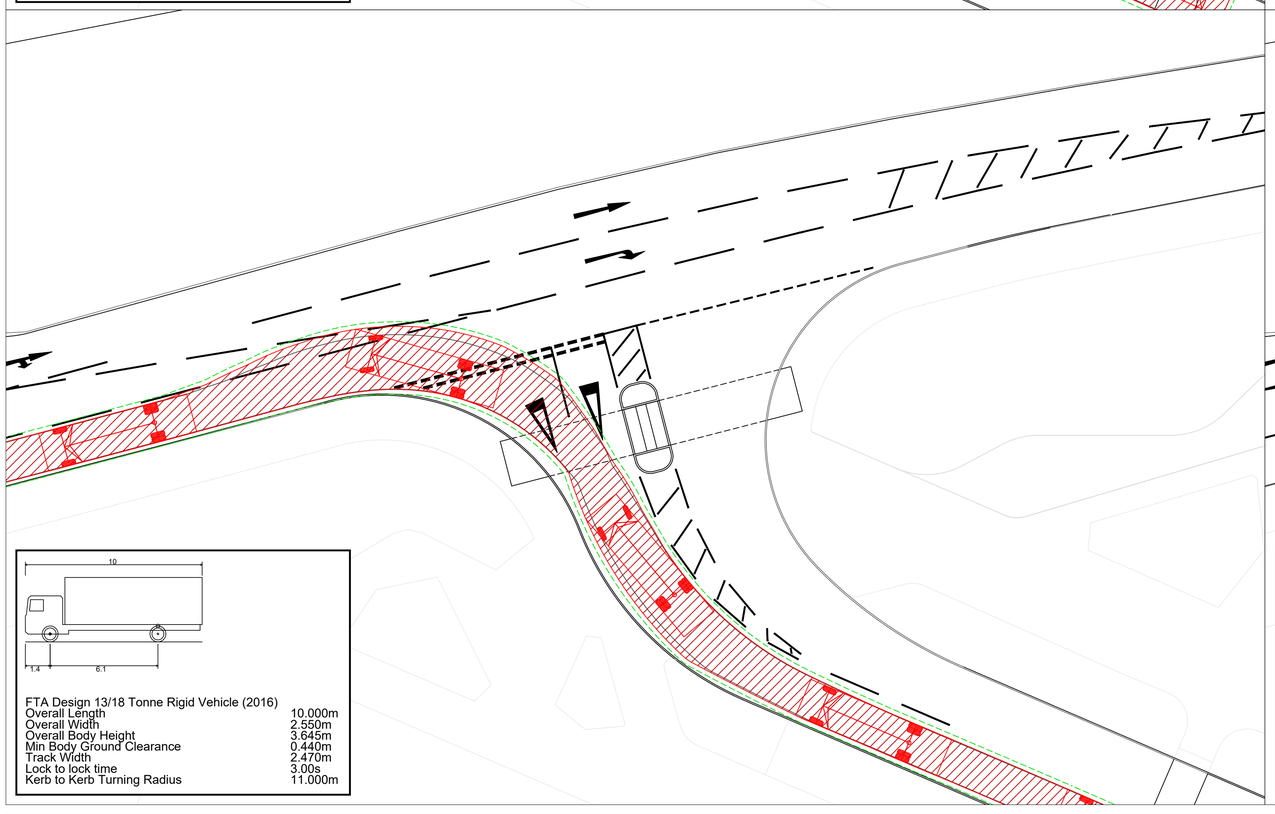
FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



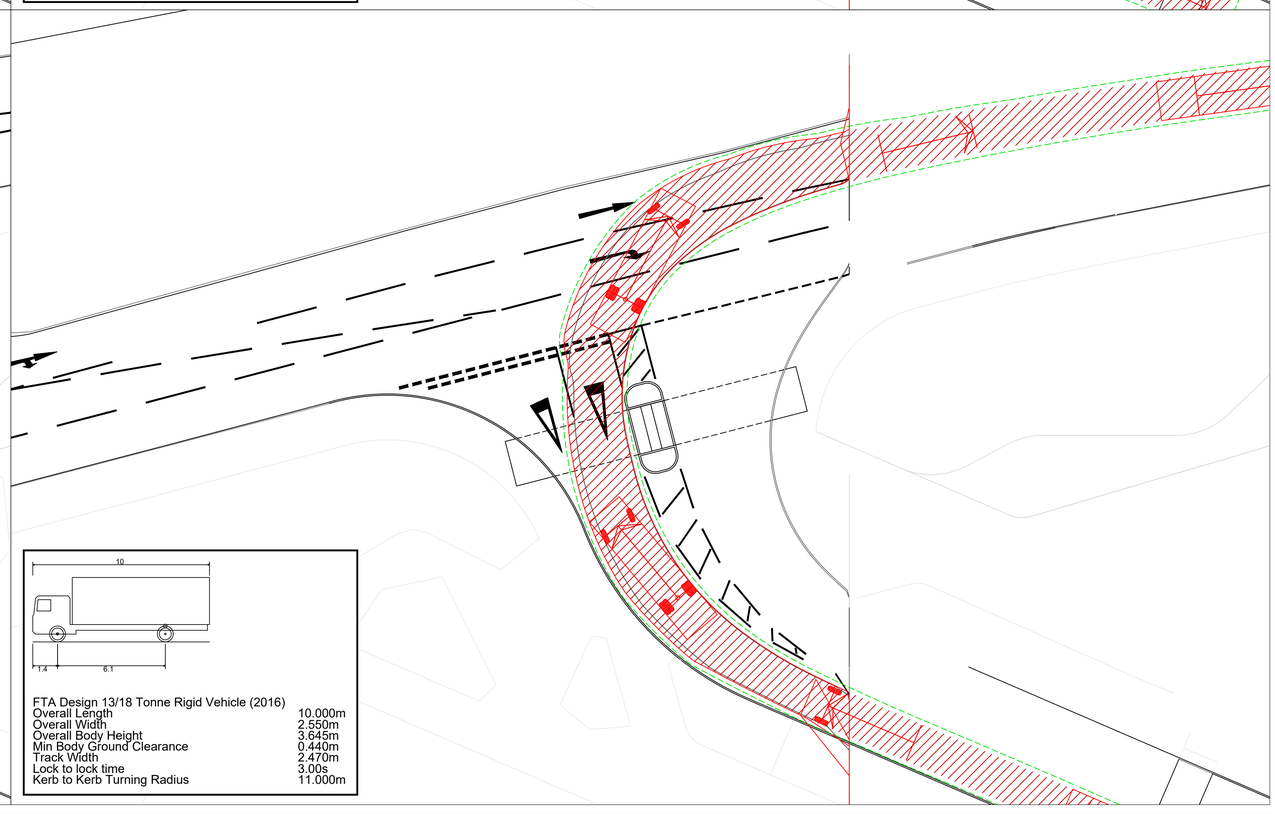
FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

BURO HAPPOLD

Project: MIX Manchester	Project Number: 0068696	Scale: 1:200 @A1	Status: For information	
Sketch Title: Draft S278 Works: Thorley Lane Intersection - Swept Path Analysis (Rigid Truck)	Dwg Number: MIX-BHE-XX-XX-D-TP-0130		Date: 10/09/26	Initials: NJH / Revision: P01

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Appendix H Junction Modelling Summary Results Table

MIX Manchester - Updated Junction Modelling

Rev A02 17/09/2026

AM Peak

BURO HAPPOLD

Junction	Link/ Stream	Link Name	Assessment based on Existing Highway Layout																						Assessment with Mitigation									
			2026 Observed			2030 Baseline			2035 Baseline			2040 Baseline			2030 Baseline +Dev			2035 Baseline +Dev			2040 Baseline +Dev			2030 Baseline +Dev (-10%)			2035 Baseline +Dev (-10%)			2040 Baseline +Dev (-10%)			2030 Baseline +Dev			2035 Baseline +Dev			2040 Baseline +Dev			2030 Baseline +Dev (-10%)			2035 Baseline +Dev (-10%)			2040 Baseline +Dev (-10%)		
			Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC
J1 Thorley Lane/ Site Access (Jetparks 1)	B-A	Site Access	0	16s	0.28	0	0s	0.00	0	0s	0.00	0	0s	0.00	0	0s	0.00	1	16s	0.23	1	18s	0.24	0	0s	0.00	1	16s	0.20	1	17s	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	AB-CD	Thorley Lane East RT	0	7s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	0	8s	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D-ABC	Nursery Access	0	8s	0.06	0	8s	0.05	0	8s	0.05	0	9s	0.06	0	8s	0.05	0	8s	0.05	0	9s	0.06	0	8s	0.05	0	8s	0.05	0	9s	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CD-AB	Thorley Lane West RT	0	8s	0.11	0	0s	0.00	0	0s	0.00	0	0s	0.00	0	0s	0.00	0	8s	0.01	0	8s	0.01	0	0s	0.00	0	7s	0.01	0	8s	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Junction Level of Service (LoS)			A			A			A			A			A			A			A			A			A			A																				
J2 Thorley Lane/ Enterprise Way	J2:1/1+2	Thorley Lane LT/RT	10	25s	70.5	11	29s	71.2	13	30s	75.9	14	31s	79.4	13	36s	77.9	53	186s	106.7	67	238s	110.3	13	36s	77.9	40	125s	102.4	60	208s	108.3	10	28s	60.1	15	36s	83.0	17	39s	88.0	10	29s	63.0	14	35s	81.7	16	37s	86.3
	J2:2/1	Enterprise Way (e) Ahead	2	8s	18.2	2	7s	19.8	3	7s	22.0	3	8s	24.1	2	5s	21.3	3	5s	26.3	3	5s	28.3	2	5s	21.0	3	5s	26.1	3	5s	27.6	2	5s	21.1	3	5s	26.6	3	5s	28.3	2	5s	20.8	3	5s	26.1	3	5s	27.6
	J2:2/2	Enterprise Way (e) RT	11	39s	69.6	10	43s	69.5	12	48s	75.7	12	50s	78.6	11	51s	77.5	31	190s	105.2	37	238s	108.7	11	51s	77.5	28	174s	104.0	34	219s	107.3	10	38s	63.4	15	60s	87.0	16	66s	90.0	10	38s	63.4	14	53s	83.2	15	56s	85.9
	J2:3/1+2	Enterprise Way (S) Ahead/LT	10	37s	68.4	11	32s	71.4	13	34s	75.9	14	37s	81.0	14	29s	78.0	83	169s	107.1	111	239s	111.7	13	29s	76.7	67	133s	104.6	86	179s	107.7	11	33s	64.0	19	43s	85.9	21	46s	88.3	11	33s	63.0	19	42s	84.6	20	45s	87.2
	Junction PRC %			27.7%			26.1%			18.5%			11.1%			15.4%			-18.9%			-24.1%			15.6%			-16.2%			-20.3%			40.6%			3.4%			0.0%			42.0%			6.3%			3.2%		
J3 Enterprise Way/Site Access Rbt	Arm 1	Enterprise Way (W) Ahead/LT	1	2s	0.40	1	3s	0.44	1	3s	0.47	1	3s	0.50	1	4s	0.56	5	10s	0.82	6	12s	0.85	1	4s	0.55	4	8s	0.79	4	9s	0.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 2	Access (N)	0	3s	0.01	0	4s	0.01	0	4s	0.02	0	4s	0.02	0	5s	0.02	0	11s	0.01	0	13s	0.05	0	5s	0.02	0	9s	0.04	0	10s	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 3	Enterprise Way (E)	1	4s	0.27	1	3s	0.26	1	4s	0.29	1	4s	0.31	1	5s	0.37	3	16s	0.74	3	18s	0.78	1	5s	0.36	2	12s	0.68	2	13s	0.71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 4	Site Access (S)	0	5s	0.01	0	4s	0.01	0	5s	0.01	0	5s	0.01	0	5s	0.08	0	6s	0.19	0	6s	0.20	0	5s	0.07	0	6s	0.17	0	6s	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Junction Level of Service (LoS)			A			A			A			A			A			B			B			A			A			A																				
J4 Terminal 2 Rbt (M56 / World Way)	Arm 1	Enterprise Way (N)	1	6s	0.32	1	6s	0.35	1	8s	0.42	1	8s	0.49	1	7s	0.40	2	10s	0.59	3	12s	0.65	1	7s	0.39	2	9s	0.54	3	11s	0.59	1	5s	0.27	1	5s	0.36	1	6s	0.42	1	4s	0.27	1	5s	0.35	1	6s	0.40
	Arm 2	World Way (S)	1	5s	0.28	2	5s	0.32	2	6s	0.35	2	6s	0.38	1	5s	0.33	2	6s	0.36	2	7s	0.40	1	5s	0.32	2	6s	0.36	3	6s	0.39	1	4s	0.28	1	4s	0.32	2	5s	0.34	1	4s	0.27	1	4s	0.31	1	4s	0.34
	Arm 3	M56 EB offslip	2	4s	0.42	2	5s	0.49	2	5s	0.54	3	6s	0.60	2	5s	0.56	7	12s	0.77	11	16s	0.82	3	5s	0.55	6	9s	0.73	6	11s	0.77	3	5s	0.55	8	13s	0.77	9	15s	0.82	2	5s	0.55	5	10s	0.73	7	11s	0.77
	Junction Level of Service (LoS)			A			A			A			A			A			B			B			A			A			A			A			B			A			A			A		
J5 M56 Airport Spur/A555 Ringway Rd	J5:1/1+2	M56 Airport Spur LT	27	38s	98.9	135	132s	105.9	186	220s	111.4	227	284s	115.6	135	132s	105.9	186	220s	111.4	226	284s	115.6	135	132s	105.9	186	220s	111.4	226	284s	115.6	135	132s	105.9	186	220s	111.4	226	284s	115.6	135	132s	105.9	186	220s	111.4	226	284s	115.6
	J5:1/3	M56 Airport Spur Ahead	9	45s	63.8	11	50s	72.8	14	58s	83.1	15	66s	88.0	11	50s	72.8	14	58s	83.1	15	66s	88.0	11	50s	72.8	14	58s	83.1	15	66s	88.0	11	50s	72.8	14	58s	83.1	15	66s	88.0	11	50s	72.8	14	58s	83.1	15	66s	88.0
	J5:1/4	M56 Airport Spur Ahead	5	40s	42.7	6	40s	44.8	6	41s	47.0	7	42s	53.4	6	40s	44.8	6	41s	47.0	7	42s	53.4	6	40s	44.8	6	41s	47.0	7	42s	53.4	6	40s	44.8	6	41s	47.0	7	42s	53.4	6	40s	44.8	6	41s	47.0	7	42s	53.4
	J5:2/1	Ringway Road LT	2	3s	11.2	2	5s	13.0	2	5s	15.1	3	5s	17.1	2	5s	13.0	2	5s	15.1	3	5s	17.1	2	5s	13.0	2	5s	15.1	3	5s	17.1	1	6s	13.0	1	6s	15.1	2	6s	17.1	1	6s	13.0	1	6s	15.1	2	6s	17.1
	J5:2/2+3	Ringway Road RT	45	26s	91.0	45	30s	92.5	45	29s	92.0	45	29s	92.1	44	28s	91.5	42	26s	89.2	42	26s	89.6	44	28s	91.6	42	26s	89.6	42	27s	89.8	44	28s	91.5	42	26s	89.2	42	27s	89.8	44	28s	91.6	42	26s	89.6	42	27s	90.0
	J5:3/1	Outwood Lane Ahead	4	28s	29.2	5	28s	32.1	5	29s	35.4	6	29s	38.1	5	28s	32.1	5	29s	35.4	6	29s	38.1	5	28s	32.1	5	29s	35.4	6	29s	38.1	5	28s	32.1	5	29s	35.4	6	29s	38.1	5	28s	32.1	5	29s	35.4	6	29s	38.1
	J5:3/2+3	Outwood Lane Ahead +RT	4	55s	60.6	4	59s	67.7	5	64s	74.8	6	72s	82.0	4	59s	67.7	5	64s	74.8	6	72s	82.0	4	59s	67.7	5	64s	74.8	6	72s	82.0	4	59s	67.7	5	64s	74.8	6	72s	82.0	4	59s	67.7	5	64s	74.8	6	72s	82.0
	Junction PRC %			-9.9%			-17.7%			-23.7%			-28.4%			-17.7%			-23.7%			-28.4%			-17.7%			-23.7%			-28.4%			-17.7%			-23.7%			-28.4%			-17.7%			-23.7%			-28.4%		
J6 A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	14	24s	79.9	14	25s	78.9	14	25s	81.5	15	25s	85.3	14	25s	81.0	17	26s	90.0	17	26s	93.8	14	25s	80.9	16	26s	89.1	17	26s	93.0	9	26s	56.8	10	27s	64.1	11	27s	65.9	9	26s	56.6	10	26s	63.2	11	27s	65.2
	J7:1/2	Enterprise Way (N) RT	2	48s	45.4	3	51s	86.3	4	50s	90.6	7	109s	103.2	3	51s	86.3	4	50s	90.6	7	109s	103.2	3	51s	86.3	4	50s	90.6	7	109s	103.2	6	32s	82.1	6	31s	86.2	6	32s	98.2	6	31s	82.1	6	31s	86.2	6	32s	98.2
	J7:2/1	Ringway Road (e) Ahead	7	11s	39.1	7	11s	39.8	8	11s	41.2	8	11s	42.0	7	11s	39.8	8	11s	41.2	8	11s	42.0	7	11s	39.8	8	11s	41.2	8	11s	42.0	7	11s	39.8	8	11s	41.2	8	11s	42.0	7	11s	39.8	8	11s	41.2	8	11s	42.0
	J7:2/2+3	Ringway Road (e) Ahead +RT	51	59s	99.0	129	207s	109.6	207	350s	119.5	262	435s	126.2	148	236s	111.6	325	523s	149.5	382	592s	156.1	146	234s	111.4	309	498s	144.6	366	572s	151.2	148	236s	111.6	325	523s	149.5	382	593s	156.1	146	234s	111.4	309	498s	144.6	367	572s	131.6
	J7:3/1+2	Ringway Road (W) Ahead / LT	34	53s	95.7	33	49s	95.1	36	60s	97.3	37	62s	97.8	33	49s	95.1	36	60s	97.3	37	62s	97.8	33	49s	95.1	36	60s	97.3	37	62s	97.8	33	49s	95.1	36	60s	97.3	37	63s	97.8	33	49s	95.1	36	60s	97.3	37	62s	97.8
	J7:3/3	Ringway Road (W) Ahead	28	39s	91.2	31	46s	93.7	34	57s	96.2	35	62s	96.9	31	46s	93.7	34	57s	96.2	35	61s	96.9	30	46s	93.7	34	57s	96.2	35	61s	96.9	31	46s	93.7	34	57s	96.2	35	61s	96.9	30	46s	93.7	34	57s	96.2	35	61s	96.9
	Junction PRC %			-10.0%			-21.8%			-32.8%			-40.2%			-24.0%			-66.2%			-73.5%			-23.8%			-60.6%			-68.0%			-24.0%			-66.2%			-73.5%			-23.8%			-60.6%			-68.0%		
J7 Enterprise Way/Aviator Way	J6:1/1+2	Enterprise Way (N) Ahead/LT	8	8s	45.1	7	8s	44.4	8	8s	48.2	8	9s	51.4	7	8s	45.5	9	9s	52.3	9	9s	55.6	7	8s	45.4	9	9s	51.9	9	9s	55.1	5	7s	41.0	6	8s	47.4	6	8s	50.1	5	7s	40.9	6	8s	47.0	6	8a	49.7
	J6:2/1+2	Aviator Way LT/RT	1	43s	9.8	2	45s	27.1	2	45s	28.2	2	46s	29.1	2	45s	27.1	2	45s	28.2	2	45s	29.1	2	45s	27.1	2	45s	28.2	2	45s	29.1	2	45s	27.1	2	45s	28.2	2	45s	29.1	2	45s	27.1	2	45s	28.2	2	45s	29.1
	J6:3/1+2	Enterprise Way (S) Ahead /RT	1	0s	30.3	1	0s	31.8	1	0s	31.5	1	0s	31.7	1	0s	35.9	1	0s	38.0	1	0s	37.8	1	0s	35.5	1	0s	37.9	1	0s	37.7	1	0s	39.3	1	0s	39.5	1	0s	39.4	1	0s	39.2	1	0s	39.5	1	0s	39.3
	Junction PRC %			99.5%			102.9%			83.7%			75.0%			81.0%			72.2%			62.0%			98.3%			73.4%			63.3%			119.6%			90.1%			79.6%			120.0%			91.6%			81.2%		
J8 B5166 Styal Rd/ Simonsway	J8:1/1+2	Styal Rd (N)	12	45s	72.9	13	45s	75.5	15	51s	82.6	16	57s	87.5	14	50s	80.4	16	56s	86.3	20	71s	93.3	14	49s	80.0	16	56s	86.3	20	71s	93.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8: 2/1	Finney Lane (E) LT	5	22s	41.1	6	23s	41.3	6	22s	43.4	6	21s	42.5	6	23s	48.2	6	22s	47.4	7	20s	45.9	6	22s	47.0	6	22s	46.1	6	20s	45.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8:2/2+3	Finney Lane (E) Ahead +RT	9	35s	72.6	10	36s	76.3	11	37s	81.7	12	45s	87.2	10	39s	80.6	11	45s	86.5	14	58s	93.3	10	38s	79.9	12	44s	86.7	14	56s	92.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8: 3/1+2	Styal Rd (S)	13	41s	71.0	14	42s	74.1	16	45s	82.6	17	47s	87.5	15	44s	80.9	17	47s	87.0	18	49s	93.3	15	44s	80.3	17	47s	86.6	18	49s	92.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8:4/1+2	Simonsway (W) All moves	8	43s	60.3	10	53s	76.4	10	50s	74.5	12	55s	83.2	11	48s	75.7	12	54s	84.8	13	59s	90.8	11	49s	77.0	12	56s	86.4	13	58s	90.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Junction PRC %			23.4%			17.8%			8.9%			2.8%			11.3%			3.4%			-3.7%			12.0%			3.8%			-3.7%																						
J9 A555 /Wilmslow Rd Rbts	1- Arm 1	Wilmslow Rd (N)	6	32s	0.88	10	48s	0.93	17	77s	0.99	26	108s	1.03	25	104s	1.03	43	147s	1.09	58	239	1.13	23	97	1.02	40	155	1.08	55	220	1.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1- Arm 3	A555 Overbridge (S)	1	2s	0.43	1	3s	0.43	1	3s	0.43	1	3s	0.43	1	2s	0.40	1	2s	0.41	1	2	0.41	1	2	0.41	1	2s	0.41	1	2	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1- Arm 4	A555 EB Offslip	9	80s	0.95	14	111s	1.01	22	152s	1.07	29	194s	1.12	9	71s	0.93	15	76s	1.00	23	157	1.05	10	79	0.95	17	123	1.01	25	173	1.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Junction Level of Service (LoS)			D			E			F			F			F			F			F			F			F			F																				
	2- Arm 1	Wilmslow Rd (S)	10	52s	0.94	10	54s	0.94	10	55s	0.94	10	55s	0.94	62	311s	1.16	80	417s	1.21	100	568s	1.25	59	274s	1.15	77	395s	1.20	95	508s	1.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 2	Clay Lane (W)	0	4s	0.10	0	4s	0.11	0	4s	0.11	0	4s	0.12	0	4s	0.10	0	4s	0.11	0	4s	0.11	0	4s	0.10	0	4s	0.11	0	4s	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 3	A555 Overbridge (N)	1	2s	0.28	1	2s	0.29	1	2s	0.30	1	2s	0.31	1	2s	0.32	1	2s	0.32	1	2s	0.32	1	2s	0.32	1	2s	0.32	1	2s	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 4	A555 WB Offslip	4	24s	0.81	5	32s	0.86	7	45s	0.90	9	54s	0.93	27	142s	1.07	47	244s	1.15	60	348s	1.20	24	127s	1.05	43	220s	1.14	57	318s	1.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Junction Level of Service (LoS)			D			D			D			D			F			F			F			E			F			F																				

MIX Manchester - Updated Junction Modelling

Rev A02 17/09/2026

PM Peak

BURO HAPPOLD

Assessment based on Existing Highway Layout

Junction	Link/ Stream	Link Name	2026 Observed			2030 Baseline			2035 Baseline			2040 Baseline		
			Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC
J1 Thorley Lane/ Site Access (Jetparks 1)	B-A	Site Access	0	19s	0.41	0	0s	0.00	0	0s	0.00	0	0s	0.00
	AB-CD	Thorley Lane East	0	8s	0.03	0	8s	0.03	0	8s	0.04	0	9s	0.04
	D-ABC	Nursery Access	0	9s	0.07	0	9s	0.07	0	10s	0.08	0	11s	0.08
	CD-AB	Thorley Lane West RT	0	8s	0.11	0	0s	0.00	0	0s	0.00	0	0s	0.00
		Junction Level of Service (LoS)		A			A			A			A	
J2 Thorley Lane/ Enterprise Way	J2:1/1+2	Thorley Lane LT/RT	11	24	68.3	10	24	61.7	11	25	67.3	13	25	71.0
	J2:2/1	Enterprise Way (e) Ahead	7	12	42.4	10	14	56.2	11	15	60.3	13	16	64.7
	J2:2/2	Enterprise Way (e) RT	9	44	68.9	7	45	61.5	8	45	64.5	8	49	69.8
	J2:3/1+2	Enterprise Way (S) Ahead/LT	10	35	67.6	9	31	62.1	10	32	66.9	11	34	71.0
		Junction PRC %		30.6%			44.9%			33.7%			47.2%	
J3 Enterprise Way/Site Access Rbt	Arm 1	Enterprise Way (W) Ahead/LT	1	2s	0.37	1	2s	0.34	1	2s	0.37	1	2s	0.40
	Arm 2	Access (N)	0	3s	0.01	0	3s	0.01	0	3s	0.01	0	3s	0.01
	Arm 3	Enterprise Way (E)	1	4s	0.34	1	4s	0.32	1	4s	0.35	1	4s	0.38
	Arm 4	Site Access (S)	0	3s	0.02	0	3s	0.02	0	3s	0.02	0	3s	0.02
		Junction Level of Service (LoS)		A			A			A			A	
J4 Terminal 2 Rbt (M56 / World Way)	Arm 1	Enterprise Way (N)	2	9s	0.57	5	20s	0.80	10	36s	0.90	27	88s	1.02
	Arm 2	World Way (S)	6	14s	0.51	21	44s	0.60	55	100s	0.66	111	244s	0.70
	Arm 3	M56 EB offslip	1	5s	0.41	2	5s	0.45	2	6s	0.51	3	7s	0.56
		Junction Level of Service (LoS)		A			D			F			F	
J5 M56 Airport Spur/A555 Ringway Rd	J5:1/1+2	M56 Airport Spur LT	8	8s	74.9	9	9s	79.2	77	175s	107.0	120	274s	113.7
	J5:1/3	M56 Airport Spur Ahead	9	40s	60.7	10	43s	67.7	12	47s	75.7	14	52s	82.5
	J5:1/4	M56 Airport Spur Ahead	4	33s	28.0	4	34s	29.8	4	34s	31.7	4	34s	33.6
	J5:2/1	Ringway Road LT	2	6s	13.3	2	6s	15.4	3	7s	17.8	3	7s	20.2
	J5:2/2+3	Ringway Road RT	44	34s	94.2	45	37s	95.2	45	37s	95.2	45	36s	94.9
	J5:3/1	Outwood Lane Ahead	9	28s	54.5	11	30s	60.4	13	32s	68.0	15	36s	75.7
	J5:3/2+3	Outwood Lane Ahead +RT	4	38s	56.0	4	40s	61.7	5	43s	68.4	5	46s	74.7
		Junction PRC %		-4.7%			-5.7%			-19.1%			-26.4%	
J6 A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	8	28s	80.9	9	28s	83.0	11	28s	84.7	12	28s	85.3
	J7:1/2	Enterprise Way (N) RT	4	43s	85.0	4	43s	89.1	5	43s	95.9	7	54s	100.6
	J7:2/1	Ringway Road (e) Ahead	6	12s	36.9	6	12s	37.9	6	13s	39.4	7	13s	41.0
	J7:2/2+3	Ringway Road (e) Ahead / RT	38	46s	96.1	84	134s	104.7	143	266s	113.6	194	368s	120.9
	J7:3/1+2	Ringway Road (W) Ahead / LT	29	77s	97.8	38	112s	101.7	41	128s	103.1	44	143s	104.1
	J7:3/3	Ringway Road (W) Ahead	25	61s	94.3	38	113s	101.5	42	131s	103.2	45	151s	104.5
		Junction PRC %		-8.7%			-16.4%			-26.2%			-34.4%	
J7 Enterprise Way/Aviator Way	J6:1/1+2	Enterprise Way (N) Ahead/LT	4	10s	40.9	4	9s	40.3	4	10s	43.0	4	10s	45.4
	J6:2/1+2	Aviator Way LT/RT	2	20s	26.9	2	20s	30.3	2	21s	33.1	2	21s	35.5
	J6:3/1+2	Enterprise Way (S) Ahead /RT	1	1s	31.4	1	1s	29.5	1	1s	29.8	1	1s	29.9
		Junction PRC %		120.0%			123.2%			109.4%			98.2%	
J8 B5166 Styal Rd/ Simonsway	J8:1/1+2	Styal Rd (N)	10	39s	63.8	12	43s	70.3	12	43s	77.8	13	45s	90.1
	J8: 2/1	Finney Lane (E) LT	3	23s	30.8	4	22s	31.9	4	24s	35.0	4	25s	35.5
	J8:2/2+3	Finney Lane (E) Ahead +RT	9	47s	82.1	9	55s	87.3	12	72s	93.8	12	64s	96.1
	J8: 3/1+2	Styal Rd (S)	18	41s	81.5	22	51s	89.4	27	62s	93.9	30	38s	95.8
	J8:4/1+2	Simonsway (W) All moves	13	50s	77.4	13	48s	78.5	15	53s	84.3	19	70s	95.3
		Junction PRC %		9.6%			0.7%			-4.4%			-6.8%	
J9 A555 /Wilmslow Rd Rbts	1- Arm 1	Wilmslow Rd (N)	5	22s	0.83	7	32s	0.89	11	47s	0.94	15	64s	0.97
	1- Arm 3	A555 Overbridge (S)	1	2s	0.36	1	2s	0.37	1	2s	0.38	1	2s	0.38
	1- Arm 4	A555 EB Offslip	7	58s	0.90	15	117s	1.02	25	183s	1.09	33	264s	1.13
		Junction Level of Service (LoS)		C			E			F			F	
	2- Arm 1	Wilmslow Rd (S)	10	50s	0.94	23	96s	1.02	41	158s	1.08	54	242s	1.11
	2- Arm 2	Clay Lane (W)	0	3s	0.05	0	3s	0.06	0	3s	0.06	0	3s	0.06
	2- Arm 3	A555 Overbridge (N)	1	2s	0.35	1	2s	0.36	1	2s	0.37	1	2s	0.38
	2- Arm 4	A555 WB Offslip	3	26s	0.79	7	51s	0.90	17	112s	1.03	35	202s	1.13
		Junction Level of Service (LoS)		D			E			F			F	

Assessment based on Existing Highway Layout (continued)

Junction	Link/ Stream	Link Name	2030 Baseline +Dev			2035 Baseline +Dev			2040 Baseline +Dev			2030 Baseline +Dev (-10%)			2035 Baseline +Dev (-10%)			2040 Baseline +Dev (-10%)		
			Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC
J1 Thorley Lane/ Site Access (Jetparks 1)	B-A	Site Access	0	0s	0.00	1	20s	0.43	1	23s	0.46	0	0s	0.00	1	19s	0.39	1	21s	0.42
	AB-CD	Thorley Lane East	0	8s	0.03	0	8s	0.04	0	9s	0.04	0	8s	0.03	0	8s	0.04	0	9s	0.04
	D-ABC	Nursery Access	0	9s	0.07	0	10s	0.08	0	11s	0.08	0	9s	0.07	0	10s	0.08	0	11s	0.08
	CD-AB	Thorley Lane West RT	0	0s	0.00	0	7s	0.00	0	7s	0.00	0	0s	0.00	0	7s	0.00	0	7s	0.00
		Junction Level of Service (LoS)		A			A			A			A			A			A	
J2 Thorley Lane/ Enterprise Way	J2:1/1+2	Thorley Lane LT/RT	10	27	67.8	26	57	95.4	33	76	98.9	10	26	66.5	18	43	91.2	28	61	96.3
	J2:2/1	Enterprise Way (e) Ahead	14	14	67.2	35	41	95.3	48	71	100.1	13	14	66.6	31	34	92.9	37	46	96.3
	J2:2/2	Enterprise Way (e) RT	7	40	56.3	9	47	70.2	10	48	72.4	7	40	56.1	9	47	69.3	10	51	74.7
	J2:3/1+2	Enterprise Way (S) Ahead/LT	9	30	63.7	12	34	75.7	13	37	80.9	10	32	65.7	13	36	79.0	14	37	81.5
		Junction PRC %		32.7%			-6.0%			-11.2%			35.1%			-3.2%			-7.0%	
J3 Enterprise Way/Site Access Rbt	Arm 1	Enterprise Way (W) Ahead/LT	1	2s	0.37	1	3s	0.45	1	3s	0.48	1	2s	0.36	1	3s	0.45	1	3s	0.47
	Arm 2	Access (N)	0	3s	0.01	0	4s	0.02	0	4s	0.02	0	3s	0.01	0	4s	0.01	0	4s	0.02
	Arm 3	Enterprise Way (E)	1	4s	0.34	1	5s	0.40	1	5s	0.43	1	4s	0.34	1	5s	0.40	1	5s	0.43
	Arm 4	Site Access (S)	1	4s	0.28	2	10s	0.67	2	11s	0.69	1	4s	0.25	2	8s	0.61	2	9s	0.63
		Junction Level of Service (LoS)		A			A			A			A			A			A	
J4 Terminal 2 Rbt (M56 / World Way)	Arm 1	Enterprise Way (N)	35	106s	1.02	395	1173s	1.70	475	1382s	1.97	26	81s	0.99	335	1024s	1.59	432	1271s	1.71
	Arm 2	World Way (S)	41	80s	0.65	111	287s	0.70	185	449s	0.70	42	83s	0.65	111	282s	0.73	177	431s	0.75
	Arm 3	M56 EB offslip	2	5s	0.47	2	6s	0.54	3	7s	0.54	2	5s	0.46	3	6s	0.56	3	7s	0.58
		Junction Level of Service (LoS)		F			F			F			F			F			F	
J5 M56 Airport Spur/A555 Ringway Rd	J5:1/1+2	M56 Airport Spur LT	9	9s	79.2	77	175s	107.0	120	274s	113.7	9	9s	79.2	77	175s	107.0	120	274s	113.7
	J5:1/3	M56 Airport Spur Ahead	10	43s	67.7	12	47s	75.7	14	52s	82.5	10	43s	67.7	12	47s	75.7	14	53s	82.5
	J5:1/4	M56 Airport Spur Ahead	4	34s	29.8	4	34s	31.7	4	34s	33.6	4	34s	29.8	4	34s	31.7	4	34s	33.6
	J5:2/1	Ringway Road LT	2	6s	15.4	3	6s	17.4	3	6s	19.6	2	6s	15.4	3	6s	17.4	3	6s	19.7
	J5:2/2+3	Ringway Road RT	45	36s	94.9	43	31s	93.0	42	30s	92.7	45	36s	94.9	43	31s	93.3	42	31s	92.9
	J5:3/1	Outwood Lane Ahead	11	30s	60.4	13	32s	68.0	15	36s	75.7	11	30s	60.4	13	32s	68.0	15	36s	75.7
	J5:3/2+3	Outwood Lane Ahead +RT	4	40s	61.7	5	43s	68.4	5	46s	74.7	4	40s	61.7	5	43s	68.4	5	46s	74.7
		Junction PRC %		-5.5%			-19.1%			-26.4%			-5.5%			-19.1%			-26.4%	
J6 A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	14	30s	97.8	17	44s	100.8	18	47s	101.1	14	30s	96.3	17	41s	100.7	18	41s	100.8
	J7:1/2	Enterprise Way (N) RT	4	43s	89.1	4	49s	82.3	5	48s	86.1	4	43s	89.1	5	49s	83.9	5	48s	87.8
	J7:2/1	Ringway Road (e) Ahead	6	12s	37.9	6	13s	39.4	7	13s	41.0	6	12s	37.9	6	13s	39.4	7	13s	41.0
	J7:2/2+3	Ringway Road (e) Ahead / RT	86	139s	105.1	154	284s	114.8	205	383s	122.1	86	138s	105.1	153	282s	114.7	204	382s	122.0
	J7:3/1+2	Ringway Road (W) Ahead / LT	38	112s	101.7	41	128s	103.1	44	143s	104.1	38	112s	101.7	41	128s	103.1	44	143s	104.1
	J7:3/3	Ringway Road (W) Ahead	38	113s	101.5	42	131s	103.2	45	151s	104.5	38	113s	101.5	42	131s	103.2	45	151s	104.5
		Junction PRC %		-16.8%			-27.5%			-35.7%			-16.7%			-27.4%			-35.5%	
J7 Enterprise Way/Aviator Way	J6:1/1+2	Enterprise Way (N) Ahead/LT	4	10s	48.1	108	485s	129.9	111	474s	129.1	4	10s	47.3	93	428s	125.3	96	419s	124.6
	J6:2/1+2	Aviator Way LT/RT	2	20s	30.3	2	21s	33.1	2	20s	34.4	2	20s	30.3	2	21s	33.1	2	20s	34.4
	J6:3/1+2	Enterprise Way (S) Ahead /RT	1	1s	30.6	0	1s	33.4	0	1s	33.8	1	1s	30.5	0	1s	33.1	0	1s	33.5
		Junction PRC %		87.0%			-44.3%			-43.4%			90.2%			-39.2%			-38.5%	
J8 B5166 Styal Rd/ Simonsway	J8:1/1+2	Styal Rd (N)	12	43s	70.0	12	43s	83.5	13	44s	92.7	12	43s	69.9	12	42s	80.0	13	44s	92.8
	J8: 2/1	Finney Lane (E) LT	4	22s	29.8	4	24s	34.1	4	26s	37.2	4	22s	29.7	4	24s	33.9	4	26s	37.1
	J8:2/2+3	Finney Lane (E) Ahead +RT	11	66s	91.9	16	95s	97.8	19	115s	100.3	11	66s	91.9	15	87s	96.7	18	105s	99.3
	J8: 3/1+2	Styal Rd (S)	27	55s	93.1	34	75s	97.5	44	103s	100.8	26	54s	92.4	33	71s	96.8	41	95s	100.1
	J8:4/1+2	Simonsway (W) All moves	17	65s	90.9	20	77s	95.4	21	79s	96.9	17	65s	90.9	20	76s	95.1	22	81s	97.7
		Junction PRC %		-3.5%			-8.7%			-12.0%			-2.7%			-7.6%			-11.2%	
J9 A555 /Wilmslow Rd Rbts	1- Arm 1	Wilmslow Rd (N)	7	34	0.90	11	48s	0.94	15	65	0.97	7	34s	0.90	11	48s	0.94	15	64s	0.97
	1- Arm 3	A555 Overbridge (S)	1	2s	0.37	1	2s	0.37	1	2s	0.37	1	2s	0.37	1	2s	0.37	1	2s	0.37
	1- Arm 4	A555 EB Offslip	54	330	1.24	78	544s	1.30	92	678s	1.35	50	306s	1.22	72	510s	1.28	85	632s	1.32
		Junction Level of Service (LoS)		F			F			F			F			F			F	
	2- Arm 1	Wilmslow Rd (S)	26	106s	1.03	44	167s	1.09	56	264s	1.11	25	105s	1.03	44	166	1.09	56	262s	1.11
	2- Arm 2	Clay Lane (W)	0	3s	0.05	0	3s	0.06	0	3s	0.06	0	3s	0.05	0	3s	0.06	0	3s	0.06
	2- Arm 3	A555 Overbridge (N)	1	2s	0.36	1	2s	0.37	1	3s	0.38	1	2s	0.36	1	2s	0.37	1	3s	0.38
	2- Arm 4	A555 WB Offslip	8	61s	0.92	20	128s	1.04	38	223s	1.15	8	60s	0.92	20	126s	1.04	38	221s	1.14
		Junction Level of Service (LoS)		F			F			F			F			F			F	

Assessment with Mitigation

Junction	Link/ Stream	Link Name	2030 Baseline +Dev			2035 Baseline +Dev			2040 Baseline +Dev			2030 Baseline +Dev (-10%)			2035 Baseline +Dev (-10%)			2040 Baseline +Dev (-10%)		
			Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC	Queue	Delay	DoS%/ RFC
J1 Thorley Lane/ Site Access (Jetparks 1)	B-A	Site Access	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	AB-CD	Thorley Lane East	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	D-ABC	Nursery Access	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CD-AB	Thorley Lane West RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Junction Level of Service (LoS)																		
J2 Thorley Lane/ Enterprise Way	J2:1/1+2	Thorley Lane LT/RT	9	26s	59.1	14	38s	85.4	19	45s	90.4	9	26s	59.1	13	36s	83.1	17	41s	87.8
	J2:2/1	Enterprise Way (e) Ahead	11	10s	62.6	26	21s	87.5	29	25s	90.5	11	10s	61.2	23	18s	84.0	25	21s	87.0
	J2:2/2	Enterprise Way (e) RT	7	33s	47.5	8	38s	58.5	10	48s	72.4	6	33s	47.4	8	39s	59.7	9	48s	71.7
	J2:3/1+2	Enterprise Way (S) Ahead/LT	7	31s	50.4	9	32s	58.2	9	27s	53.9	7	31s	51.2	9	31s	58.2	9	27s	55.3
		Junction PRC %		43.7%			2.9%			-0.6%			47.1%			7.1%			2.5%	
J3 Enterprise Way/Site Access Rbt	Arm 1	Enterprise Way (W) Ahead/LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 2	Access (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 3	Enterprise Way (E)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Arm 4	Site Access (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Junction Level of Service (LoS)																		
J4 Terminal 2 Rbt (M56 / World Way)	Arm 1	Enterprise Way (N)	2	7s	0.56	7	17s	0.83	16	34s	0.96	2	7s	0.57	5	14s	0.78	13	28s	0.90
	Arm 2	World Way (S)	4	7s	0.59	11	21s	0.85	18	33s	0.91	3	7s	0.57	9	17s	0.79	14	26s	0.87
	Arm 3	M56 EB offslip	2	5s	0.49	3	7s	0.58	4	8s	0.62	2	6s	0.47	3	7s	0.57	4	8s	0.62
		Junction Level of Service (LoS)		A			C			D			A			B			C	
J5 M56 Airport Spur/A555 Ringway Rd	J5:1/1+2	M56 Airport Spur LT	9	9s	79.2	77	175s	107.0	120	274s	113.7	9	9s	79.2	77	175s	107.0	120	274s	113.7
	J5:1/3	M56 Airport Spur Ahead	10	43s	67.7	12	47s	75.7	14	52s	82.5	10	43s	67.7	12	47s	75.7	14	53s	82.5
	J5:1/4	M56 Airport Spur Ahead	4	34s	29.8	4	34s	31.7	4	34s	33.6	4	34s	29.8	4	34s	31.7	4	34s	33.6
	J5:2/1	Ringway Road LT	2	8s	15.4	2	8s	17.8	2	9s	20.2	2	8s	15.4	2	8s	17.8	2	9s	20.2
	J5:2/2+3	Ringway Road RT	45	36s	94.9	44	35s	94.5	44	35s	94.4	45	36s	94.9	44	35s	94.6	44	35s	94.4
	J5:3/1	Outwood Lane Ahead	11	30	60.4	13	32s	68.0	15	36s	75.7	11	30s	60.4	13	32s	68.0	15	36s	75.7
	J5:3/2+3	Outwood Lane Ahead +RT	4	40	61.7	5	43s	68.4	5	46s	74.7	4	40s	61.7	5	43s	68.4	5	46s	74.7
		Junction PRC %		-5.5%			-19.1%			-26.4%			-5.5%			-19.1%			-26.4%	
J6 A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	10	33s	75.8	12	34s	84.7	15	35s	98.5	10	33s	74.2	12	34s	84.3	15	35s	98.0
	J7:1/2	Enterprise Way (N) RT	4	34s	84.4	7	32s	90.9	6	33s	96.6	4	34s	84.4	5	32s	90.9	6	34s	96.6
	J7:2/1	Ringway Road (e) Ahead	6	12s	37.9	6	13s	39.4	7	13s	41.0	6	12s	37.9	6	13s	39.4	7	13s	41.0
	J7:2/2+3	Ringway Road (e) Ahead / RT	86	139s	105.1	154	284s	114.8	205	383s	122.1	86	139s	105.1	153	282s	114.7	204	382s	122.0
	J7:3/1+2	Ringway Road (W) Ahead / LT	38	112s	101.7	41	128s	103.1	44	143s	104.1	38	112s	101.7	41	128s	103.1	44	143s	104.1
	J7:3/3	Ringway Road (W) Ahead	38	113s	101.5	42	131s	103.2	45	151s	104.5	38	113s	101.5	42	131s	103.2	45	151s	104.5
		Junction PRC %		-16.8%			-27.5%			-35.7%			-16.7%			-27.4%			-35.5%	
J7 Enterprise Way/Aviator Way	J6:1/1+2	Enterprise Way (N) Ahead/LT	3	9s	38.2	4	9s	46.0	5	11s	55.7	3	9s	37.4	4	9s	45.6	5	11s	55.3
	J6:2/1+2	Aviator Way LT/RT	2	20s	30.3	2	21s	33.1	2	20s	34.4	2	20s	30.3	2	21s	33.1	2	20s	34.4
	J6:3/1+2	Enterprise Way (S) Ahead /RT	6	1s	33.0	5	1s	35.8	5	1s	36.2	6	1s	32.9	5	1s	35.7	5	1s	36.1
		Junction PRC %		135.6%			95.5%			61.5%			140.9%			97.3%			62.8%	
J8 B5166 Styal Rd/ Simonsway	J8:1/1+2	Styal Rd (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8: 2/1	Finney Lane (E) LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8:2/2+3	Finney Lane (E) Ahead +RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8: 3/1+2	Styal Rd (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	J8:4/1+2	Simonsway (W) All moves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Junction PRC %																		
J9 A555 /Wilmslow Rd Rbts	1- Arm 1	Wilmslow Rd (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1- Arm 3	A555 Overbridge (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1- Arm 4	A555 EB Offslip	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Junction Level of Service (LoS)																		
	2- Arm 1	Wilmslow Rd (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 2	Clay Lane (W)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 3	A555 Overbridge (N)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2- Arm 4	A555 WB Offslip	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Junction Level of Service (LoS)																		

Appendix I Not Used

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Appendix J Junction Modelling Output

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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Filename: J1 Thorley Lane_Jetparks 1.j10
Path: F:\clients\Buro\Manchester Airport
Report generation date: 19/08/2026 11:57:45

»2026 Observed, AM
»2026 Observed, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2035 Baseline, AM
»2035 Baseline, PM
»2040 Baseline, AM
»2040 Baseline, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2035 Baseline + Dev, AM
»2035 Baseline + Dev, PM
»2040 Baseline + Dev, AM
»2040 Baseline + Dev, PM
»2030 Baseline + Dev (-10%), AM
»2030 Baseline + Dev (-10%), PM
»2035 Baseline + Dev (-10%), AM
»2035 Baseline + Dev (-10%), PM
»2040 Baseline + Dev (-10%), AM
»2040 Baseline + Dev (-10%), PM

Summary of junction performance

	AM					PM				
	Q (Veh)	Delay (s)	RFC	LOS	Junction LOS	Q (Veh)	Delay (s)	RFC	LOS	Junction LOS
	2026 Observed									
Stream B-CD	0.1	8.17	0.12	A		0.2	9.05	0.19	A	
Stream B-A	0.4	16.33	0.28	C		0.7	19.37	0.41	C	
Stream AB-CD	0.0	7.49	0.04	A	A	0.0	7.61	0.03	A	A
Stream D-ABC	0.1	7.77	0.06	A		0.1	9.05	0.07	A	
Stream CD-AB	0.1	7.82	0.11	A		0.1	7.73	0.11	A	
	2030 Baseline									
Stream B-CD	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream B-A	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream AB-CD	0.0	7.53	0.04	A	A	0.0	7.69	0.03	A	A
Stream D-ABC	0.1	7.84	0.05	A		0.1	9.09	0.07	A	
Stream CD-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	2035 Baseline									
Stream B-CD	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

Stream B-A	0.0	0.00	0.00	A	A	0.0	0.00	0.00	A	A
Stream AB-CD	0.0	7.89	0.04	A		0.0	8.08	0.04	A	
Stream D-ABC	0.1	8.24	0.05	A		0.1	9.90	0.08	A	
Stream CD-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2040 Baseline										
Stream B-CD	0.0	0.00	0.00	A	A	0.0	0.00	0.00	A	A
Stream B-A	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream AB-CD	0.0	8.23	0.04	A		0.0	8.50	0.04	A	
Stream D-ABC	0.1	8.65	0.06	A		0.1	10.58	0.08	B	
Stream CD-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2030 Baseline + Dev										
Stream B-CD	0.0	0.00	0.00	A	A	0.0	0.00	0.00	A	A
Stream B-A	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream AB-CD	0.0	7.57	0.04	A		0.0	7.70	0.03	A	
Stream D-ABC	0.1	7.88	0.05	A		0.1	9.12	0.07	A	
Stream CD-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2035 Baseline + Dev										
Stream B-CD	0.0	8.02	0.00	A	A	0.0	8.36	0.01	A	A
Stream B-A	0.3	16.34	0.23	C		0.8	20.25	0.43	C	
Stream AB-CD	0.0	8.02	0.04	A		0.0	8.10	0.04	A	
Stream D-ABC	0.1	8.40	0.05	A		0.1	10.01	0.08	B	
Stream CD-AB	0.0	7.54	0.01	A		0.0	6.80	0.00	A	
2040 Baseline + Dev										
Stream B-CD	0.0	8.17	0.00	A	A	0.0	8.63	0.01	A	A
Stream B-A	0.3	17.93	0.24	C		0.8	22.76	0.46	C	
Stream AB-CD	0.0	8.38	0.04	A		0.0	8.52	0.04	A	
Stream D-ABC	0.1	8.82	0.06	A		0.1	10.69	0.08	B	
Stream CD-AB	0.0	7.65	0.01	A		0.0	6.88	0.00	A	
2030 Baseline + Dev (-10%)										
Stream B-CD	0.0	0.00	0.00	A	A	0.0	0.00	0.00	A	A
Stream B-A	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream AB-CD	0.0	7.56	0.04	A		0.0	7.70	0.03	A	
Stream D-ABC	0.1	7.88	0.05	A		0.1	9.11	0.07	A	
Stream CD-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2035 Baseline + Dev (-10%)										
Stream B-CD	0.0	7.93	0.00	A	A	0.0	8.12	0.01	A	A
Stream B-A	0.3	15.70	0.20	C		0.6	18.72	0.39	C	
Stream AB-CD	0.0	8.01	0.04	A		0.0	8.10	0.04	A	
Stream D-ABC	0.1	8.38	0.05	A		0.1	10.00	0.08	A	
Stream CD-AB	0.0	7.46	0.01	A		0.0	6.78	0.00	A	
2040 Baseline + Dev (-10%)										
Stream B-CD	0.0	8.06	0.00	A	A	0.0	8.34	0.01	A	A
Stream B-A	0.3	17.15	0.22	C		0.7	20.89	0.42	C	
Stream AB-CD	0.0	8.36	0.04	A		0.0	8.52	0.04	A	
Stream D-ABC	0.1	8.80	0.06	A		0.1	10.68	0.08	B	
Stream CD-AB	0.0	7.56	0.01	A		0.0	6.85	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s.

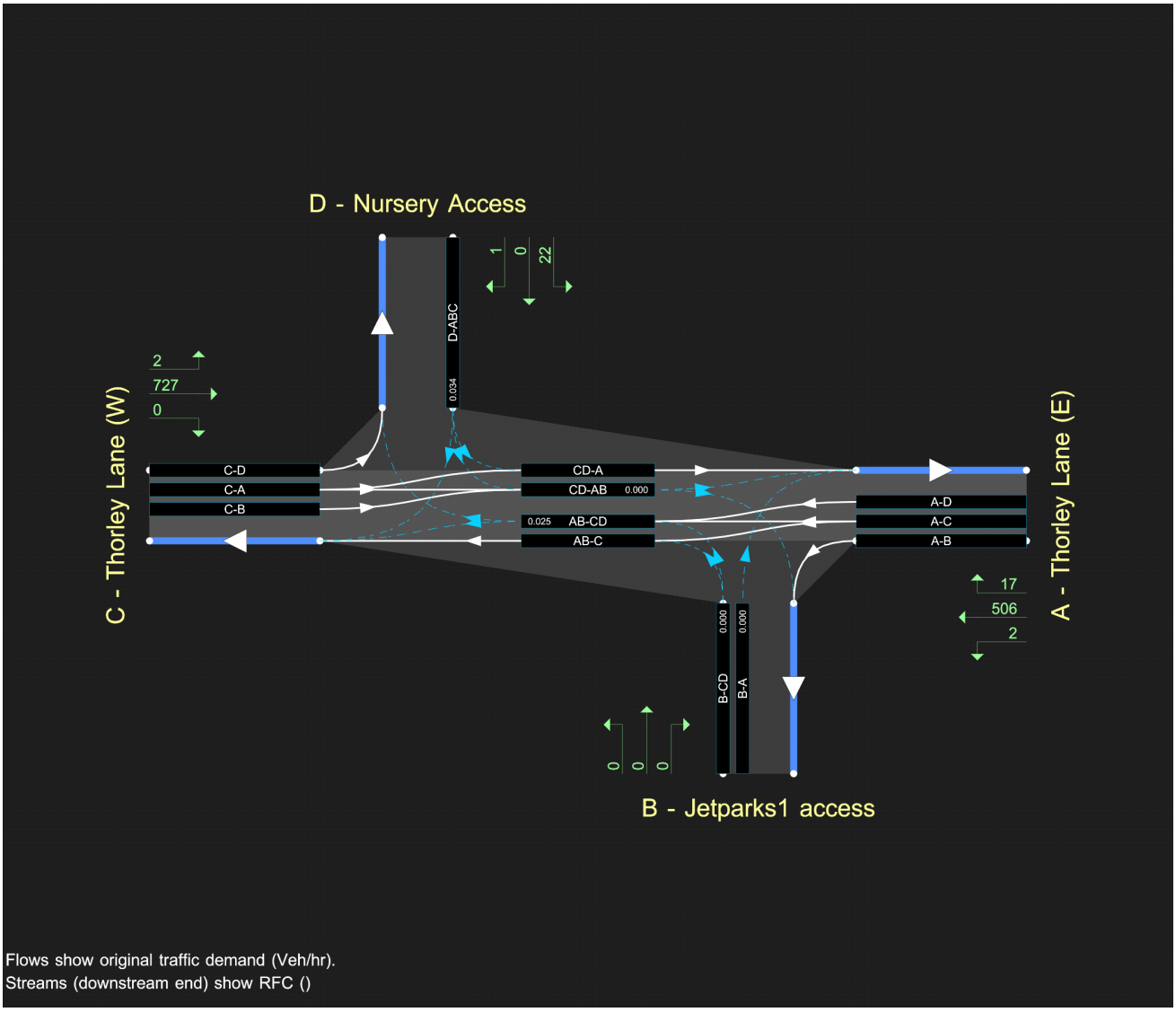
File summary

File Description

Title	Thorley Lane / Jetparks 1
Location	
Site number	
Date	25/11/2025
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	LinSig Calibration

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D15	2030 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓
D16	2030 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓
D17	2035 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓
D18	2035 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓
D19	2040 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓
D20	2040 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	Thorley Lane (E)		Major
B	Jetparks1 access		Minor
C	Thorley Lane (W)		Major
D	Nursery Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Thorley Lane (E)	6.00		✓	2.53	120.0	✓	2.00
C - Thorley Lane (W)	6.00		✓	2.99	77.0	✓	3.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Jetparks1 access	One lane plus flare		10.00	9.70	6.50	4.70	4.30		2.00	37	33
D - Nursery Access	One lane	3.50								120	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	667	-	-	-	-	-	0.258	0.258	0.258	-	-
B-A	563	0.103	0.259	0.259	-	-	0.163	0.371	-	0.163	0.371
B-CD	683	0.105	0.265	0.265	-	-	-	-	-	-	-
CD-B	672	0.260	0.260	0.260	-	-	-	-	-	-	-
D-AB	670	-	-	-	-	-	0.259	0.259	0.103	-	-
D-C	553	-	0.160	0.364	0.160	0.364	0.255	0.255	0.101	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	539	100.000
B - Jetparks1 access		ONE HOUR	✓	130	100.000
C - Thorley Lane (W)		ONE HOUR	✓	569	100.000
D - Nursery Access		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	91	433	15
	B - Jetparks1 access	76	0	49	5
	C - Thorley Lane (W)	521	46	0	2
	D - Nursery Access	19	5	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.12	8.17	0.1	A	50	74
B-A	0.28	16.33	0.4	C	70	105
A-B					84	125
A-C					397	596
A-D					14	21
AB-CD	0.04	7.49	0.0	A	18	28
AB-C					442	663
D-ABC	0.06	7.77	0.1	A	23	34
C-D					2	3
C-A					478	717
C-B					42	63
CD-AB	0.11	7.82	0.1	A	47	70
CD-A					495	743

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	41	10	564	0.072	40	0.0	0.1	6.878	A
B-A	57	14	386	0.148	57	0.0	0.2	10.900	B
A-B	69	17			69				
A-C	326	81			326				
A-D	11	3			11				
AB-CD	15	4	554	0.027	15	0.0	0.0	6.675	A
AB-C	363	91			363				
D-ABC	19	5	546	0.034	19	0.0	0.0	6.819	A
C-D	2	0.38			2				
C-A	392	98			392				
C-B	35	9			35				
CD-AB	38	10	565	0.068	38	0.0	0.1	6.824	A
CD-A	406	102			406				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	12	538	0.090	48	0.1	0.1	7.353	A
B-A	68	17	352	0.194	68	0.2	0.2	12.680	B
A-B	82	20			82				
A-C	389	97			389				
A-D	13	3			13				
AB-CD	18	4	532	0.034	18	0.0	0.0	6.997	A
AB-C	433	108			433				
D-ABC	22	6	523	0.043	22	0.0	0.0	7.188	A
C-D	2	0.45			2				
C-A	468	117			468				
C-B	41	10			41				
CD-AB	46	11	545	0.084	46	0.1	0.1	7.212	A
CD-A	485	121			485				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	59	15	501	0.119	59	0.1	0.1	8.156	A
B-A	84	21	304	0.275	83	0.2	0.4	16.255	C
A-B	100	25			100				
A-C	477	119			477				
A-D	17	4			17				
AB-CD	22	6	503	0.044	22	0.0	0.0	7.489	A
AB-C	531	133			531				
D-ABC	28	7	491	0.056	27	0.0	0.1	7.769	A
C-D	2	0.55			2				
C-A	574	143			574				
C-B	51	13			51				
CD-AB	56	14	517	0.109	56	0.1	0.1	7.812	A
CD-A	594	149			594				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	59	15	500	0.119	59	0.1	0.1	8.168	A
B-A	84	21	304	0.275	84	0.4	0.4	16.329	C
A-B	100	25			100				
A-C	477	119			477				
A-D	17	4			17				
AB-CD	22	6	503	0.044	22	0.0	0.0	7.489	A
AB-C	531	133			531				
D-ABC	28	7	491	0.056	28	0.1	0.1	7.770	A
C-D	2	0.55			2				
C-A	574	143			574				
C-B	51	13			51				
CD-AB	56	14	517	0.109	56	0.1	0.1	7.816	A
CD-A	594	149			594				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	49	12	537	0.090	49	0.1	0.1	7.369	A
B-A	68	17	352	0.194	69	0.4	0.2	12.749	B
A-B	82	20			82				
A-C	389	97			389				
A-D	13	3			13				
AB-CD	18	5	532	0.034	18	0.0	0.0	7.001	A
AB-C	433	108			433				
D-ABC	22	6	523	0.043	23	0.1	0.0	7.190	A
C-D	2	0.45			2				
C-A	468	117			468				
C-B	41	10			41				
CD-AB	46	11	545	0.084	46	0.1	0.1	7.219	A
CD-A	485	121			485				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	41	10	563	0.072	41	0.1	0.1	6.897	A
B-A	57	14	386	0.148	57	0.2	0.2	10.961	B
A-B	69	17			69				
A-C	326	81			326				
A-D	11	3			11				
AB-CD	15	4	554	0.027	15	0.0	0.0	6.681	A
AB-C	363	91			363				
D-ABC	19	5	546	0.034	19	0.0	0.0	6.823	A
C-D	2	0.38			2				
C-A	392	98			392				
C-B	35	9			35				
CD-AB	38	10	565	0.068	38	0.1	0.1	6.832	A
CD-A	407	102			407				

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

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	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	515	100.000
B - Jetparks1 access		ONE HOUR	✓	199	100.000
C - Thorley Lane (W)		ONE HOUR	✓	618	100.000
D - Nursery Access		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	141	360	14
	B - Jetparks1 access	115	0	83	1
	C - Thorley Lane (W)	562	52	0	4
	D - Nursery Access	18	2	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.19	9.05	0.2	A	77	116
B-A	0.41	19.37	0.7	C	106	158
A-B					129	194
A-C					330	496
A-D					13	19
AB-CD	0.03	7.61	0.0	A	14	21
AB-C					406	610
D-ABC	0.07	9.05	0.1	A	24	36
C-D					4	6
C-A					516	774
C-B					48	72
CD-AB	0.11	7.73	0.1	A	50	74
CD-A					532	798

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	16	564	0.112	63	0.0	0.1	7.171	A
B-A	87	22	392	0.221	85	0.0	0.3	11.714	B
A-B	106	27			106				
A-C	271	68			271				
A-D	11	3			11				
AB-CD	11	3	545	0.021	11	0.0	0.0	6.738	A
AB-C	333	83			333				
D-ABC	20	5	496	0.039	19	0.0	0.0	7.549	A
C-D	3	0.75			3				
C-A	423	106			423				
C-B	39	10			39				
CD-AB	41	10	571	0.071	40	0.0	0.1	6.782	A
CD-A	437	109			437				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	76	19	536	0.141	75	0.1	0.2	7.808	A
B-A	103	26	358	0.288	103	0.3	0.4	14.062	B
A-B	127	32			127				
A-C	324	81			324				
A-D	13	3			13				
AB-CD	13	3	522	0.026	13	0.0	0.0	7.078	A
AB-C	398	100			398				
D-ABC	23	6	467	0.050	23	0.0	0.1	8.107	A
C-D	4	0.90			4				
C-A	505	126			505				
C-B	47	12			47				
CD-AB	49	12	552	0.088	48	0.1	0.1	7.155	A
CD-A	521	130			521				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	491	0.188	92	0.2	0.2	9.021	A
B-A	127	32	312	0.406	126	0.4	0.7	19.172	C
A-B	155	39			155				
A-C	396	99			396				
A-D	15	4			15				
AB-CD	17	4	490	0.034	16	0.0	0.0	7.605	A
AB-C	487	122			487				
D-ABC	29	7	426	0.067	29	0.1	0.1	9.049	A
C-D	4	1			4				
C-A	619	155			619				
C-B	57	14			57				
CD-AB	60	15	525	0.113	59	0.1	0.1	7.729	A
CD-A	638	160			638				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	92	23	490	0.189	92	0.2	0.2	9.053	A
B-A	127	32	312	0.405	127	0.7	0.7	19.374	C
A-B	155	39			155				
A-C	396	99			396				
A-D	15	4			15				
AB-CD	17	4	490	0.034	17	0.0	0.0	7.605	A
AB-C	488	122			488				
D-ABC	29	7	426	0.067	29	0.1	0.1	9.051	A
C-D	4	1			4				
C-A	619	155			619				
C-B	57	14			57				
CD-AB	60	15	525	0.113	60	0.1	0.1	7.732	A
CD-A	638	160			638				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	76	19	535	0.141	76	0.2	0.2	7.840	A
B-A	103	26	359	0.288	104	0.7	0.4	14.224	B
A-B	127	32			127				
A-C	324	81			324				
A-D	13	3			13				
AB-CD	13	3	522	0.026	14	0.0	0.0	7.081	A
AB-C	398	100			398				
D-ABC	23	6	467	0.050	23	0.1	0.1	8.113	A
C-D	4	0.90			4				
C-A	505	126			505				
C-B	47	12			47				
CD-AB	49	12	552	0.088	49	0.1	0.1	7.162	A
CD-A	521	130			521				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	16	563	0.112	63	0.2	0.1	7.204	A
B-A	87	22	392	0.221	87	0.4	0.3	11.835	B
A-B	106	27			106				
A-C	271	68			271				
A-D	11	3			11				
AB-CD	11	3	545	0.021	11	0.0	0.0	6.741	A
AB-C	334	83			334				
D-ABC	20	5	496	0.039	20	0.1	0.0	7.554	A
C-D	3	0.75			3				
C-A	423	106			423				
C-B	39	10			39				
CD-AB	41	10	571	0.071	41	0.1	0.1	6.792	A
CD-A	437	109			437				

2030 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	476	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	591	100.000
D - Nursery Access		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	459	16
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	589	0	0	2
	D - Nursery Access	20	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					421	632
A-D					15	22
AB-CD	0.04	7.53	0.0	A	15	22
AB-C					421	632
D-ABC	0.05	7.84	0.1	A	19	29
C-D					2	3
C-A					540	811
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					559	838

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	384	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	86			346				
A-D	12	3			12				
AB-CD	12	3	549	0.022	12	0.0	0.0	6.698	A
AB-C	346	86			346				
D-ABC	16	4	540	0.029	16	0.0	0.0	6.860	A
C-D	2	0.38			2				
C-A	443	111			443				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	458	115			458				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	351	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	413	103			413				
A-D	14	4			14				
AB-CD	14	4	527	0.027	14	0.0	0.0	7.024	A
AB-C	413	103			413				
D-ABC	19	5	516	0.037	19	0.0	0.0	7.240	A
C-D	2	0.45			2				
C-A	529	132			529				
C-B	0	0			0				
CD-AB	0	0	1119	0.000	0	0.0	0.0	0.000	A
CD-A	547	137			547				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	505	126			505				
A-D	18	4			18				
AB-CD	18	4	496	0.036	18	0.0	0.0	7.530	A
AB-C	505	126			505				
D-ABC	23	6	482	0.048	23	0.0	0.0	7.840	A
C-D	2	0.55			2				
C-A	649	162			649				
C-B	0	0			0				
CD-AB	0	0	1068	0.000	0	0.0	0.0	0.000	A
CD-A	670	168			670				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	505	126			505				
A-D	18	4			18				
AB-CD	18	4	496	0.036	18	0.0	0.0	7.530	A
AB-C	505	126			505				
D-ABC	23	6	482	0.048	23	0.0	0.1	7.841	A
C-D	2	0.55			2				
C-A	649	162			649				
C-B	0	0			0				
CD-AB	0	0	1068	0.000	0	0.0	0.0	0.000	A
CD-A	671	168			671				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	351	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	413	103			413				
A-D	14	4			14				
AB-CD	14	4	527	0.027	14	0.0	0.0	7.025	A
AB-C	413	103			413				
D-ABC	19	5	516	0.037	19	0.1	0.0	7.244	A
C-D	2	0.45			2				
C-A	529	132			529				
C-B	0	0			0				
CD-AB	0	0	1119	0.000	0	0.0	0.0	0.000	A
CD-A	548	137			548				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	384	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	86			346				
A-D	12	3			12				
AB-CD	12	3	549	0.022	12	0.0	0.0	6.701	A
AB-C	346	86			346				
D-ABC	16	4	540	0.029	16	0.0	0.0	6.864	A
C-D	2	0.38			2				
C-A	443	111			443				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	459	115			459				

2030 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

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	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	403	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	636	100.000
D - Nursery Access		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	387	15
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	632	0	0	4
	D - Nursery Access	19	0	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					355	533
A-D					14	21
AB-CD	0.03	7.69	0.0	A	14	21
AB-C					355	533
D-ABC	0.07	9.09	0.1	A	23	34
C-D					4	6
C-A					580	870
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					597	896

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	618	0.000	0	0.0	0.0	0.000	A
B-A	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	291	73			291				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.785	A
AB-C	291	73			291				
D-ABC	19	5	493	0.038	19	0.0	0.0	7.582	A
C-D	3	0.75			3				
C-A	476	119			476				
C-B	0	0			0				
CD-AB	0	0	1186	0.000	0	0.0	0.0	0.000	A
CD-A	490	122			490				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	348	87			348				
A-D	13	3			13				
AB-CD	13	3	518	0.026	13	0.0	0.0	7.139	A
AB-C	348	87			348				
D-ABC	22	6	464	0.048	22	0.0	0.1	8.145	A
C-D	4	0.90			4				
C-A	568	142			568				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	585	146			585				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	580	0.000	0	0.0	0.0	0.000	A
B-A	0	0	322	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	426	107			426				
A-D	17	4			17				
AB-CD	17	4	484	0.034	16	0.0	0.0	7.693	A
AB-C	426	107			426				
D-ABC	28	7	423	0.065	27	0.1	0.1	9.093	A
C-D	4	1			4				
C-A	696	174			696				
C-B	0	0			0				
CD-AB	0	0	1113	0.000	0	0.0	0.0	0.000	A
CD-A	717	179			717				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	580	0.000	0	0.0	0.0	0.000	A
B-A	0	0	322	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	426	107			426				
A-D	17	4			17				
AB-CD	17	4	484	0.034	17	0.0	0.0	7.693	A
AB-C	426	107			426				
D-ABC	28	7	423	0.065	28	0.1	0.1	9.094	A
C-D	4	1			4				
C-A	696	174			696				
C-B	0	0			0				
CD-AB	0	0	1113	0.000	0	0.0	0.0	0.000	A
CD-A	717	179			717				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	364	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	348	87			348				
A-D	13	3			13				
AB-CD	13	3	518	0.026	14	0.0	0.0	7.140	A
AB-C	348	87			348				
D-ABC	22	6	464	0.048	23	0.1	0.1	8.151	A
C-D	4	0.90			4				
C-A	568	142			568				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	585	146			585				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	618	0.000	0	0.0	0.0	0.000	A
B-A	0	0	394	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	291	73			291				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.788	A
AB-C	291	73			291				
D-ABC	19	5	493	0.038	19	0.1	0.0	7.587	A
C-D	3	0.75			3				
C-A	476	119			476				
C-B	0	0			0				
CD-AB	0	0	1186	0.000	0	0.0	0.0	0.000	A
CD-A	490	123			490				

2035 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	503	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	663	100.000
D - Nursery Access		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	485	17
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	661	0	0	2
	D - Nursery Access	21	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					445	668
A-D					16	23
AB-CD	0.04	7.89	0.0	A	16	23
AB-C					445	668
D-ABC	0.05	8.24	0.1	A	20	30
C-D					2	3
C-A					607	910
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					626	939

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
B-A	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	365	91			365				
A-D	13	3			13				
AB-CD	13	3	535	0.024	13	0.0	0.0	6.890	A
AB-C	365	91			365				
D-ABC	17	4	526	0.031	16	0.0	0.0	7.062	A
C-D	2	0.38			2				
C-A	498	124			498				
C-B	0	0			0				
CD-AB	0	0	1144	0.000	0	0.0	0.0	0.000	A
CD-A	513	128			513				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	577	0.000	0	0.0	0.0	0.000	A
B-A	0	0	335	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	436	109			436				
A-D	15	4			15				
AB-CD	15	4	510	0.030	15	0.0	0.0	7.278	A
AB-C	436	109			436				
D-ABC	20	5	499	0.040	20	0.0	0.0	7.513	A
C-D	2	0.45			2				
C-A	594	149			594				
C-B	0	0			0				
CD-AB	0	0	1106	0.000	0	0.0	0.0	0.000	A
CD-A	613	153			613				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	549	0.000	0	0.0	0.0	0.000	A
B-A	0	0	286	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	534	133			534				
A-D	19	5			19				
AB-CD	19	5	475	0.039	19	0.0	0.0	7.890	A
AB-C	534	133			534				
D-ABC	24	6	461	0.053	24	0.0	0.1	8.242	A
C-D	2	0.55			2				
C-A	728	182			728				
C-B	0	0			0				
CD-AB	0	0	1052	0.000	0	0.0	0.0	0.000	A
CD-A	751	188			751				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	549	0.000	0	0.0	0.0	0.000	A
B-A	0	0	286	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	534	133			534				
A-D	19	5			19				
AB-CD	19	5	475	0.039	19	0.0	0.0	7.890	A
AB-C	534	133			534				
D-ABC	24	6	461	0.053	24	0.1	0.1	8.244	A
C-D	2	0.55			2				
C-A	728	182			728				
C-B	0	0			0				
CD-AB	0	0	1052	0.000	0	0.0	0.0	0.000	A
CD-A	751	188			751				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	577	0.000	0	0.0	0.0	0.000	A
B-A	0	0	335	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	436	109			436				
A-D	15	4			15				
AB-CD	15	4	510	0.030	15	0.0	0.0	7.282	A
AB-C	436	109			436				
D-ABC	20	5	499	0.040	20	0.1	0.0	7.514	A
C-D	2	0.45			2				
C-A	594	149			594				
C-B	0	0			0				
CD-AB	0	0	1106	0.000	0	0.0	0.0	0.000	A
CD-A	613	153			613				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
B-A	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	365	91			365				
A-D	13	3			13				
AB-CD	13	3	535	0.024	13	0.0	0.0	6.893	A
AB-C	365	91			365				
D-ABC	17	4	526	0.031	17	0.0	0.0	7.069	A
C-D	2	0.38			2				
C-A	498	124			498				
C-B	0	0			0				
CD-AB	0	0	1144	0.000	0	0.0	0.0	0.000	A
CD-A	513	128			513				

2035 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

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	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	428	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	714	100.000
D - Nursery Access		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	3	410	15
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	710	0	0	4
	D - Nursery Access	20	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					376	564
A-D					14	21
AB-CD	0.04	8.08	0.0	A	14	21
AB-C					376	564
D-ABC	0.08	9.90	0.1	A	25	37
C-D					4	6
C-A					652	977
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					670	1005

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	613	0.000	0	0.0	0.0	0.000	A
B-A	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	309	77			309				
A-D	11	3			11				
AB-CD	11	3	527	0.021	11	0.0	0.0	6.986	A
AB-C	309	77			309				
D-ABC	20	5	473	0.043	20	0.0	0.0	7.955	A
C-D	3	0.75			3				
C-A	535	134			535				
C-B	0	0			0				
CD-AB	0	0	1176	0.000	0	0.0	0.0	0.000	A
CD-A	549	137			549				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	596	0.000	0	0.0	0.0	0.000	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	369	92			369				
A-D	13	3			13				
AB-CD	13	3	499	0.027	13	0.0	0.0	7.407	A
AB-C	369	92			369				
D-ABC	24	6	440	0.055	24	0.0	0.1	8.660	A
C-D	4	0.90			4				
C-A	638	160			638				
C-B	0	0			0				
CD-AB	0	0	1143	0.000	0	0.0	0.0	0.000	A
CD-A	656	164			656				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	573	0.000	0	0.0	0.0	0.000	A
B-A	0	0	302	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	451	113			451				
A-D	17	4			17				
AB-CD	17	4	462	0.036	16	0.0	0.0	8.079	A
AB-C	451	113			451				
D-ABC	30	7	393	0.076	30	0.1	0.1	9.899	A
C-D	4	1			4				
C-A	782	195			782				
C-B	0	0			0				
CD-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
CD-A	804	201			804				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	573	0.000	0	0.0	0.0	0.000	A
B-A	0	0	302	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	451	113			451				
A-D	17	4			17				
AB-CD	17	4	462	0.036	17	0.0	0.0	8.079	A
AB-C	451	113			451				
D-ABC	30	7	393	0.076	30	0.1	0.1	9.904	A
C-D	4	1			4				
C-A	782	195			782				
C-B	0	0			0				
CD-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
CD-A	804	201			804				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	596	0.000	0	0.0	0.0	0.000	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	369	92			369				
A-D	13	3			13				
AB-CD	13	3	499	0.027	14	0.0	0.0	7.408	A
AB-C	369	92			369				
D-ABC	24	6	440	0.055	24	0.1	0.1	8.667	A
C-D	4	0.90			4				
C-A	638	160			638				
C-B	0	0			0				
CD-AB	0	0	1143	0.000	0	0.0	0.0	0.000	A
CD-A	656	164			656				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	613	0.000	0	0.0	0.0	0.000	A
B-A	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	309	77			309				
A-D	11	3			11				
AB-CD	11	3	527	0.021	11	0.0	0.0	6.987	A
AB-C	309	77			309				
D-ABC	20	5	473	0.043	20	0.1	0.0	7.960	A
C-D	3	0.75			3				
C-A	535	134			535				
C-B	0	0			0				
CD-AB	0	0	1176	0.000	0	0.0	0.0	0.000	A
CD-A	550	137			550				

2040 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	525	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	729	100.000
D - Nursery Access		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	2	506	17
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	727	0	0	2
	D - Nursery Access	22	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					464	696
A-D					16	23
AB-CD	0.04	8.23	0.0	A	16	23
AB-C					464	696
D-ABC	0.06	8.65	0.1	A	21	32
C-D					2	3
C-A					667	1001
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					687	1031

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	592	0.000	0	0.0	0.0	0.000	A
B-A	0	0	357	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	381	95			381				
A-D	13	3			13				
AB-CD	13	3	522	0.025	13	0.0	0.0	7.067	A
AB-C	381	95			381				
D-ABC	17	4	513	0.034	17	0.0	0.0	7.258	A
C-D	2	0.38			2				
C-A	547	137			547				
C-B	0	0			0				
CD-AB	0	0	1136	0.000	0	0.0	0.0	0.000	A
CD-A	564	141			564				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	571	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	455	114			455				
A-D	15	4			15				
AB-CD	15	4	494	0.031	15	0.0	0.0	7.515	A
AB-C	455	114			455				
D-ABC	21	5	483	0.043	21	0.0	0.0	7.782	A
C-D	2	0.45			2				
C-A	654	163			654				
C-B	0	0			0				
CD-AB	0	0	1095	0.000	0	0.0	0.0	0.000	A
CD-A	673	168			673				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	557	139			557				
A-D	19	5			19				
AB-CD	19	5	456	0.041	19	0.0	0.0	8.232	A
AB-C	557	139			557				
D-ABC	25	6	441	0.057	25	0.0	0.1	8.650	A
C-D	2	0.55			2				
C-A	800	200			800				
C-B	0	0			0				
CD-AB	0	0	1040	0.000	0	0.0	0.0	0.000	A
CD-A	825	206			825				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	542	0.000	0	0.0	0.0	0.000	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	557	139			557				
A-D	19	5			19				
AB-CD	19	5	456	0.041	19	0.0	0.0	8.234	A
AB-C	557	139			557				
D-ABC	25	6	441	0.057	25	0.1	0.1	8.652	A
C-D	2	0.55			2				
C-A	800	200			800				
C-B	0	0			0				
CD-AB	0	0	1040	0.000	0	0.0	0.0	0.000	A
CD-A	825	206			825				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	571	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	455	114			455				
A-D	15	4			15				
AB-CD	15	4	494	0.031	15	0.0	0.0	7.516	A
AB-C	455	114			455				
D-ABC	21	5	483	0.043	21	0.1	0.0	7.786	A
C-D	2	0.45			2				
C-A	654	163			654				
C-B	0	0			0				
CD-AB	0	0	1095	0.000	0	0.0	0.0	0.000	A
CD-A	673	168			673				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	592	0.000	0	0.0	0.0	0.000	A
B-A	0	0	357	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	381	95			381				
A-D	13	3			13				
AB-CD	13	3	522	0.025	13	0.0	0.0	7.070	A
AB-C	381	95			381				
D-ABC	17	4	513	0.034	17	0.0	0.0	7.262	A
C-D	2	0.38			2				
C-A	547	137			547				
C-B	0	0			0				
CD-AB	0	0	1136	0.000	0	0.0	0.0	0.000	A
CD-A	564	141			564				

2040 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

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	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	449	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	787	100.000
D - Nursery Access		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	4	429	16
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	782	0	0	5
	D - Nursery Access	21	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					394	590
A-D					15	22
AB-CD	0.04	8.50	0.0	A	15	22
AB-C					394	590
D-ABC	0.08	10.58	0.1	B	26	39
C-D					5	7
C-A					718	1076
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					737	1105

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	609	0.000	0	0.0	0.0	0.000	A
B-A	0	0	367	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	323	81			323				
A-D	12	3			12				
AB-CD	12	3	512	0.024	12	0.0	0.0	7.196	A
AB-C	323	81			323				
D-ABC	21	5	459	0.046	21	0.0	0.0	8.219	A
C-D	4	0.94			4				
C-A	589	147			589				
C-B	0	0			0				
CD-AB	0	0	1168	0.000	0	0.0	0.0	0.000	A
CD-A	604	151			604				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	591	0.000	0	0.0	0.0	0.000	A
B-A	0	0	332	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	386	96			386				
A-D	14	4			14				
AB-CD	14	4	482	0.030	14	0.0	0.0	7.692	A
AB-C	386	96			386				
D-ABC	25	6	423	0.060	25	0.0	0.1	9.054	A
C-D	4	1			4				
C-A	703	176			703				
C-B	0	0			0				
CD-AB	0	0	1133	0.000	0	0.0	0.0	0.000	A
CD-A	722	180			722				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	567	0.000	0	0.0	0.0	0.000	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	472	118			472				
A-D	18	4			18				
AB-CD	18	4	441	0.040	18	0.0	0.0	8.495	A
AB-C	472	118			472				
D-ABC	31	8	371	0.083	31	0.1	0.1	10.571	B
C-D	6	1			6				
C-A	861	215			861				
C-B	0	0			0				
CD-AB	0	0	1086	0.000	0	0.0	0.0	0.000	A
CD-A	884	221			884				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	567	0.000	0	0.0	0.0	0.000	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	472	118			472				
A-D	18	4			18				
AB-CD	18	4	441	0.040	18	0.0	0.0	8.496	A
AB-C	472	118			472				
D-ABC	31	8	371	0.083	31	0.1	0.1	10.578	B
C-D	6	1			6				
C-A	861	215			861				
C-B	0	0			0				
CD-AB	0	0	1086	0.000	0	0.0	0.0	0.000	A
CD-A	884	221			884				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	591	0.000	0	0.0	0.0	0.000	A
B-A	0	0	332	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	386	96			386				
A-D	14	4			14				
AB-CD	14	4	482	0.030	14	0.0	0.0	7.695	A
AB-C	386	96			386				
D-ABC	25	6	423	0.060	25	0.1	0.1	9.063	A
C-D	4	1			4				
C-A	703	176			703				
C-B	0	0			0				
CD-AB	0	0	1133	0.000	0	0.0	0.0	0.000	A
CD-A	722	180			722				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	609	0.000	0	0.0	0.0	0.000	A
B-A	0	0	367	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	323	81			323				
A-D	12	3			12				
AB-CD	12	3	512	0.024	12	0.0	0.0	7.200	A
AB-C	323	81			323				
D-ABC	21	5	459	0.046	21	0.1	0.0	8.228	A
C-D	4	0.94			4				
C-A	589	147			589				
C-B	0	0			0				
CD-AB	0	0	1168	0.000	0	0.0	0.0	0.000	A
CD-A	605	151			605				

2030 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	477	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	599	100.000
D - Nursery Access		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	460	16
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	597	0	0	2
	D - Nursery Access	20	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					422	633
A-D					15	22
AB-CD	0.04	7.57	0.0	A	15	22
AB-C					422	633
D-ABC	0.05	7.88	0.1	A	19	29
C-D					2	3
C-A					548	822
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					566	849

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	383	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	87			346				
A-D	12	3			12				
AB-CD	12	3	548	0.022	12	0.0	0.0	6.718	A
AB-C	346	87			346				
D-ABC	16	4	539	0.029	16	0.0	0.0	6.881	A
C-D	2	0.38			2				
C-A	449	112			449				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	464	116			464				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	414	103			414				
A-D	14	4			14				
AB-CD	14	4	525	0.027	14	0.0	0.0	7.050	A
AB-C	414	103			414				
D-ABC	19	5	514	0.037	19	0.0	0.0	7.268	A
C-D	2	0.45			2				
C-A	537	134			537				
C-B	0	0			0				
CD-AB	0	0	1118	0.000	0	0.0	0.0	0.000	A
CD-A	555	139			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	506	127			506				
A-D	18	4			18				
AB-CD	18	4	493	0.036	18	0.0	0.0	7.566	A
AB-C	506	127			506				
D-ABC	23	6	480	0.048	23	0.0	0.1	7.881	A
C-D	2	0.55			2				
C-A	657	164			657				
C-B	0	0			0				
CD-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
CD-A	679	170			679				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	506	127			506				
A-D	18	4			18				
AB-CD	18	4	493	0.036	18	0.0	0.0	7.566	A
AB-C	506	127			506				
D-ABC	23	6	480	0.048	23	0.1	0.1	7.882	A
C-D	2	0.55			2				
C-A	657	164			657				
C-B	0	0			0				
CD-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
CD-A	679	170			679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	414	103			414				
A-D	14	4			14				
AB-CD	14	4	525	0.027	14	0.0	0.0	7.051	A
AB-C	414	103			414				
D-ABC	19	5	514	0.037	19	0.1	0.0	7.272	A
C-D	2	0.45			2				
C-A	537	134			537				
C-B	0	0			0				
CD-AB	0	0	1118	0.000	0	0.0	0.0	0.000	A
CD-A	555	139			555				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	383	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	87			346				
A-D	12	3			12				
AB-CD	12	3	548	0.022	12	0.0	0.0	6.718	A
AB-C	346	87			346				
D-ABC	16	4	539	0.029	16	0.0	0.0	6.885	A
C-D	2	0.38			2				
C-A	449	112			449				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	465	116			465				

2030 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

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	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	411	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	637	100.000
D - Nursery Access		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	395	15
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	633	0	0	4
	D - Nursery Access	19	0	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					362	544
A-D					14	21
AB-CD	0.03	7.70	0.0	A	14	21
AB-C					362	544
D-ABC	0.07	9.12	0.1	A	23	34
C-D					4	6
C-A					581	871
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					598	897

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	392	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.787	A
AB-C	297	74			297				
D-ABC	19	5	493	0.038	19	0.0	0.0	7.592	A
C-D	3	0.75			3				
C-A	477	119			477				
C-B	0	0			0				
CD-AB	0	0	1182	0.000	0	0.0	0.0	0.000	A
CD-A	491	123			491				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	600	0.000	0	0.0	0.0	0.000	A
B-A	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	355	89			355				
A-D	13	3			13				
AB-CD	13	3	517	0.026	13	0.0	0.0	7.142	A
AB-C	355	89			355				
D-ABC	22	6	464	0.048	22	0.0	0.1	8.158	A
C-D	4	0.90			4				
C-A	569	142			569				
C-B	0	0			0				
CD-AB	0	0	1151	0.000	0	0.0	0.0	0.000	A
CD-A	586	147			586				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	578	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	435	109			435				
A-D	17	4			17				
AB-CD	17	4	484	0.034	16	0.0	0.0	7.698	A
AB-C	435	109			435				
D-ABC	28	7	422	0.065	27	0.1	0.1	9.115	A
C-D	4	1			4				
C-A	697	174			697				
C-B	0	0			0				
CD-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
CD-A	718	179			718				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	578	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	435	109			435				
A-D	17	4			17				
AB-CD	17	4	484	0.034	17	0.0	0.0	7.698	A
AB-C	435	109			435				
D-ABC	28	7	422	0.065	28	0.1	0.1	9.116	A
C-D	4	1			4				
C-A	697	174			697				
C-B	0	0			0				
CD-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
CD-A	718	179			718				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	600	0.000	0	0.0	0.0	0.000	A
B-A	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	355	89			355				
A-D	13	3			13				
AB-CD	13	3	517	0.026	14	0.0	0.0	7.143	A
AB-C	355	89			355				
D-ABC	22	6	464	0.048	23	0.1	0.1	8.163	A
C-D	4	0.90			4				
C-A	569	142			569				
C-B	0	0			0				
CD-AB	0	0	1151	0.000	0	0.0	0.0	0.000	A
CD-A	586	147			586				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	392	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.790	A
AB-C	297	74			297				
D-ABC	19	5	493	0.038	19	0.1	0.0	7.599	A
C-D	3	0.75			3				
C-A	477	119			477				
C-B	0	0			0				
CD-AB	0	0	1182	0.000	0	0.0	0.0	0.000	A
CD-A	491	123			491				

2035 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

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	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	655	100.000
B - Jetparks1 access		ONE HOUR	✓	61	100.000
C - Thorley Lane (W)		ONE HOUR	✓	689	100.000
D - Nursery Access		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	149	489	17
	B - Jetparks1 access	59	0	2	0
	C - Thorley Lane (W)	682	5	0	2
	D - Nursery Access	21	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	8.02	0.0	A	2	3
B-A	0.23	16.34	0.3	C	54	81
A-B					137	205
A-C					449	673
A-D					16	23
AB-CD	0.04	8.02	0.0	A	16	23
AB-C					451	676
D-ABC	0.05	8.40	0.1	A	20	30
C-D					2	3
C-A					626	939
C-B					5	7
CD-AB	0.01	7.54	0.0	A	5	7
CD-A					645	968

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	513	0.003	1	0.0	0.0	7.031	A
B-A	44	11	383	0.116	44	0.0	0.1	10.591	B
A-B	112	28			112				
A-C	368	92			368				
A-D	13	3			13				
AB-CD	13	3	530	0.024	13	0.0	0.0	6.958	A
AB-C	370	92			370				
D-ABC	17	4	521	0.032	16	0.0	0.0	7.136	A
C-D	2	0.38			2				
C-A	513	128			513				
C-B	4	0.94			4				
CD-AB	4	0.94	542	0.007	4	0.0	0.0	6.682	A
CD-A	529	132			529				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	488	0.004	2	0.0	0.0	7.400	A
B-A	53	13	342	0.155	53	0.1	0.2	12.436	B
A-B	134	33			134				
A-C	440	110			440				
A-D	15	4			15				
AB-CD	15	4	504	0.030	15	0.0	0.0	7.369	A
AB-C	441	110			441				
D-ABC	20	5	493	0.040	20	0.0	0.0	7.613	A
C-D	2	0.45			2				
C-A	613	153			613				
C-B	4	1			4				
CD-AB	4	1	517	0.009	4	0.0	0.0	7.018	A
CD-A	632	158			632				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	451	0.005	2	0.0	0.0	8.017	A
B-A	65	16	285	0.228	65	0.2	0.3	16.284	C
A-B	164	41			164				
A-C	538	135			538				
A-D	19	5			19				
AB-CD	19	5	467	0.040	19	0.0	0.0	8.022	A
AB-C	541	135			541				
D-ABC	24	6	453	0.053	24	0.0	0.1	8.393	A
C-D	2	0.55			2				
C-A	751	188			751				
C-B	6	1			6				
CD-AB	6	1	483	0.011	5	0.0	0.0	7.544	A
CD-A	774	193			774				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	451	0.005	2	0.0	0.0	8.021	A
B-A	65	16	285	0.228	65	0.3	0.3	16.345	C
A-B	164	41			164				
A-C	538	135			538				
A-D	19	5			19				
AB-CD	19	5	467	0.040	19	0.0	0.0	8.022	A
AB-C	541	135			541				
D-ABC	24	6	453	0.053	24	0.1	0.1	8.395	A
C-D	2	0.55			2				
C-A	751	188			751				
C-B	6	1			6				
CD-AB	6	1	483	0.011	6	0.0	0.0	7.544	A
CD-A	774	194			774				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	488	0.004	2	0.0	0.0	7.404	A
B-A	53	13	342	0.155	53	0.3	0.2	12.490	B
A-B	134	33			134				
A-C	440	110			440				
A-D	15	4			15				
AB-CD	15	4	504	0.030	15	0.0	0.0	7.373	A
AB-C	441	110			441				
D-ABC	20	5	493	0.040	20	0.1	0.0	7.615	A
C-D	2	0.45			2				
C-A	613	153			613				
C-B	4	1			4				
CD-AB	4	1	517	0.009	5	0.0	0.0	7.019	A
CD-A	632	158			632				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	513	0.003	2	0.0	0.0	7.035	A
B-A	44	11	383	0.116	45	0.2	0.1	10.639	B
A-B	112	28			112				
A-C	368	92			368				
A-D	13	3			13				
AB-CD	13	3	530	0.024	13	0.0	0.0	6.962	A
AB-C	370	92			370				
D-ABC	17	4	521	0.032	17	0.0	0.0	7.140	A
C-D	2	0.38			2				
C-A	513	128			513				
C-B	4	0.94			4				
CD-AB	4	0.94	542	0.007	4	0.0	0.0	6.685	A
CD-A	529	132			529				

2035 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

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	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	494	100.000
B - Jetparks1 access		ONE HOUR	✓	128	100.000
C - Thorley Lane (W)		ONE HOUR	✓	719	100.000
D - Nursery Access		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	49	430	15
	B - Jetparks1 access	124	0	4	0
	C - Thorley Lane (W)	714	1	0	4
	D - Nursery Access	20	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.01	8.36	0.0	A	4	6
B-A	0.43	20.25	0.8	C	114	171
A-B					45	67
A-C					395	592
A-D					14	21
AB-CD	0.04	8.10	0.0	A	14	21
AB-C					398	597
D-ABC	0.08	10.01	0.1	B	25	37
C-D					4	6
C-A					655	983
C-B					0.92	1
CD-AB	0.00	6.80	0.0	A	0.92	1
CD-A					674	1010

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	515	0.006	3	0.0	0.0	7.029	A
B-A	93	23	403	0.232	92	0.0	0.3	11.535	B
A-B	37	9			37				
A-C	324	81			324				
A-D	11	3			11				
AB-CD	11	3	526	0.021	11	0.0	0.0	6.999	A
AB-C	327	82			327				
D-ABC	20	5	470	0.043	20	0.0	0.0	7.989	A
C-D	3	0.75			3				
C-A	538	134			538				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	575	0.001	0.75	0.0	0.0	6.268	A
CD-A	552	138			552				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	486	0.007	4	0.0	0.0	7.456	A
B-A	111	28	366	0.305	111	0.3	0.4	14.099	B
A-B	44	11			44				
A-C	387	97			387				
A-D	13	3			13				
AB-CD	13	3	498	0.027	13	0.0	0.0	7.425	A
AB-C	390	98			390				
D-ABC	24	6	437	0.056	24	0.0	0.1	8.720	A
C-D	4	0.90			4				
C-A	642	160			642				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	556	0.002	0.90	0.0	0.0	6.482	A
CD-A	660	165			660				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	436	0.010	4	0.0	0.0	8.341	A
B-A	137	34	314	0.435	135	0.4	0.7	19.988	C
A-B	54	13			54				
A-C	473	118			473				
A-D	17	4			17				
AB-CD	17	4	461	0.036	17	0.0	0.0	8.104	A
AB-C	478	119			478				
D-ABC	30	7	389	0.076	30	0.1	0.1	10.005	B
C-D	4	1			4				
C-A	786	197			786				
C-B	1	0.28			1				
CD-AB	1	0.28	530	0.002	1	0.0	0.0	6.803	A
CD-A	808	202			808				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	435	0.010	4	0.0	0.0	8.362	A
B-A	137	34	314	0.435	136	0.7	0.8	20.253	C
A-B	54	13			54				
A-C	473	118			473				
A-D	17	4			17				
AB-CD	17	4	461	0.036	17	0.0	0.0	8.104	A
AB-C	478	119			478				
D-ABC	30	7	389	0.076	30	0.1	0.1	10.009	B
C-D	4	1			4				
C-A	786	197			786				
C-B	1	0.28			1				
CD-AB	1	0.28	530	0.002	1	0.0	0.0	6.803	A
CD-A	808	202			808				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	485	0.007	4	0.0	0.0	7.474	A
B-A	111	28	366	0.305	113	0.8	0.4	14.293	B
A-B	44	11			44				
A-C	387	97			387				
A-D	13	3			13				
AB-CD	13	3	498	0.027	14	0.0	0.0	7.429	A
AB-C	390	98			390				
D-ABC	24	6	437	0.056	24	0.1	0.1	8.726	A
C-D	4	0.90			4				
C-A	642	160			642				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	556	0.002	0.90	0.0	0.0	6.485	A
CD-A	660	165			660				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	514	0.006	3	0.0	0.0	7.042	A
B-A	93	23	403	0.232	94	0.4	0.3	11.665	B
A-B	37	9			37				
A-C	324	81			324				
A-D	11	3			11				
AB-CD	11	3	526	0.021	11	0.0	0.0	7.000	A
AB-C	327	82			327				
D-ABC	20	5	470	0.043	20	0.1	0.0	8.002	A
C-D	3	0.75			3				
C-A	538	134			538				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	575	0.001	0.75	0.0	0.0	6.271	A
CD-A	553	138			553				

2040 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.51	A

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	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	677	100.000
B - Jetparks1 access		ONE HOUR	✓	61	100.000
C - Thorley Lane (W)		ONE HOUR	✓	755	100.000
D - Nursery Access		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	150	510	17
	B - Jetparks1 access	59	0	2	0
	C - Thorley Lane (W)	748	5	0	2
	D - Nursery Access	22	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	8.17	0.0	A	2	3
B-A	0.24	17.93	0.3	C	54	81
A-B					138	206
A-C					468	702
A-D					16	23
AB-CD	0.04	8.38	0.0	A	16	23
AB-C					470	705
D-ABC	0.06	8.82	0.1	A	21	32
C-D					2	3
C-A					686	1030
C-B					5	7
CD-AB	0.01	7.65	0.0	A	5	7
CD-A					707	1060

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	509	0.003	1	0.0	0.0	7.092	A
B-A	44	11	370	0.120	44	0.0	0.1	11.023	B
A-B	113	28			113				
A-C	384	96			384				
A-D	13	3			13				
AB-CD	13	3	517	0.025	13	0.0	0.0	7.136	A
AB-C	385	96			385				
D-ABC	17	4	508	0.034	17	0.0	0.0	7.336	A
C-D	2	0.38			2				
C-A	563	141			563				
C-B	4	0.94			4				
CD-AB	4	0.94	538	0.007	4	0.0	0.0	6.736	A
CD-A	580	145			580				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	483	0.004	2	0.0	0.0	7.486	A
B-A	53	13	326	0.163	53	0.1	0.2	13.158	B
A-B	135	34			135				
A-C	458	115			458				
A-D	15	4			15				
AB-CD	15	4	488	0.031	15	0.0	0.0	7.612	A
AB-C	460	115			460				
D-ABC	21	5	477	0.043	21	0.0	0.0	7.891	A
C-D	2	0.45			2				
C-A	672	168			672				
C-B	4	1			4				
CD-AB	4	1	512	0.009	4	0.0	0.0	7.090	A
CD-A	692	173			692				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	443	0.005	2	0.0	0.0	8.161	A
B-A	65	16	266	0.245	64	0.2	0.3	17.846	C
A-B	165	41			165				
A-C	562	140			562				
A-D	19	5			19				
AB-CD	19	5	448	0.042	19	0.0	0.0	8.375	A
AB-C	564	141			564				
D-ABC	25	6	433	0.058	25	0.0	0.1	8.818	A
C-D	2	0.55			2				
C-A	824	206			824				
C-B	6	1			6				
CD-AB	6	1	476	0.012	5	0.0	0.0	7.646	A
CD-A	848	212			848				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	443	0.005	2	0.0	0.0	8.166	A
B-A	65	16	266	0.245	65	0.3	0.3	17.931	C
A-B	165	41			165				
A-C	562	140			562				
A-D	19	5			19				
AB-CD	19	5	448	0.042	19	0.0	0.0	8.377	A
AB-C	564	141			564				
D-ABC	25	6	433	0.058	25	0.1	0.1	8.819	A
C-D	2	0.55			2				
C-A	824	206			824				
C-B	6	1			6				
CD-AB	6	1	476	0.012	6	0.0	0.0	7.646	A
CD-A	848	212			848				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	482	0.004	2	0.0	0.0	7.491	A
B-A	53	13	326	0.163	54	0.3	0.2	13.229	B
A-B	135	34			135				
A-C	458	115			458				
A-D	15	4			15				
AB-CD	15	4	488	0.031	15	0.0	0.0	7.616	A
AB-C	460	115			460				
D-ABC	21	5	477	0.043	21	0.1	0.0	7.894	A
C-D	2	0.45			2				
C-A	672	168			672				
C-B	4	1			4				
CD-AB	4	1	512	0.009	5	0.0	0.0	7.090	A
CD-A	692	173			692				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	509	0.003	2	0.0	0.0	7.097	A
B-A	44	11	370	0.120	45	0.2	0.1	11.075	B
A-B	113	28			113				
A-C	384	96			384				
A-D	13	3			13				
AB-CD	13	3	517	0.025	13	0.0	0.0	7.142	A
AB-C	385	96			385				
D-ABC	17	4	508	0.034	17	0.0	0.0	7.343	A
C-D	2	0.38			2				
C-A	563	141			563				
C-B	4	0.94			4				
CD-AB	4	0.94	538	0.007	4	0.0	0.0	6.739	A
CD-A	580	145			580				

2040 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

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	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	514	100.000
B - Jetparks1 access		ONE HOUR	✓	128	100.000
C - Thorley Lane (W)		ONE HOUR	✓	791	100.000
D - Nursery Access		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	50	448	16
	B - Jetparks1 access	124	0	4	0
	C - Thorley Lane (W)	785	1	0	5
	D - Nursery Access	21	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.01	8.63	0.0	A	4	6
B-A	0.46	22.76	0.8	C	114	171
A-B					46	69
A-C					411	617
A-D					15	22
AB-CD	0.04	8.52	0.0	A	15	22
AB-C					415	622
D-ABC	0.08	10.69	0.1	B	26	39
C-D					5	7
C-A					720	1080
C-B					0.92	1
CD-AB	0.00	6.88	0.0	A	0.92	1
CD-A					740	1109

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	510	0.006	3	0.0	0.0	7.094	A
B-A	93	23	390	0.240	92	0.0	0.3	12.051	B
A-B	38	9			38				
A-C	337	84			337				
A-D	12	3			12				
AB-CD	12	3	511	0.024	12	0.0	0.0	7.208	A
AB-C	340	85			340				
D-ABC	21	5	457	0.046	21	0.0	0.0	8.257	A
C-D	4	0.94			4				
C-A	591	148			591				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	571	0.001	0.75	0.0	0.0	6.312	A
CD-A	607	152			607				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	480	0.008	4	0.0	0.0	7.560	A
B-A	111	28	350	0.319	111	0.3	0.5	15.037	C
A-B	45	11			45				
A-C	403	101			403				
A-D	14	4			14				
AB-CD	14	4	481	0.030	14	0.0	0.0	7.707	A
AB-C	406	102			406				
D-ABC	25	6	420	0.060	25	0.0	0.1	9.114	A
C-D	4	1			4				
C-A	706	176			706				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	551	0.002	0.90	0.0	0.0	6.537	A
CD-A	725	181			725				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	423	0.010	4	0.0	0.0	8.600	A
B-A	137	34	294	0.464	135	0.5	0.8	22.374	C
A-B	55	14			55				
A-C	493	123			493				
A-D	18	4			18				
AB-CD	18	4	440	0.040	18	0.0	0.0	8.517	A
AB-C	498	124			498				
D-ABC	31	8	368	0.084	31	0.1	0.1	10.682	B
C-D	6	1			6				
C-A	864	216			864				
C-B	1	0.28			1				
CD-AB	1	0.28	524	0.002	1	0.0	0.0	6.877	A
CD-A	887	222			887				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	421	0.010	4	0.0	0.0	8.632	A
B-A	137	34	294	0.464	136	0.8	0.8	22.758	C
A-B	55	14			55				
A-C	493	123			493				
A-D	18	4			18				
AB-CD	18	4	440	0.040	18	0.0	0.0	8.519	A
AB-C	498	124			498				
D-ABC	31	8	368	0.084	31	0.1	0.1	10.688	B
C-D	6	1			6				
C-A	864	216			864				
C-B	1	0.28			1				
CD-AB	1	0.28	524	0.002	1	0.0	0.0	6.877	A
CD-A	887	222			887				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	478	0.008	4	0.0	0.0	7.583	A
B-A	111	28	350	0.319	113	0.8	0.5	15.299	C
A-B	45	11			45				
A-C	403	101			403				
A-D	14	4			14				
AB-CD	14	4	481	0.030	14	0.0	0.0	7.708	A
AB-C	406	102			406				
D-ABC	25	6	420	0.060	25	0.1	0.1	9.121	A
C-D	4	1			4				
C-A	706	176			706				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	551	0.002	0.90	0.0	0.0	6.540	A
CD-A	725	181			725				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	510	0.006	3	0.0	0.0	7.108	A
B-A	93	23	390	0.240	94	0.5	0.3	12.202	B
A-B	38	9			38				
A-C	337	84			337				
A-D	12	3			12				
AB-CD	12	3	511	0.024	12	0.0	0.0	7.211	A
AB-C	340	85			340				
D-ABC	21	5	457	0.046	21	0.1	0.0	8.266	A
C-D	4	0.94			4				
C-A	591	148			591				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	571	0.001	0.75	0.0	0.0	6.314	A
CD-A	607	152			607				

2030 Baseline + Dev (-10%), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

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	2030 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	477	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	598	100.000
D - Nursery Access		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	460	16
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	596	0	0	2
	D - Nursery Access	20	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					422	633
A-D					15	22
AB-CD	0.04	7.56	0.0	A	15	22
AB-C					422	633
D-ABC	0.05	7.88	0.1	A	19	29
C-D					2	3
C-A					547	820
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					565	848

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	383	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	87			346				
A-D	12	3			12				
AB-CD	12	3	548	0.022	12	0.0	0.0	6.715	A
AB-C	346	87			346				
D-ABC	16	4	539	0.029	16	0.0	0.0	6.879	A
C-D	2	0.38			2				
C-A	449	112			449				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	464	116			464				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	414	103			414				
A-D	14	4			14				
AB-CD	14	4	525	0.027	14	0.0	0.0	7.047	A
AB-C	414	103			414				
D-ABC	19	5	514	0.037	19	0.0	0.0	7.264	A
C-D	2	0.45			2				
C-A	536	134			536				
C-B	0	0			0				
CD-AB	0	0	1118	0.000	0	0.0	0.0	0.000	A
CD-A	554	138			554				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	506	127			506				
A-D	18	4			18				
AB-CD	18	4	494	0.036	18	0.0	0.0	7.562	A
AB-C	506	127			506				
D-ABC	23	6	480	0.048	23	0.0	0.1	7.876	A
C-D	2	0.55			2				
C-A	656	164			656				
C-B	0	0			0				
CD-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
CD-A	678	170			678				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	557	0.000	0	0.0	0.0	0.000	A
B-A	0	0	305	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	506	127			506				
A-D	18	4			18				
AB-CD	18	4	494	0.036	18	0.0	0.0	7.562	A
AB-C	506	127			506				
D-ABC	23	6	480	0.048	23	0.1	0.1	7.877	A
C-D	2	0.55			2				
C-A	656	164			656				
C-B	0	0			0				
CD-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
CD-A	678	170			678				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	583	0.000	0	0.0	0.0	0.000	A
B-A	0	0	350	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	414	103			414				
A-D	14	4			14				
AB-CD	14	4	525	0.027	14	0.0	0.0	7.048	A
AB-C	414	103			414				
D-ABC	19	5	514	0.037	19	0.1	0.0	7.266	A
C-D	2	0.45			2				
C-A	536	134			536				
C-B	0	0			0				
CD-AB	0	0	1118	0.000	0	0.0	0.0	0.000	A
CD-A	554	138			554				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	602	0.000	0	0.0	0.0	0.000	A
B-A	0	0	383	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	346	87			346				
A-D	12	3			12				
AB-CD	12	3	548	0.022	12	0.0	0.0	6.716	A
AB-C	346	87			346				
D-ABC	16	4	539	0.029	16	0.0	0.0	6.882	A
C-D	2	0.38			2				
C-A	449	112			449				
C-B	0	0			0				
CD-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
CD-A	464	116			464				

2030 Baseline + Dev (-10%), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

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	2030 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	410	100.000
B - Jetparks1 access		ONE HOUR	✓	0	100.000
C - Thorley Lane (W)		ONE HOUR	✓	637	100.000
D - Nursery Access		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	1	394	15
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	633	0	0	4
	D - Nursery Access	19	0	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					362	542
A-D					14	21
AB-CD	0.03	7.70	0.0	A	14	21
AB-C					362	542
D-ABC	0.07	9.11	0.1	A	23	34
C-D					4	6
C-A					581	871
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					598	897

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	393	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.787	A
AB-C	297	74			297				
D-ABC	19	5	493	0.038	19	0.0	0.0	7.591	A
C-D	3	0.75			3				
C-A	477	119			477				
C-B	0	0			0				
CD-AB	0	0	1183	0.000	0	0.0	0.0	0.000	A
CD-A	491	123			491				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	601	0.000	0	0.0	0.0	0.000	A
B-A	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	354	89			354				
A-D	13	3			13				
AB-CD	13	3	517	0.026	13	0.0	0.0	7.142	A
AB-C	354	89			354				
D-ABC	22	6	464	0.048	22	0.0	0.1	8.157	A
C-D	4	0.90			4				
C-A	569	142			569				
C-B	0	0			0				
CD-AB	0	0	1152	0.000	0	0.0	0.0	0.000	A
CD-A	586	147			586				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	578	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	434	108			434				
A-D	17	4			17				
AB-CD	17	4	484	0.034	16	0.0	0.0	7.698	A
AB-C	434	108			434				
D-ABC	28	7	422	0.065	27	0.1	0.1	9.113	A
C-D	4	1			4				
C-A	697	174			697				
C-B	0	0			0				
CD-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
CD-A	718	179			718				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	578	0.000	0	0.0	0.0	0.000	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	434	108			434				
A-D	17	4			17				
AB-CD	17	4	484	0.034	17	0.0	0.0	7.698	A
AB-C	434	108			434				
D-ABC	28	7	422	0.065	28	0.1	0.1	9.114	A
C-D	4	1			4				
C-A	697	174			697				
C-B	0	0			0				
CD-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
CD-A	718	179			718				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	601	0.000	0	0.0	0.0	0.000	A
B-A	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	354	89			354				
A-D	13	3			13				
AB-CD	13	3	517	0.026	14	0.0	0.0	7.146	A
AB-C	354	89			354				
D-ABC	22	6	464	0.048	23	0.1	0.1	8.163	A
C-D	4	0.90			4				
C-A	569	142			569				
C-B	0	0			0				
CD-AB	0	0	1152	0.000	0	0.0	0.0	0.000	A
CD-A	586	147			586				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	393	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	297	74			297				
A-D	11	3			11				
AB-CD	11	3	542	0.021	11	0.0	0.0	6.788	A
AB-C	297	74			297				
D-ABC	19	5	493	0.038	19	0.1	0.0	7.598	A
C-D	3	0.75			3				
C-A	477	119			477				
C-B	0	0			0				
CD-AB	0	0	1183	0.000	0	0.0	0.0	0.000	A
CD-A	491	123			491				

2035 Baseline + Dev (-10%), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

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	2035 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	641	100.000
B - Jetparks1 access		ONE HOUR	✓	55	100.000
C - Thorley Lane (W)		ONE HOUR	✓	686	100.000
D - Nursery Access		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	135	489	17
	B - Jetparks1 access	53	0	2	0
	C - Thorley Lane (W)	680	4	0	2
	D - Nursery Access	21	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	7.93	0.0	A	2	3
B-A	0.20	15.70	0.3	C	49	73
A-B					124	186
A-C					449	673
A-D					16	23
AB-CD	0.04	8.01	0.0	A	16	23
AB-C					451	676
D-ABC	0.05	8.38	0.1	A	20	30
C-D					2	3
C-A					624	936
C-B					4	6
CD-AB	0.01	7.46	0.0	A	4	6
CD-A					643	965

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	516	0.003	1	0.0	0.0	6.992	A
B-A	40	10	385	0.104	39	0.0	0.1	10.408	B
A-B	102	25			102				
A-C	368	92			368				
A-D	13	3			13				
AB-CD	13	3	531	0.024	13	0.0	0.0	6.950	A
AB-C	370	92			370				
D-ABC	17	4	521	0.032	16	0.0	0.0	7.128	A
C-D	2	0.38			2				
C-A	512	128			512				
C-B	3	0.75			3				
CD-AB	3	0.75	545	0.006	3	0.0	0.0	6.639	A
CD-A	528	132			528				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	492	0.004	2	0.0	0.0	7.345	A
B-A	48	12	344	0.138	47	0.1	0.2	12.131	B
A-B	121	30			121				
A-C	440	110			440				
A-D	15	4			15				
AB-CD	15	4	504	0.030	15	0.0	0.0	7.359	A
AB-C	441	110			441				
D-ABC	20	5	493	0.040	20	0.0	0.0	7.602	A
C-D	2	0.45			2				
C-A	611	153			611				
C-B	4	0.90			4				
CD-AB	4	0.90	521	0.007	4	0.0	0.0	6.962	A
CD-A	630	158			630				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	456	0.005	2	0.0	0.0	7.927	A
B-A	58	15	288	0.203	58	0.2	0.2	15.655	C
A-B	149	37			149				
A-C	538	135			538				
A-D	19	5			19				
AB-CD	19	5	468	0.040	19	0.0	0.0	8.006	A
AB-C	541	135			541				
D-ABC	24	6	454	0.053	24	0.0	0.1	8.376	A
C-D	2	0.55			2				
C-A	749	187			749				
C-B	4	1			4				
CD-AB	4	1	487	0.009	4	0.0	0.0	7.464	A
CD-A	772	193			772				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	456	0.005	2	0.0	0.0	7.930	A
B-A	58	15	288	0.203	58	0.2	0.3	15.703	C
A-B	149	37			149				
A-C	538	135			538				
A-D	19	5			19				
AB-CD	19	5	468	0.040	19	0.0	0.0	8.006	A
AB-C	541	135			541				
D-ABC	24	6	454	0.053	24	0.1	0.1	8.378	A
C-D	2	0.55			2				
C-A	749	187			749				
C-B	4	1			4				
CD-AB	4	1	487	0.009	4	0.0	0.0	7.464	A
CD-A	772	193			772				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	492	0.004	2	0.0	0.0	7.349	A
B-A	48	12	344	0.139	48	0.3	0.2	12.177	B
A-B	121	30			121				
A-C	440	110			440				
A-D	15	4			15				
AB-CD	15	4	504	0.030	15	0.0	0.0	7.363	A
AB-C	441	110			441				
D-ABC	20	5	493	0.040	20	0.1	0.0	7.607	A
C-D	2	0.45			2				
C-A	611	153			611				
C-B	4	0.90			4				
CD-AB	4	0.90	521	0.007	4	0.0	0.0	6.965	A
CD-A	630	158			630				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	516	0.003	2	0.0	0.0	6.998	A
B-A	40	10	385	0.104	40	0.2	0.1	10.446	B
A-B	102	25			102				
A-C	368	92			368				
A-D	13	3			13				
AB-CD	13	3	531	0.024	13	0.0	0.0	6.954	A
AB-C	370	92			370				
D-ABC	17	4	521	0.032	17	0.0	0.0	7.134	A
C-D	2	0.38			2				
C-A	512	128			512				
C-B	3	0.75			3				
CD-AB	3	0.75	545	0.006	3	0.0	0.0	6.639	A
CD-A	528	132			528				

2035 Baseline + Dev (-10%), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

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	2035 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	487	100.000
B - Jetparks1 access		ONE HOUR	✓	116	100.000
C - Thorley Lane (W)		ONE HOUR	✓	718	100.000
D - Nursery Access		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	44	428	15
	B - Jetparks1 access	112	0	4	0
	C - Thorley Lane (W)	713	1	0	4
	D - Nursery Access	20	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.01	8.12	0.0	A	4	6
B-A	0.39	18.72	0.6	C	103	154
A-B					40	61
A-C					393	589
A-D					14	21
AB-CD	0.04	8.10	0.0	A	14	21
AB-C					396	595
D-ABC	0.08	10.00	0.1	A	25	37
C-D					4	6
C-A					654	981
C-B					0.92	1
CD-AB	0.00	6.78	0.0	A	0.92	1
CD-A					673	1009

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	520	0.006	3	0.0	0.0	6.968	A
B-A	84	21	404	0.209	83	0.0	0.3	11.191	B
A-B	33	8			33				
A-C	322	81			322				
A-D	11	3			11				
AB-CD	11	3	526	0.021	11	0.0	0.0	6.997	A
AB-C	325	81			325				
D-ABC	20	5	471	0.043	20	0.0	0.0	7.984	A
C-D	3	0.75			3				
C-A	537	134			537				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	576	0.001	0.75	0.0	0.0	6.254	A
CD-A	552	138			552				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	493	0.007	4	0.0	0.0	7.356	A
B-A	101	25	367	0.275	100	0.3	0.4	13.482	B
A-B	40	10			40				
A-C	385	96			385				
A-D	13	3			13				
AB-CD	13	3	498	0.027	13	0.0	0.0	7.421	A
AB-C	388	97			388				
D-ABC	24	6	437	0.056	24	0.0	0.1	8.712	A
C-D	4	0.90			4				
C-A	641	160			641				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	558	0.002	0.90	0.0	0.0	6.463	A
CD-A	659	165			659				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	448	0.010	4	0.0	0.0	8.108	A
B-A	123	31	315	0.391	122	0.4	0.6	18.543	C
A-B	48	12			48				
A-C	471	118			471				
A-D	17	4			17				
AB-CD	17	4	461	0.036	17	0.0	0.0	8.099	A
AB-C	476	119			476				
D-ABC	30	7	390	0.076	30	0.1	0.1	9.991	A
C-D	4	1			4				
C-A	785	196			785				
C-B	1	0.28			1				
CD-AB	1	0.28	532	0.002	1	0.0	0.0	6.777	A
CD-A	807	202			807				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	448	0.010	4	0.0	0.0	8.122	A
B-A	123	31	315	0.391	123	0.6	0.6	18.718	C
A-B	48	12			48				
A-C	471	118			471				
A-D	17	4			17				
AB-CD	17	4	461	0.036	17	0.0	0.0	8.099	A
AB-C	476	119			476				
D-ABC	30	7	390	0.076	30	0.1	0.1	9.995	A
C-D	4	1			4				
C-A	785	196			785				
C-B	1	0.28			1				
CD-AB	1	0.28	532	0.002	1	0.0	0.0	6.777	A
CD-A	807	202			807				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	492	0.007	4	0.0	0.0	7.370	A
B-A	101	25	367	0.275	102	0.6	0.4	13.630	B
A-B	40	10			40				
A-C	385	96			385				
A-D	13	3			13				
AB-CD	13	3	498	0.027	14	0.0	0.0	7.425	A
AB-C	388	97			388				
D-ABC	24	6	437	0.056	24	0.1	0.1	8.720	A
C-D	4	0.90			4				
C-A	641	160			641				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	558	0.002	0.90	0.0	0.0	6.463	A
CD-A	659	165			659				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	519	0.006	3	0.0	0.0	6.976	A
B-A	84	21	404	0.209	85	0.4	0.3	11.298	B
A-B	33	8			33				
A-C	322	81			322				
A-D	11	3			11				
AB-CD	11	3	526	0.021	11	0.0	0.0	7.000	A
AB-C	325	81			325				
D-ABC	20	5	471	0.043	20	0.1	0.0	7.996	A
C-D	3	0.75			3				
C-A	537	134			537				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	576	0.001	0.75	0.0	0.0	6.256	A
CD-A	552	138			552				

2040 Baseline + Dev (-10%), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	A

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
D19	2040 Baseline + Dev (-10%)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	662	100.000
B - Jetparks1 access		ONE HOUR	✓	55	100.000
C - Thorley Lane (W)		ONE HOUR	✓	752	100.000
D - Nursery Access		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	135	510	17
	B - Jetparks1 access	53	0	2	0
	C - Thorley Lane (W)	746	4	0	2
	D - Nursery Access	22	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	1	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	2	0	0	25
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	8.06	0.0	A	2	3
B-A	0.22	17.15	0.3	C	49	73
A-B					124	186
A-C					468	702
A-D					16	23
AB-CD	0.04	8.36	0.0	A	16	23
AB-C					470	705
D-ABC	0.06	8.80	0.1	A	21	32
C-D					2	3
C-A					685	1027
C-B					4	6
CD-AB	0.01	7.56	0.0	A	4	6
CD-A					705	1057

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	512	0.003	1	0.0	0.0	7.051	A
B-A	40	10	372	0.107	39	0.0	0.1	10.821	B
A-B	102	25			102				
A-C	384	96			384				
A-D	13	3			13				
AB-CD	13	3	518	0.025	13	0.0	0.0	7.128	A
AB-C	385	96			385				
D-ABC	17	4	508	0.034	17	0.0	0.0	7.327	A
C-D	2	0.38			2				
C-A	562	140			562				
C-B	3	0.75			3				
CD-AB	3	0.75	541	0.006	3	0.0	0.0	6.690	A
CD-A	578	145			578				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	486	0.004	2	0.0	0.0	7.427	A
B-A	48	12	328	0.145	47	0.1	0.2	12.812	B
A-B	121	30			121				
A-C	458	115			458				
A-D	15	4			15				
AB-CD	15	4	489	0.031	15	0.0	0.0	7.601	A
AB-C	460	115			460				
D-ABC	21	5	478	0.043	21	0.0	0.0	7.878	A
C-D	2	0.45			2				
C-A	671	168			671				
C-B	4	0.90			4				
CD-AB	4	0.90	516	0.007	4	0.0	0.0	7.029	A
CD-A	690	173			690				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	449	0.005	2	0.0	0.0	8.060	A
B-A	58	15	268	0.218	58	0.2	0.3	17.085	C
A-B	149	37			149				
A-C	562	140			562				
A-D	19	5			19				
AB-CD	19	5	449	0.042	19	0.0	0.0	8.359	A
AB-C	564	141			564				
D-ABC	25	6	434	0.058	25	0.0	0.1	8.798	A
C-D	2	0.55			2				
C-A	821	205			821				
C-B	4	1			4				
CD-AB	4	1	481	0.009	4	0.0	0.0	7.559	A
CD-A	846	211			846				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.55	449	0.005	2	0.0	0.0	8.064	A
B-A	58	15	268	0.218	58	0.3	0.3	17.151	C
A-B	149	37			149				
A-C	562	140			562				
A-D	19	5			19				
AB-CD	19	5	449	0.042	19	0.0	0.0	8.360	A
AB-C	564	141			564				
D-ABC	25	6	434	0.058	25	0.1	0.1	8.800	A
C-D	2	0.55			2				
C-A	821	205			821				
C-B	4	1			4				
CD-AB	4	1	481	0.009	4	0.0	0.0	7.559	A
CD-A	846	211			846				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.45	486	0.004	2	0.0	0.0	7.432	A
B-A	48	12	328	0.145	48	0.3	0.2	12.870	B
A-B	121	30			121				
A-C	458	115			458				
A-D	15	4			15				
AB-CD	15	4	489	0.031	15	0.0	0.0	7.605	A
AB-C	460	115			460				
D-ABC	21	5	478	0.043	21	0.1	0.0	7.880	A
C-D	2	0.45			2				
C-A	671	168			671				
C-B	4	0.90			4				
CD-AB	4	0.90	516	0.007	4	0.0	0.0	7.029	A
CD-A	690	173			690				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	2	0.38	512	0.003	2	0.0	0.0	7.057	A
B-A	40	10	372	0.107	40	0.2	0.1	10.865	B
A-B	102	25			102				
A-C	384	96			384				
A-D	13	3			13				
AB-CD	13	3	518	0.025	13	0.0	0.0	7.131	A
AB-C	385	96			385				
D-ABC	17	4	508	0.034	17	0.0	0.0	7.332	A
C-D	2	0.38			2				
C-A	562	140			562				
C-B	3	0.75			3				
CD-AB	3	0.75	541	0.006	3	0.0	0.0	6.690	A
CD-A	578	145			578				

2040 Baseline + Dev (-10%), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Thorley Lane / Jetparks 1	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

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
D20	2040 Baseline + Dev (-10%)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Thorley Lane (E)		ONE HOUR	✓	508	100.000
B - Jetparks1 access		ONE HOUR	✓	116	100.000
C - Thorley Lane (W)		ONE HOUR	✓	791	100.000
D - Nursery Access		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	46	446	16
	B - Jetparks1 access	112	0	4	0
	C - Thorley Lane (W)	785	1	0	5
	D - Nursery Access	21	0	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Thorley Lane (E)	B - Jetparks1 access	C - Thorley Lane (W)	D - Nursery Access
From	A - Thorley Lane (E)	0	0	0	0
	B - Jetparks1 access	0	0	0	0
	C - Thorley Lane (W)	1	0	0	0
	D - Nursery Access	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.01	8.34	0.0	A	4	6
B-A	0.42	20.89	0.7	C	103	154
A-B					42	63
A-C					409	614
A-D					15	22
AB-CD	0.04	8.52	0.0	A	15	22
AB-C					413	619
D-ABC	0.08	10.68	0.1	B	26	39
C-D					5	7
C-A					720	1080
C-B					0.92	1
CD-AB	0.00	6.85	0.0	A	0.92	1
CD-A					740	1109

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	515	0.006	3	0.0	0.0	7.030	A
B-A	84	21	390	0.216	83	0.0	0.3	11.684	B
A-B	35	9			35				
A-C	336	84			336				
A-D	12	3			12				
AB-CD	12	3	511	0.024	12	0.0	0.0	7.208	A
AB-C	339	85			339				
D-ABC	21	5	457	0.046	21	0.0	0.0	8.255	A
C-D	4	0.94			4				
C-A	591	148			591				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	572	0.001	0.75	0.0	0.0	6.299	A
CD-A	607	152			607				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	487	0.007	4	0.0	0.0	7.453	A
B-A	101	25	350	0.287	100	0.3	0.4	14.354	B
A-B	41	10			41				
A-C	401	100			401				
A-D	14	4			14				
AB-CD	14	4	481	0.030	14	0.0	0.0	7.707	A
AB-C	405	101			405				
D-ABC	25	6	420	0.060	25	0.0	0.1	9.110	A
C-D	4	1			4				
C-A	706	176			706				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	553	0.002	0.90	0.0	0.0	6.521	A
CD-A	725	181			725				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	437	0.010	4	0.0	0.0	8.320	A
B-A	123	31	295	0.417	122	0.4	0.7	20.623	C
A-B	51	13			51				
A-C	491	123			491				
A-D	18	4			18				
AB-CD	18	4	440	0.040	18	0.0	0.0	8.517	A
AB-C	495	124			495				
D-ABC	31	8	368	0.084	31	0.1	0.1	10.675	B
C-D	6	1			6				
C-A	864	216			864				
C-B	1	0.28			1				
CD-AB	1	0.28	526	0.002	1	0.0	0.0	6.855	A
CD-A	887	222			887				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	1	436	0.010	4	0.0	0.0	8.340	A
B-A	123	31	295	0.417	123	0.7	0.7	20.891	C
A-B	51	13			51				
A-C	491	123			491				
A-D	18	4			18				
AB-CD	18	4	440	0.040	18	0.0	0.0	8.519	A
AB-C	495	124			495				
D-ABC	31	8	368	0.084	31	0.1	0.1	10.682	B
C-D	6	1			6				
C-A	864	216			864				
C-B	1	0.28			1				
CD-AB	1	0.28	526	0.002	1	0.0	0.0	6.855	A
CD-A	887	222			887				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.90	486	0.007	4	0.0	0.0	7.467	A
B-A	101	25	350	0.287	102	0.7	0.4	14.547	B
A-B	41	10			41				
A-C	401	100			401				
A-D	14	4			14				
AB-CD	14	4	481	0.030	14	0.0	0.0	7.708	A
AB-C	405	101			405				
D-ABC	25	6	420	0.060	25	0.1	0.1	9.117	A
C-D	4	1			4				
C-A	706	176			706				
C-B	0.90	0.22			0.90				
CD-AB	0.90	0.22	553	0.002	0.90	0.0	0.0	6.523	A
CD-A	725	181			725				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	3	0.75	514	0.006	3	0.0	0.0	7.042	A
B-A	84	21	390	0.216	85	0.4	0.3	11.808	B
A-B	35	9			35				
A-C	336	84			336				
A-D	12	3			12				
AB-CD	12	3	511	0.024	12	0.0	0.0	7.211	A
AB-C	339	85			339				
D-ABC	21	5	457	0.046	21	0.1	0.0	8.266	A
C-D	4	0.94			4				
C-A	591	148			591				
C-B	0.75	0.19			0.75				
CD-AB	0.75	0.19	572	0.001	0.75	0.0	0.0	6.299	A
CD-A	607	152			607				

Basic Results Summary

User and Project Details

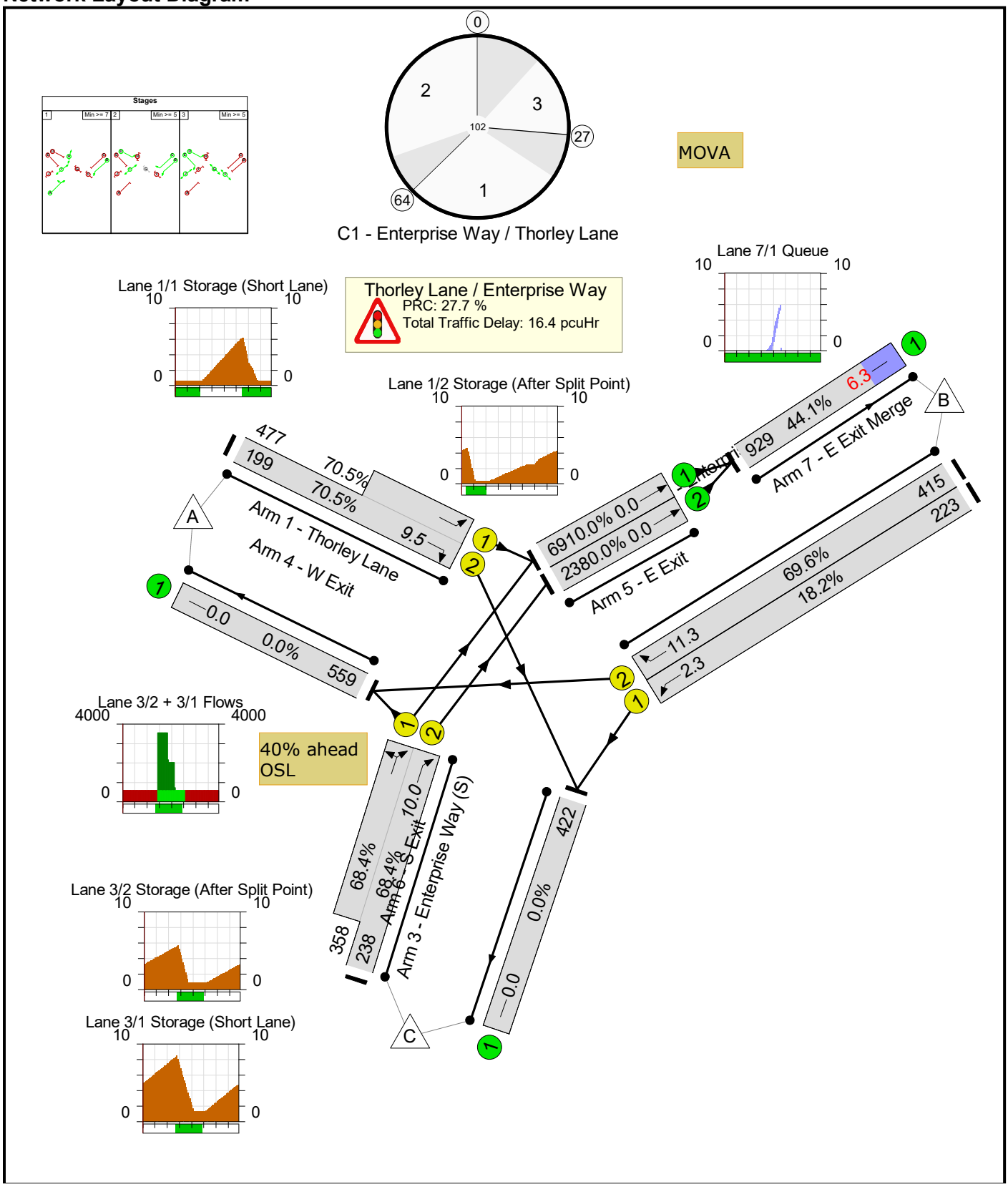
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Title:	**J2 Thorley Lane / Enterprise Way**
Location:	
Additional detail:	Existing
File name:	J2 Thorley Lane_Enterprise Way.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2026 AM Observed	AM	08:00 - 09:00	102	27.7	16.37
2	2	2026 PM Observed	PM	17:00 - 18:00	100	30.6	16.61
3	3	2030 AM Baseline	AM	08:00 - 09:00	102	26.1	17.20
4	4	2030 PM Baseline	PM	17:00 - 18:00	100	44.9	15.39
5	5	2035 AM Baseline	AM	08:00 - 09:00	102	18.5	19.55
6	6	2035 PM Baseline	PM	17:00 - 18:00	100	33.7	17.22
7	7	2040 AM Baseline	AM	08:00 - 09:00	102	11.1	21.83
8	8	2040 PM Baseline	PM	17:00 - 18:00	100	26.7	19.22
9	9	2030 AM Baseline + Dev	AM	08:00 - 09:00	102	15.4	20.53
10	10	2030 PM Baseline + Dev	PM	17:00 - 18:00	100	32.7	16.54
11	11	2035 AM Baseline + Dev	AM	08:00 - 09:00	102	-18.9	126.98
12	12	2035 PM Baseline + Dev	PM	17:00 - 18:00	100	-6.0	37.21
13	13	2040 AM Baseline + Dev	AM	08:00 - 09:00	102	-24.1	176.02
14	14	2040 PM Baseline + Dev	PM	17:00 - 18:00	100	-11.2	54.01
15	15	2030 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	102	15.6	20.22
16	16	2030 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	100	35.1	16.67
17	17	2035 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	102	-16.2	96.60
18	18	2035 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	100	-3.2	32.19
19	19	2040 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	102	-20.3	141.31
20	20	2040 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	100	-7.0	41.70

Scenario 1: '1' (FG1: '2026 AM Observed', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**70.5%**	**0**	**0**	**0**	**16.4**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**70.5%**	**0**	**0**	**0**	**16.4**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	22:58	-	-	676	2040:1903	282+677	70.5 : 70.5%	-	-	-	4.7	24.8	9.5
2/1	Enterprise Way (E) Ahead	U	B		1	69	-	-	223	1782	1223	18.2%	-	-	-	0.5	7.5	2.3
2/2	Enterprise Way (E) Right	U	C		1	33	-	-	415	1790	597	69.6%	-	-	-	4.5	39.3	11.3
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	29	-	-	596	1782:1782	348+524	68.4 : 68.4%	-	-	-	6.2	37.3	10.0
7/1	E Exit Merge	U	-		-	-	-	-	929	2105	2105	44.1%	-	-	-	0.5	2.1	6.3

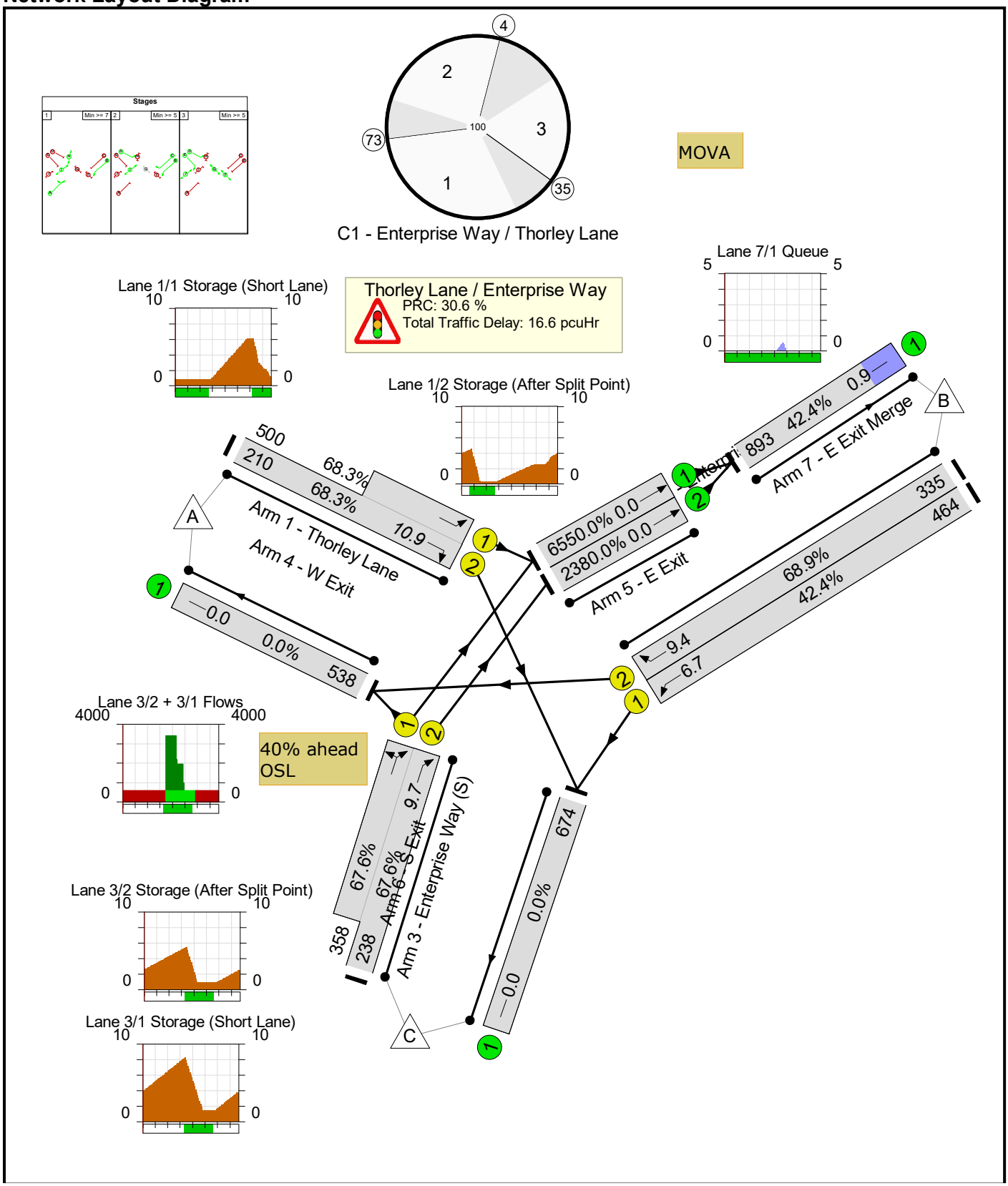
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 27.7
PRC Over All Lanes (%): 27.7

Total Delay for Signalled Lanes (pcuHr): 15.84
Total Delay Over All Lanes(pcuHr): 16.37

Cycle Time (s): 102

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**68.9%**	**0**	**0**	**0**	**16.6**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**68.9%**	**0**	**0**	**0**	**16.6**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	26:55	-	-	710	1892:1844	307+732	68.3 : 68.3%	-	-	-	4.7	23.8	10.9
2/1	Enterprise Way (E) Ahead	U	B		1	63	-	-	464	1709	1094	42.4%	-	-	-	1.5	11.8	6.7
2/2	Enterprise Way (E) Right	U	C		1	26	-	-	335	1801	486	68.9%	-	-	-	4.1	44.5	9.4
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	30	-	-	596	1709:1709	352+530	67.6 : 67.6%	-	-	-	5.9	35.4	9.7
7/1	E Exit Merge	U	-		-	-	-	-	893	2105	2105	42.4%	-	-	-	0.4	1.6	0.9

C1 - Enterprise Way / Thorley Lane

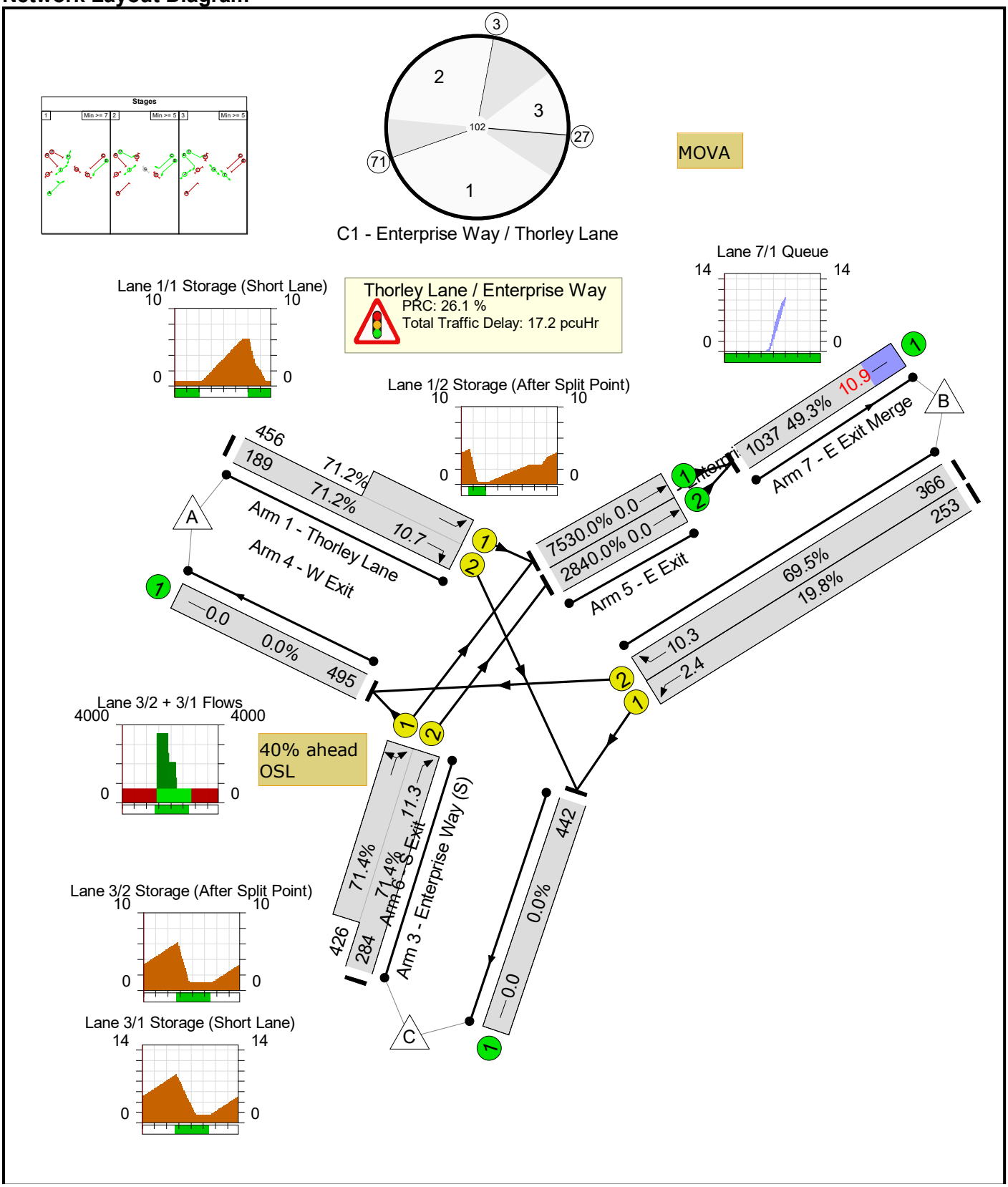
PRC for Signalled Lanes (%): 30.6
PRC Over All Lanes (%): 30.6

Total Delay for Signalled Lanes (pcuHr): 16.21
Total Delay Over All Lanes(pcuHr): 16.61

Cycle Time (s): 100

Scenario 3: '3' (FG3: '2030 AM Baseline', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**17.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**17.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	19:51	-	-	645	2040:1903	265+640	71.2 : 71.2%	-	-	-	5.2	28.9	10.7
2/1	Enterprise Way (E) Ahead	U	B		1	72	-	-	253	1782	1275	19.8%	-	-	-	0.5	6.6	2.4
2/2	Enterprise Way (E) Right	U	C		1	29	-	-	366	1790	526	69.5%	-	-	-	4.4	43.0	10.3
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	36	-	-	710	1782:1782	398+597	71.4 : 71.4%	-	-	-	6.4	32.4	11.3
7/1	E Exit Merge	U	-		-	-	-	-	1037	2105	2105	49.3%	-	-	-	0.8	2.7	10.9

C1 - Enterprise Way / Thorley Lane

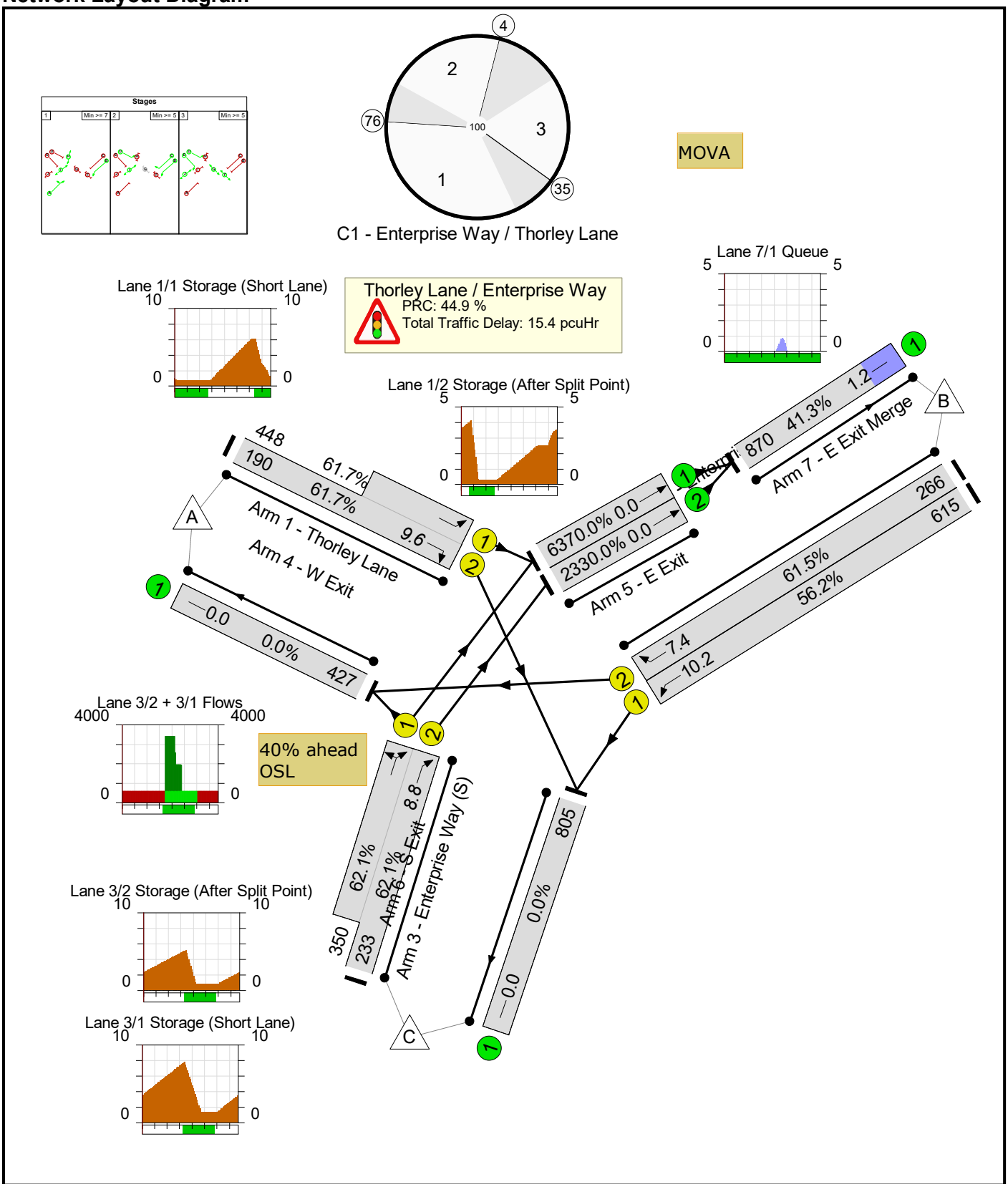
PRC for Signalled Lanes (%): 26.1
PRC Over All Lanes (%): 26.1

Total Delay for Signalled Lanes (pcuHr): 16.42
Total Delay Over All Lanes(pcuHr): 17.20

Cycle Time (s): 102

Scenario 4: '4' (FG4: '2030 PM Baseline', Plan 2: 'PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**15.4**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**15.4**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	26:52	-	-	638	1892:1844	308+726	61.7 : 61.7%	-	-	-	4.2	23.7	9.6
2/1	Enterprise Way (E) Ahead	U	B		1	63	-	-	615	1709	1094	56.2%	-	-	-	2.4	13.9	10.2
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	266	1801	432	61.5%	-	-	-	3.3	44.6	7.4
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	33	-	-	583	1709:1709	375+564	62.1 : 62.1%	-	-	-	5.1	31.6	8.8
7/1	E Exit Merge	U	-		-	-	-	-	870	2105	2105	41.3%	-	-	-	0.4	1.7	1.2

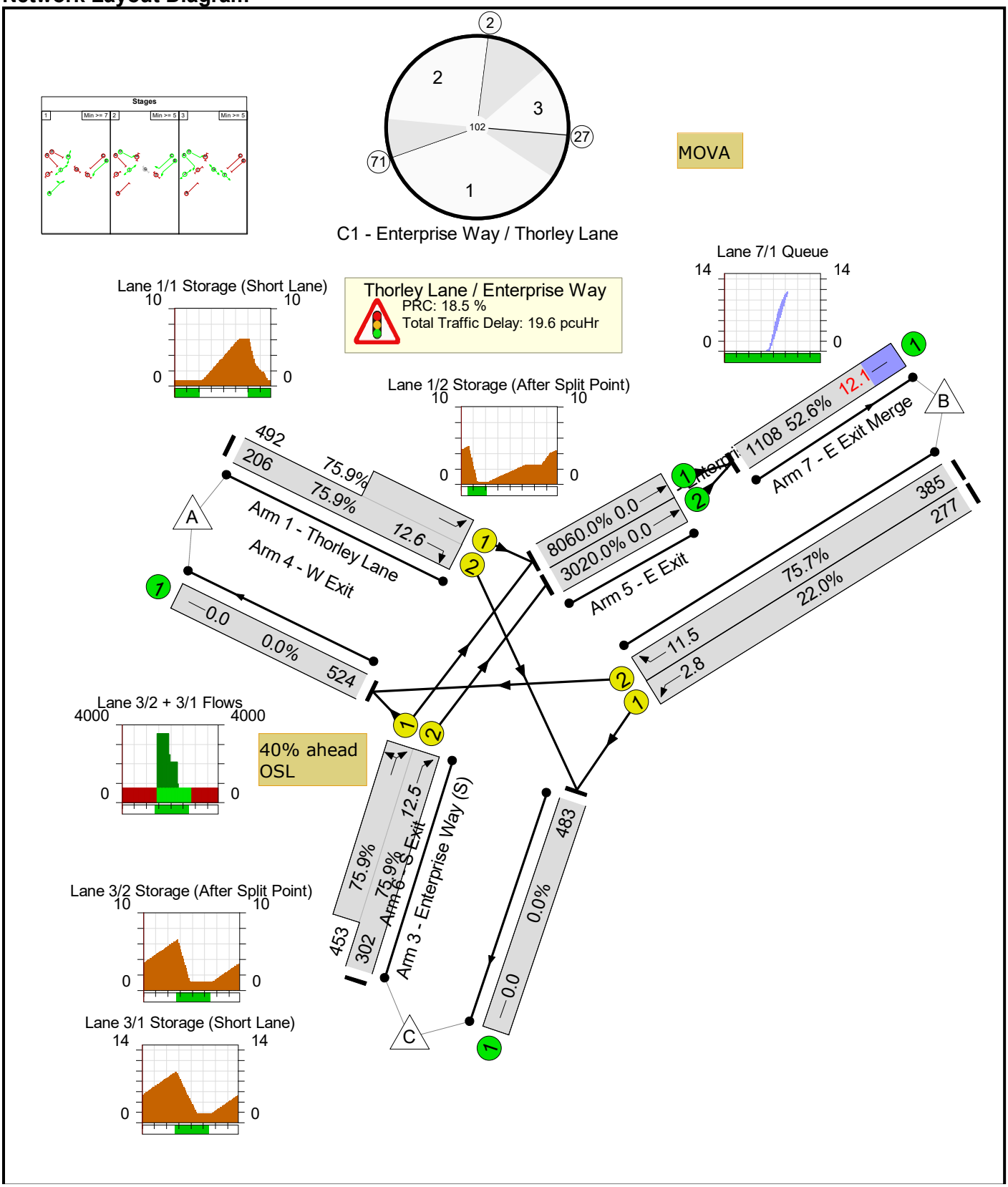
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 44.9
PRC Over All Lanes (%): 44.9

Total Delay for Signalled Lanes (pcuHr): 14.98
Total Delay Over All Lanes(pcuHr): 15.39

Cycle Time (s): 100

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**75.9%**	**0**	**0**	**0**	**19.6**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**75.9%**	**0**	**0**	**0**	**19.6**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	20:51	-	-	698	2040:1903	271+648	75.9 : 75.9%	-	-	-	5.9	30.4	12.6
2/1	Enterprise Way (E) Ahead	U	B		1	71	-	-	277	1782	1258	22.0%	-	-	-	0.5	7.1	2.8
2/2	Enterprise Way (E) Right	U	C		1	28	-	-	385	1790	509	75.7%	-	-	-	5.1	47.5	11.5
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	36	-	-	755	1782:1782	398+597	75.9 : 75.9%	-	-	-	7.1	34.0	12.5
7/1	E Exit Merge	U	-		-	-	-	-	1108	2105	2105	52.6%	-	-	-	0.9	2.9	12.1

C1 - Enterprise Way / Thorley Lane

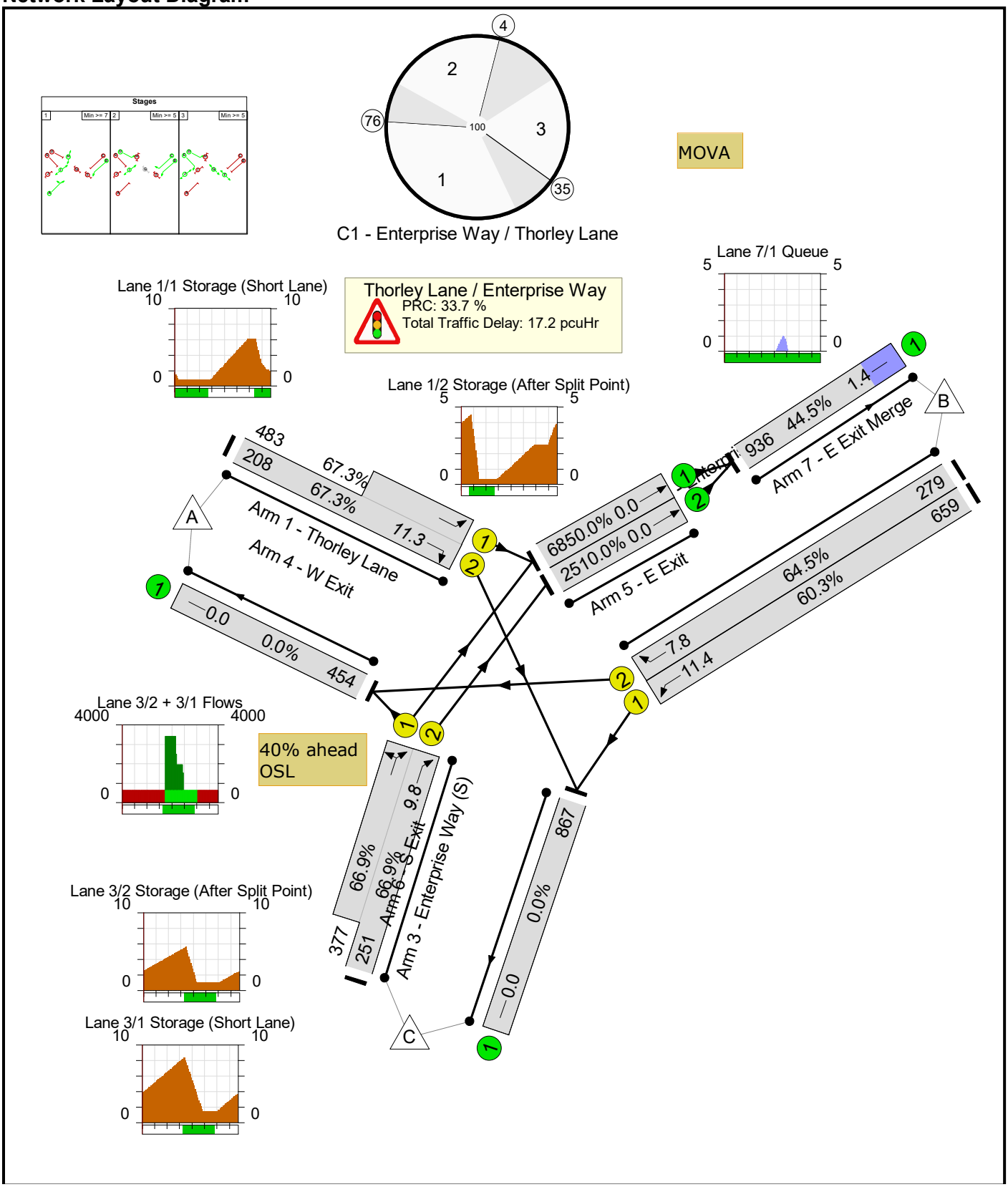
PRC for Signalled Lanes (%): 18.5
PRC Over All Lanes (%): 18.5

Total Delay for Signalled Lanes (pcuHr): 18.65
Total Delay Over All Lanes(pcuHr): 19.55

Cycle Time (s): 102

Scenario 6: '6' (FG6: '2035 PM Baseline', Plan 2: 'PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**67.3%**	**0**	**0**	**0**	**17.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**67.3%**	**0**	**0**	**0**	**17.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	26:52	-	-	691	1892:1844	309+717	67.3 : 67.3%	-	-	-	4.8	25.0	11.3
2/1	Enterprise Way (E) Ahead	U	B		1	63	-	-	659	1709	1094	60.3%	-	-	-	2.7	14.7	11.4
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	279	1801	432	64.5%	-	-	-	3.5	45.8	7.8
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	33	-	-	628	1709:1709	375+564	66.9 : 66.9%	-	-	-	5.7	32.7	9.8
7/1	E Exit Merge	U	-		-	-	-	-	936	2105	2105	44.5%	-	-	-	0.5	1.8	1.4

C1 - Enterprise Way / Thorley Lane

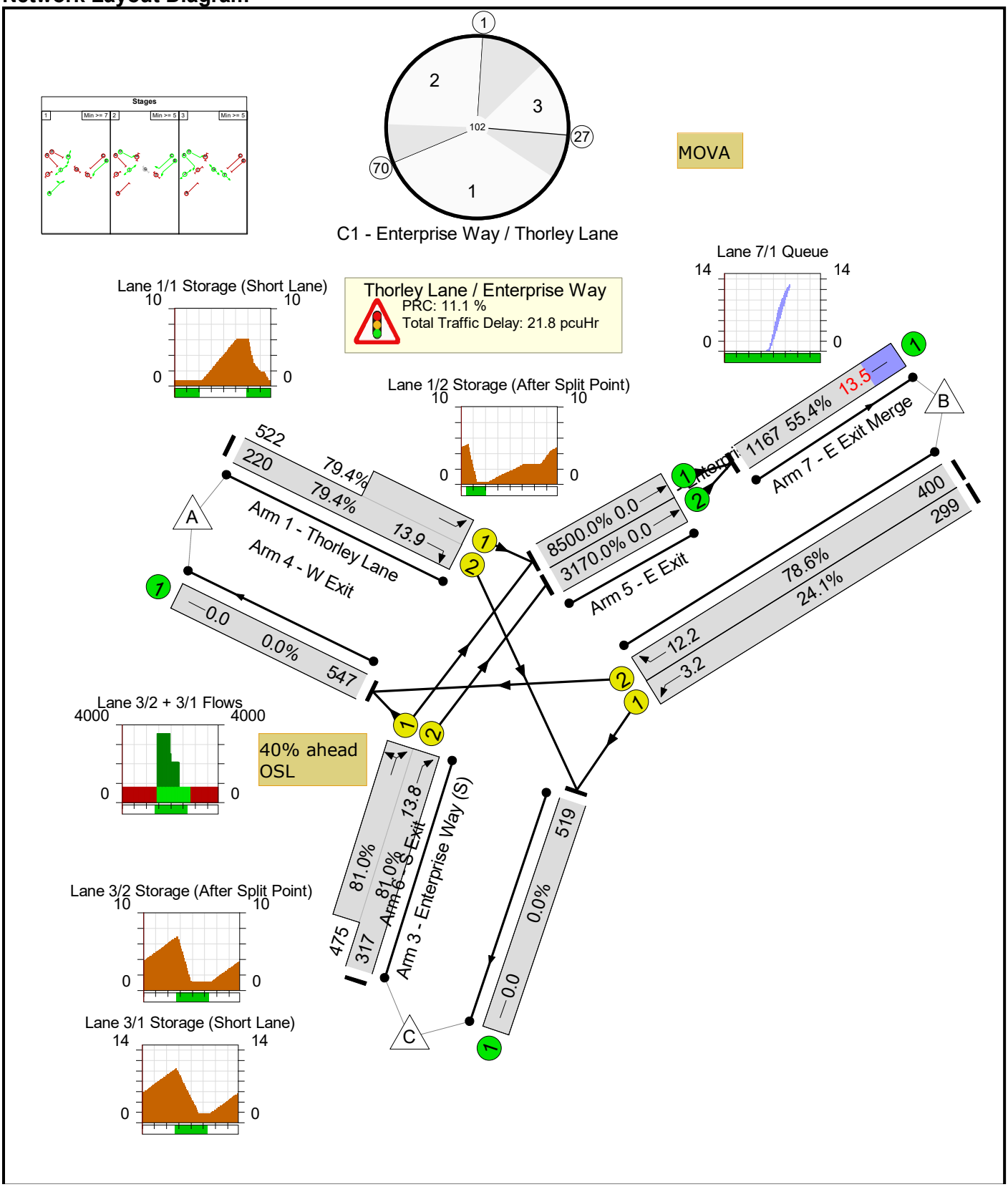
PRC for Signalled Lanes (%): 33.7
PRC Over All Lanes (%): 33.7

Total Delay for Signalled Lanes (pcuHr): 16.74
Total Delay Over All Lanes(pcuHr): 17.22

Cycle Time (s): 100

Scenario 7: '7' (FG7: '2040 AM Baseline', Plan 1: 'AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**81.0%**	**0**	**0**	**0**	**21.8**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**81.0%**	**0**	**0**	**0**	**21.8**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	21:52	-	-	742	2040:1903	277+658	79.4 : 79.4%	-	-	-	6.4	31.2	13.9
2/1	Enterprise Way (E) Ahead	U	B		1	70	-	-	299	1782	1240	24.1%	-	-	-	0.6	7.6	3.2
2/2	Enterprise Way (E) Right	U	C		1	28	-	-	400	1790	509	78.6%	-	-	-	5.5	49.6	12.2
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	35	-	-	792	1782:1782	391+587	81.0 : 81.0%	-	-	-	8.2	37.3	13.8
7/1	E Exit Merge	U	-		-	-	-	-	1167	2105	2105	55.4%	-	-	-	1.0	3.2	13.5

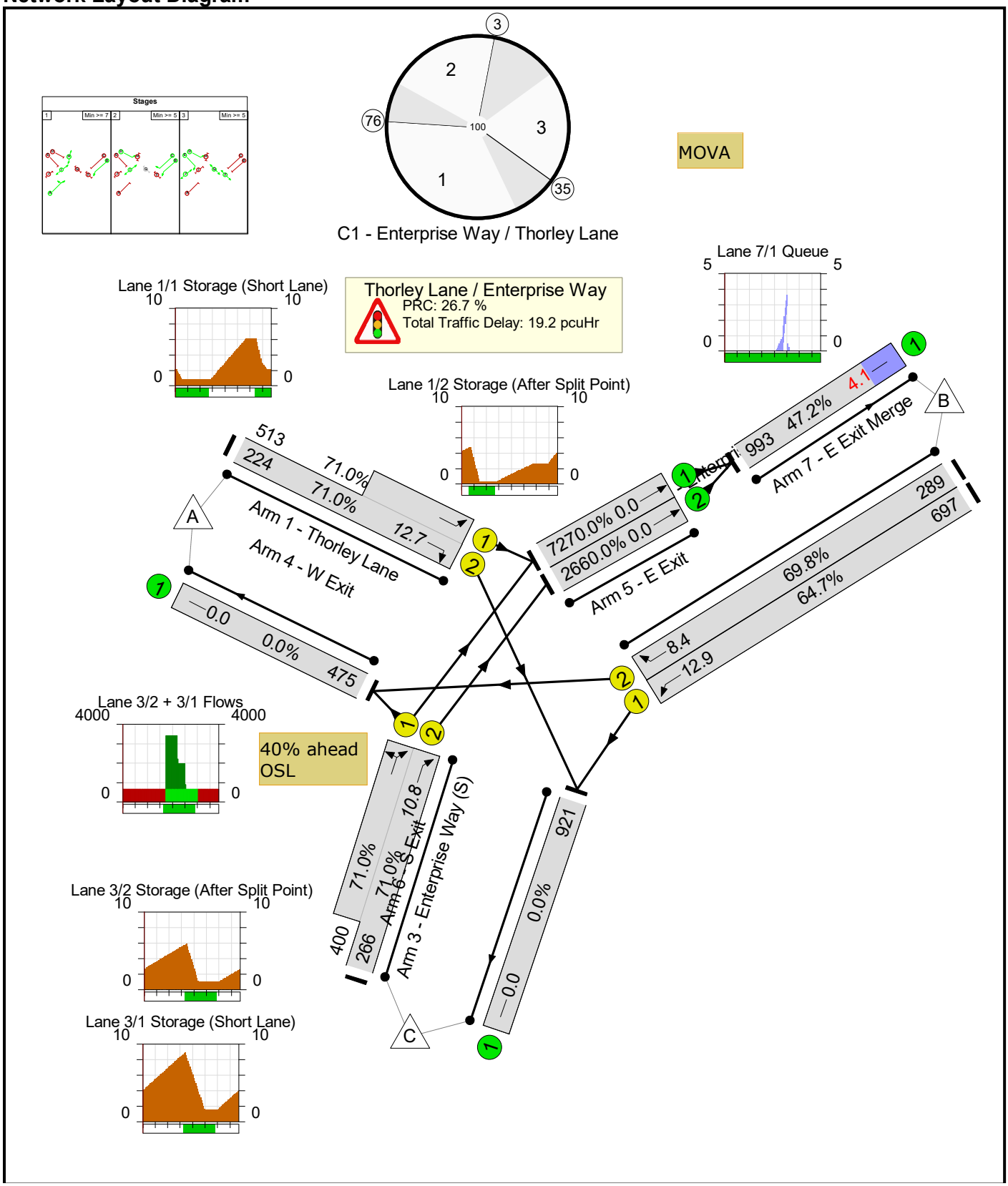
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 11.1
PRC Over All Lanes (%): 11.1

Total Delay for Signalled Lanes (pcuHr): 20.78
Total Delay Over All Lanes(pcuHr): 21.83

Cycle Time (s): 102

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**71.0%**	**0**	**0**	**0**	**19.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**71.0%**	**0**	**0**	**0**	**19.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	27:52	-	-	737	1892:1844	315+722	71.0 : 71.0%	-	-	-	5.3	25.8	12.7
2/1	Enterprise Way (E) Ahead	U	B		1	62	-	-	697	1709	1077	64.7%	-	-	-	3.2	16.3	12.9
2/2	Enterprise Way (E) Right	U	C		1	22	-	-	289	1801	414	69.8%	-	-	-	4.0	49.4	8.4
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	33	-	-	666	1709:1709	375+564	71.0 : 71.0%	-	-	-	6.3	33.9	10.8
7/1	E Exit Merge	U	-		-	-	-	-	993	2105	2105	47.2%	-	-	-	0.5	2.0	4.1

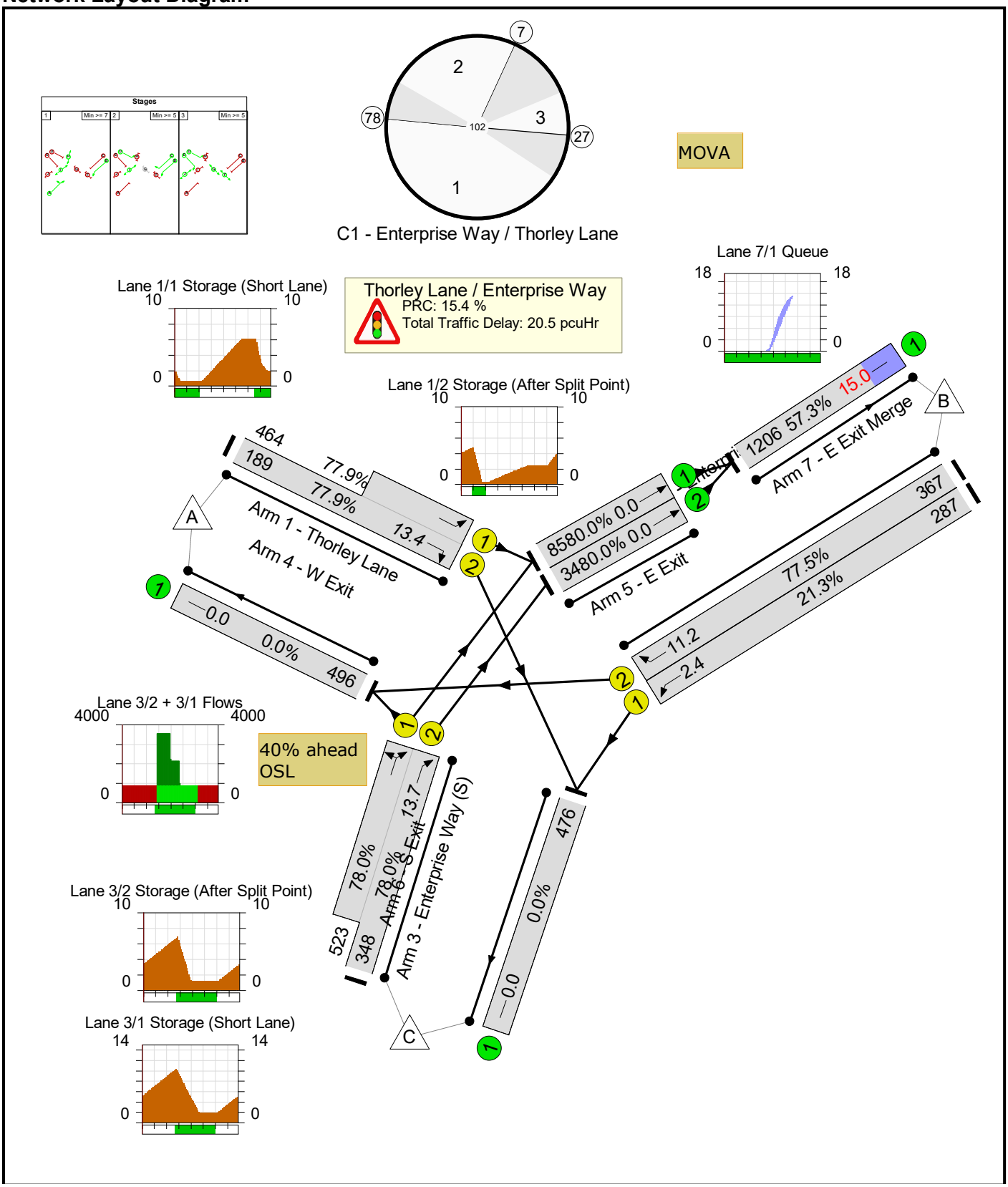
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 26.7
PRC Over All Lanes (%): 26.7

Total Delay for Signalled Lanes (pcuHr): 18.68
Total Delay Over All Lanes(pcuHr): 19.22

Cycle Time (s): 100

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**78.0%**	**0**	**0**	**0**	**20.5**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**78.0%**	**0**	**0**	**0**	**20.5**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	15:44	-	-	653	2040:1903	243+596	77.9 : 77.9%	-	-	-	6.6	36.3	13.4
2/1	Enterprise Way (E) Ahead	U	B		1	76	-	-	287	1782	1345	21.3%	-	-	-	0.4	5.4	2.4
2/2	Enterprise Way (E) Right	U	C		1	26	-	-	367	1790	474	77.5%	-	-	-	5.2	51.0	11.2
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	43	-	-	871	1782:1782	446+671	78.0 : 78.0%	-	-	-	7.1	29.4	13.7
7/1	E Exit Merge	U	-		-	-	-	-	1206	2105	2105	57.3%	-	-	-	1.2	3.6	15.0

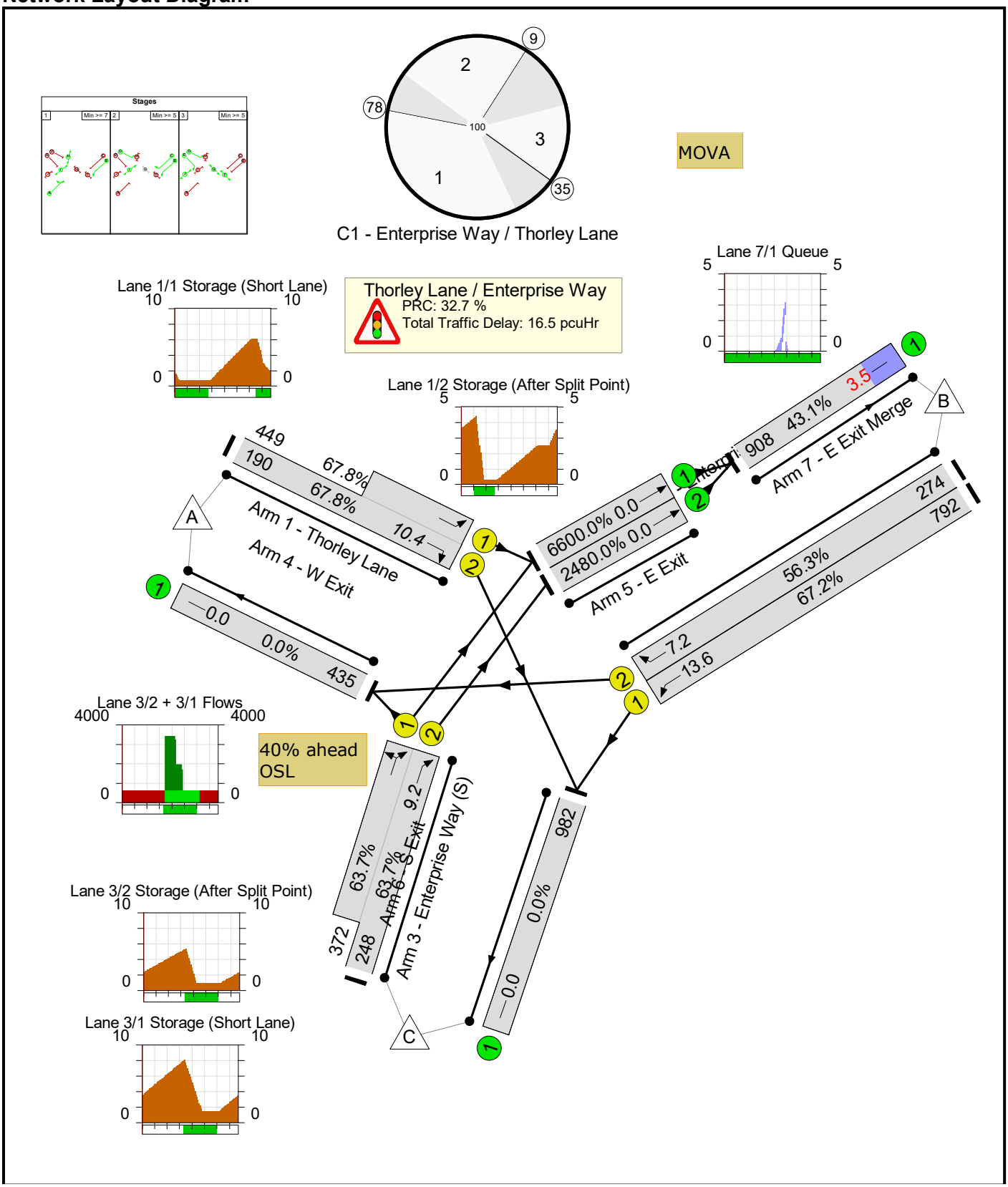
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 15.4
PRC Over All Lanes (%): 15.4

Total Delay for Signalled Lanes (pcuHr): 19.33
Total Delay Over All Lanes(pcuHr): 20.53

Cycle Time (s): 102

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**67.8%**	**0**	**0**	**0**	**16.5**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**67.8%**	**0**	**0**	**0**	**16.5**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	21:50	-	-	639	1892:1844	280+662	67.8 : 67.8%	-	-	-	4.8	27.2	10.4
2/1	Enterprise Way (E) Ahead	U	B		1	68	-	-	792	1709	1179	67.2%	-	-	-	3.0	13.6	13.6
2/2	Enterprise Way (E) Right	U	C		1	26	-	-	274	1801	486	56.3%	-	-	-	3.0	39.9	7.2
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	35	-	-	620	1709:1709	389+584	63.7 : 63.7%	-	-	-	5.2	30.4	9.2
7/1	E Exit Merge	U	-		-	-	-	-	908	2105	2105	43.1%	-	-	-	0.5	1.8	3.5

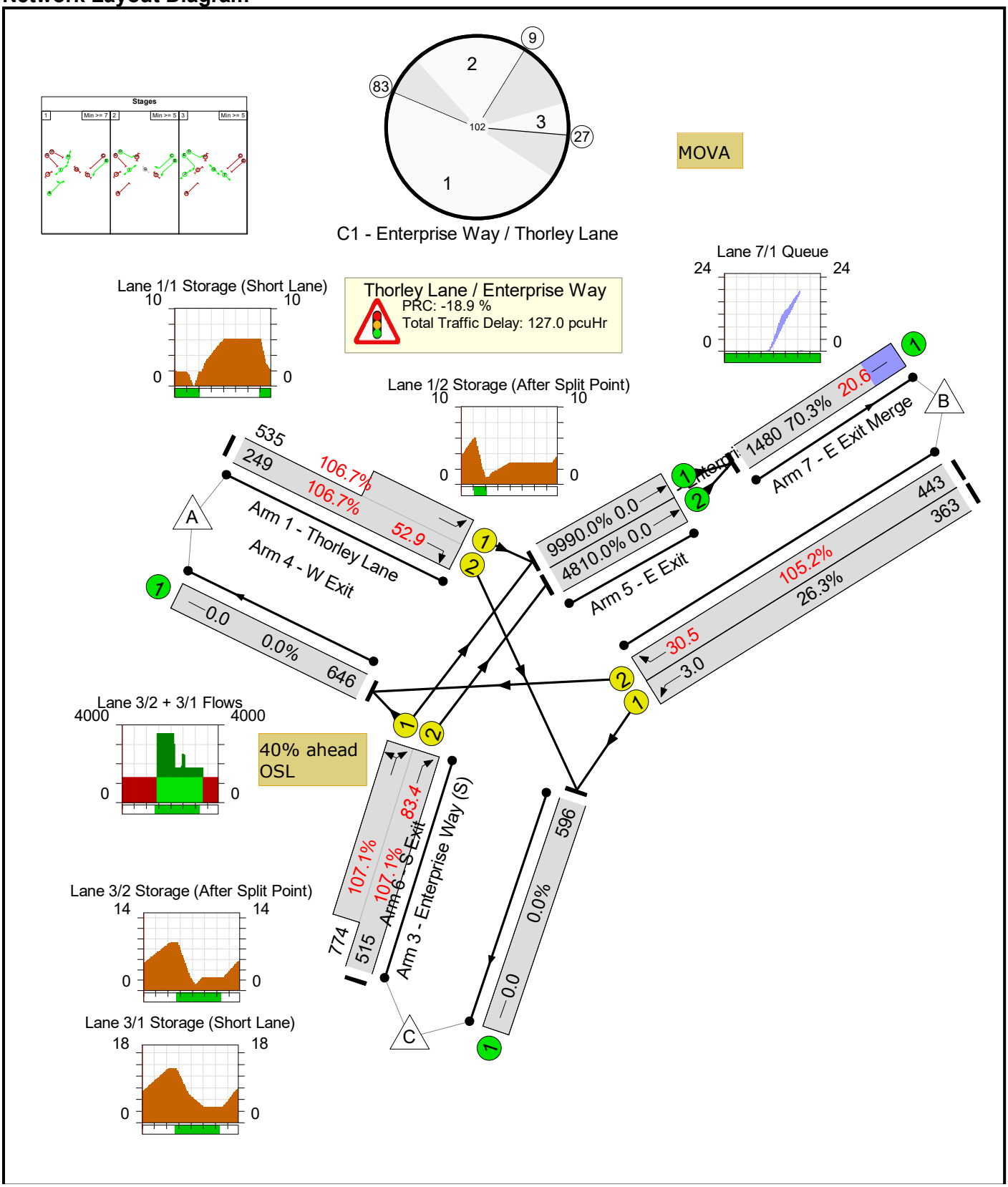
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): 32.7
PRC Over All Lanes (%): 32.7

Total Delay for Signalled Lanes (pcuHr): 16.08
Total Delay Over All Lanes(pcuHr): 16.54

Cycle Time (s): 100

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**107.1%**	**0**	**0**	**0**	**127.0**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**107.1%**	**0**	**0**	**0**	**127.0**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	13:39	-	-	784	2040:1903	233+501	106.7 : 106.7%	-	-	-	40.7	186.7	52.9
2/1	Enterprise Way (E) Ahead	U	B		1	78	-	-	363	1782	1380	26.3%	-	-	-	0.5	5.0	3.0
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	443	1790	421	105.2%	-	-	-	23.3	189.7	30.5
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	48	-	-	1289	1782:1782	481+723	107.1 : 107.1%	-	-	-	60.5	169.1	83.4
7/1	E Exit Merge	U	-		-	-	-	-	1583	2105	2105	70.3%	-	-	-	1.9	4.7	20.6

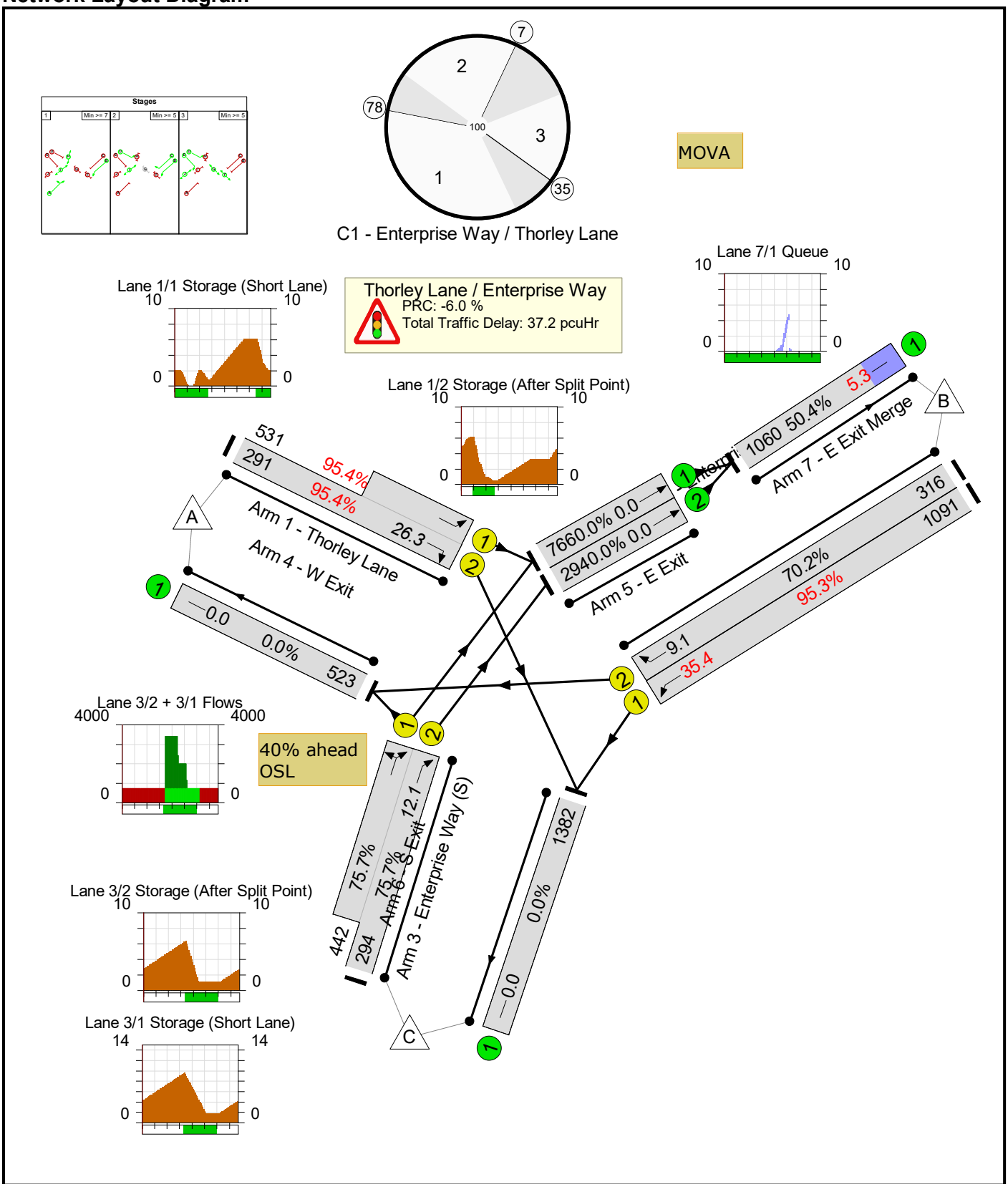
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -18.9
PRC Over All Lanes (%): -18.9

Total Delay for Signalled Lanes (pcuHr): 125.04
Total Delay Over All Lanes(pcuHr): 126.98

Cycle Time (s): 102

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**37.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**37.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	23:50	-	-	822	1892:1844	305+557	95.4 : 95.4%	-	-	-	13.1	57.4	26.3
2/1	Enterprise Way (E) Ahead	U	B		1	66	-	-	1091	1709	1145	95.3%	-	-	-	12.4	40.9	35.4
2/2	Enterprise Way (E) Right	U	C		1	24	-	-	316	1801	450	70.2%	-	-	-	4.2	47.3	9.1
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	35	-	-	736	1709:1709	389+584	75.7 : 75.7%	-	-	-	6.9	34.0	12.1
7/1	E Exit Merge	U	-		-	-	-	-	1060	2105	2105	50.4%	-	-	-	0.6	2.1	5.3

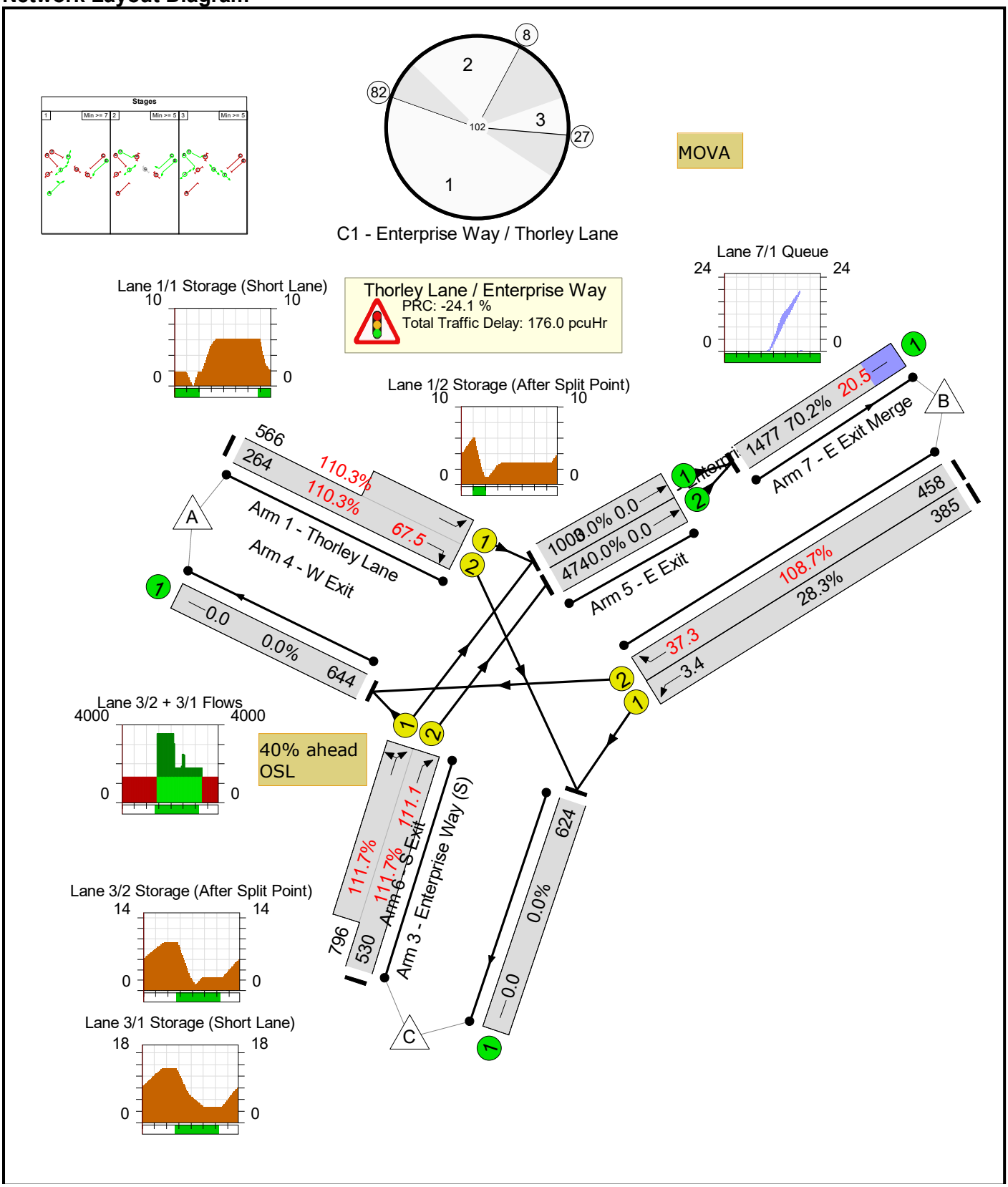
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -6.0
PRC Over All Lanes (%): -6.0

Total Delay for Signalled Lanes (pcuHr): 36.59
Total Delay Over All Lanes(pcuHr): 37.21

Cycle Time (s): 100

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**111.7%**	**0**	**0**	**0**	**176.0**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**111.7%**	**0**	**0**	**0**	**176.0**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	14:40	-	-	830	2040:1903	239+513	110.3 : 110.3%	-	-	-	54.9	238.1	67.5
2/1	Enterprise Way (E) Ahead	U	B		1	77	-	-	385	1782	1363	28.3%	-	-	-	0.6	5.4	3.4
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	458	1790	421	108.7%	-	-	-	30.4	238.8	37.3
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	47	-	-	1326	1782:1782	474+712	111.7 : 111.7%	-	-	-	88.2	239.6	111.1
7/1	E Exit Merge	U	-		-	-	-	-	1643	2105	2105	70.2%	-	-	-	1.9	4.7	20.5

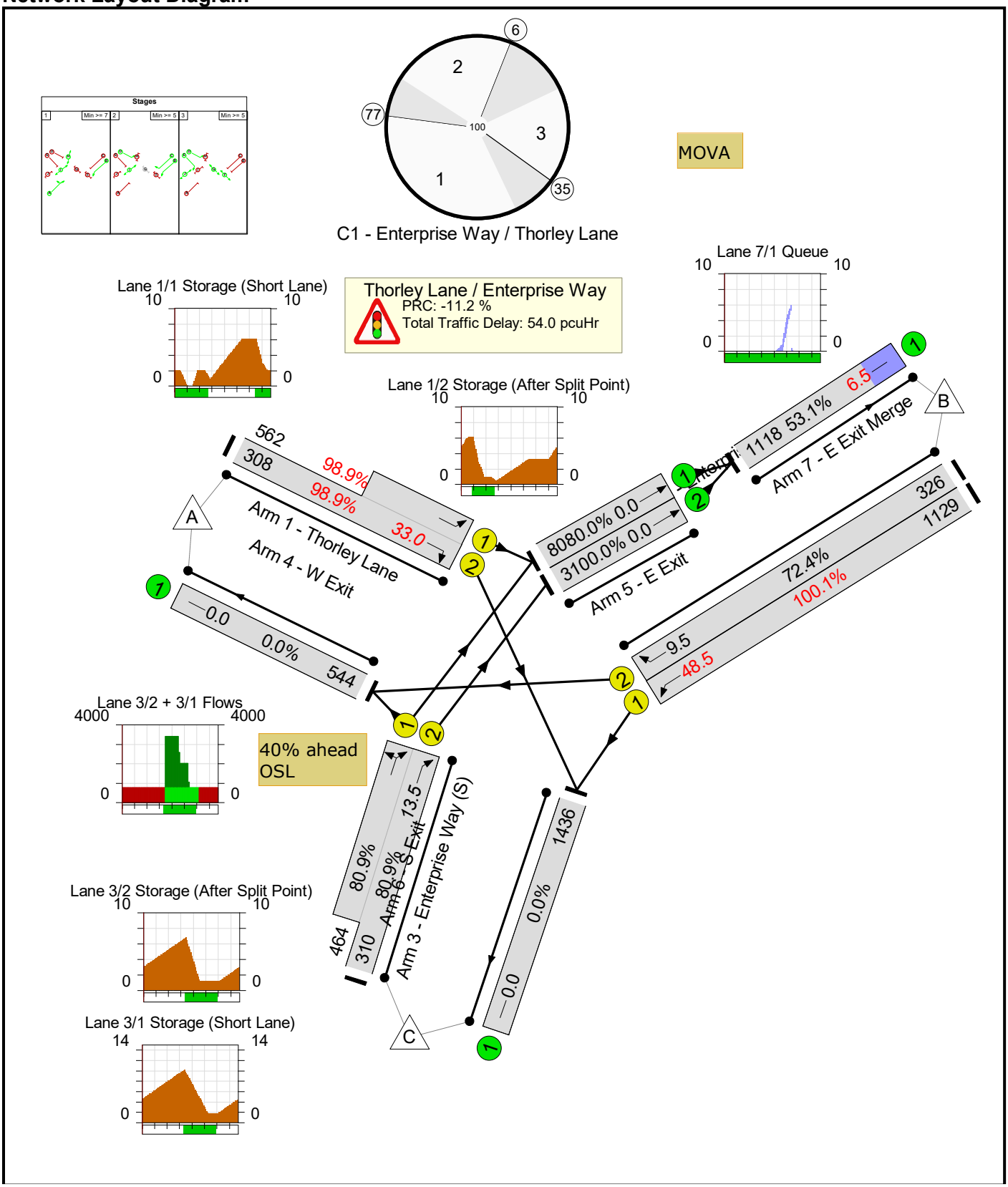
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -24.1
PRC Over All Lanes (%): -24.1

Total Delay for Signalled Lanes (pcuHr): 174.10
Total Delay Over All Lanes(pcuHr): 176.02

Cycle Time (s): 102

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**100.1%**	**0**	**0**	**0**	**54.0**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**100.1%**	**0**	**0**	**0**	**54.0**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	24:51	-	-	870	1892:1844	312+569	98.9 : 98.9%	-	-	-	18.4	76.2	33.0
2/1	Enterprise Way (E) Ahead	U	B		1	65	-	-	1129	1709	1128	100.1%	-	-	-	22.5	71.6	48.5
2/2	Enterprise Way (E) Right	U	C		1	24	-	-	326	1801	450	72.4%	-	-	-	4.4	48.5	9.5
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	34	-	-	774	1709:1709	383+574	80.9 : 80.9%	-	-	-	8.0	37.3	13.5
7/1	E Exit Merge	U	-		-	-	-	-	1118	2105	2105	53.1%	-	-	-	0.7	2.3	6.5

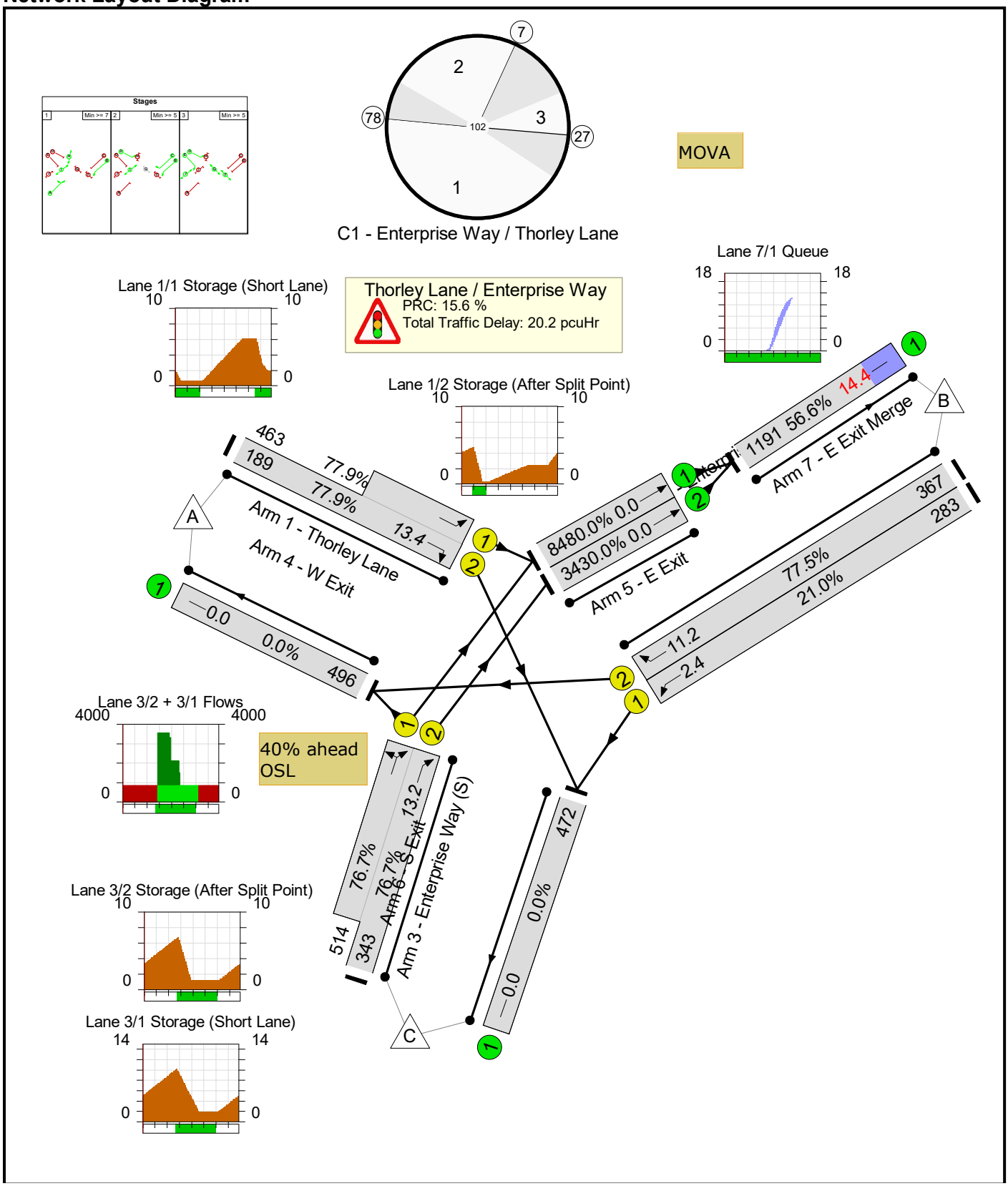
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -11.2
PRC Over All Lanes (%): -11.2

Total Delay for Signalled Lanes (pcuHr): 53.31
Total Delay Over All Lanes(pcuHr): 54.01

Cycle Time (s): 100

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**77.9%**	**0**	**0**	**0**	**20.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**77.9%**	**0**	**0**	**0**	**20.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	15:44	-	-	652	2040:1903	243+595	77.9 : 77.9%	-	-	-	6.6	36.3	13.4
2/1	Enterprise Way (E) Ahead	U	B		1	76	-	-	283	1782	1345	21.0%	-	-	-	0.4	5.3	2.4
2/2	Enterprise Way (E) Right	U	C		1	26	-	-	367	1790	474	77.5%	-	-	-	5.2	51.0	11.2
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	43	-	-	857	1782:1782	447+670	76.7 : 76.7%	-	-	-	6.9	28.9	13.2
7/1	E Exit Merge	U	-		-	-	-	-	1191	2105	2105	56.6%	-	-	-	1.2	3.5	14.4

C1 - Enterprise Way / Thorley Lane

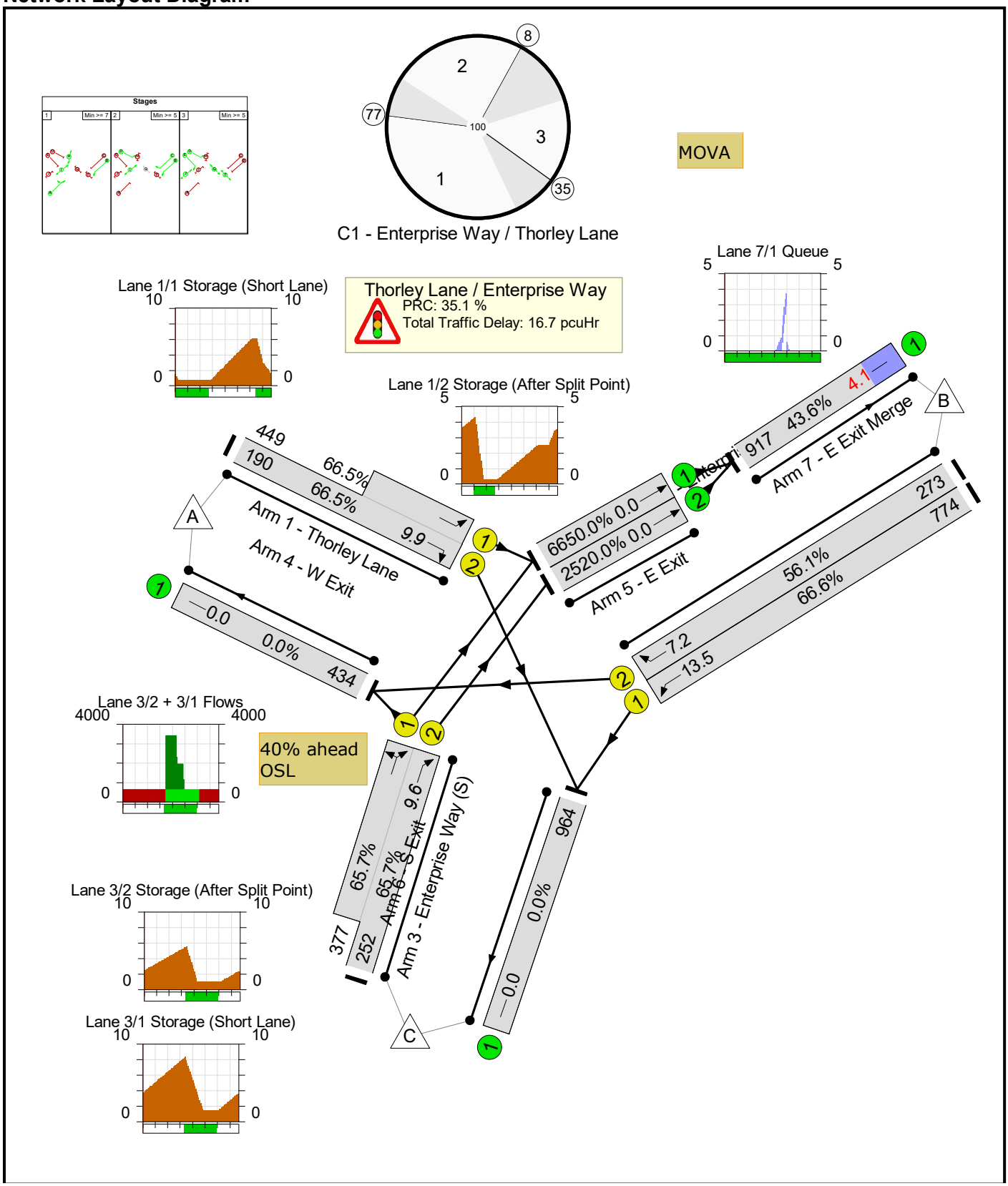
PRC for Signalled Lanes (%): 15.6
PRC Over All Lanes (%): 15.6

Total Delay for Signalled Lanes (pcuHr): 19.07
Total Delay Over All Lanes(pcuHr): 20.22

Cycle Time (s): 102

Scenario 16: '16' (FG16: '2030 PM Baseline + Dev (-10pc)', Plan 2: 'PM')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**66.6%**	**0**	**0**	**0**	**16.7**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**66.6%**	**0**	**0**	**0**	**16.7**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	22:51	-	-	639	1892:1844	286+675	66.5 : 66.5%	-	-	-	4.6	26.2	9.9
2/1	Enterprise Way (E) Ahead	U	B		1	67	-	-	774	1709	1162	66.6%	-	-	-	3.0	14.0	13.5
2/2	Enterprise Way (E) Right	U	C		1	26	-	-	273	1801	486	56.1%	-	-	-	3.0	39.8	7.2
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	34	-	-	629	1709:1709	383+574	65.7 : 65.7%	-	-	-	5.5	31.6	9.6
7/1	E Exit Merge	U	-		-	-	-	-	917	2105	2105	43.6%	-	-	-	0.5	1.9	4.1

C1 - Enterprise Way / Thorley Lane

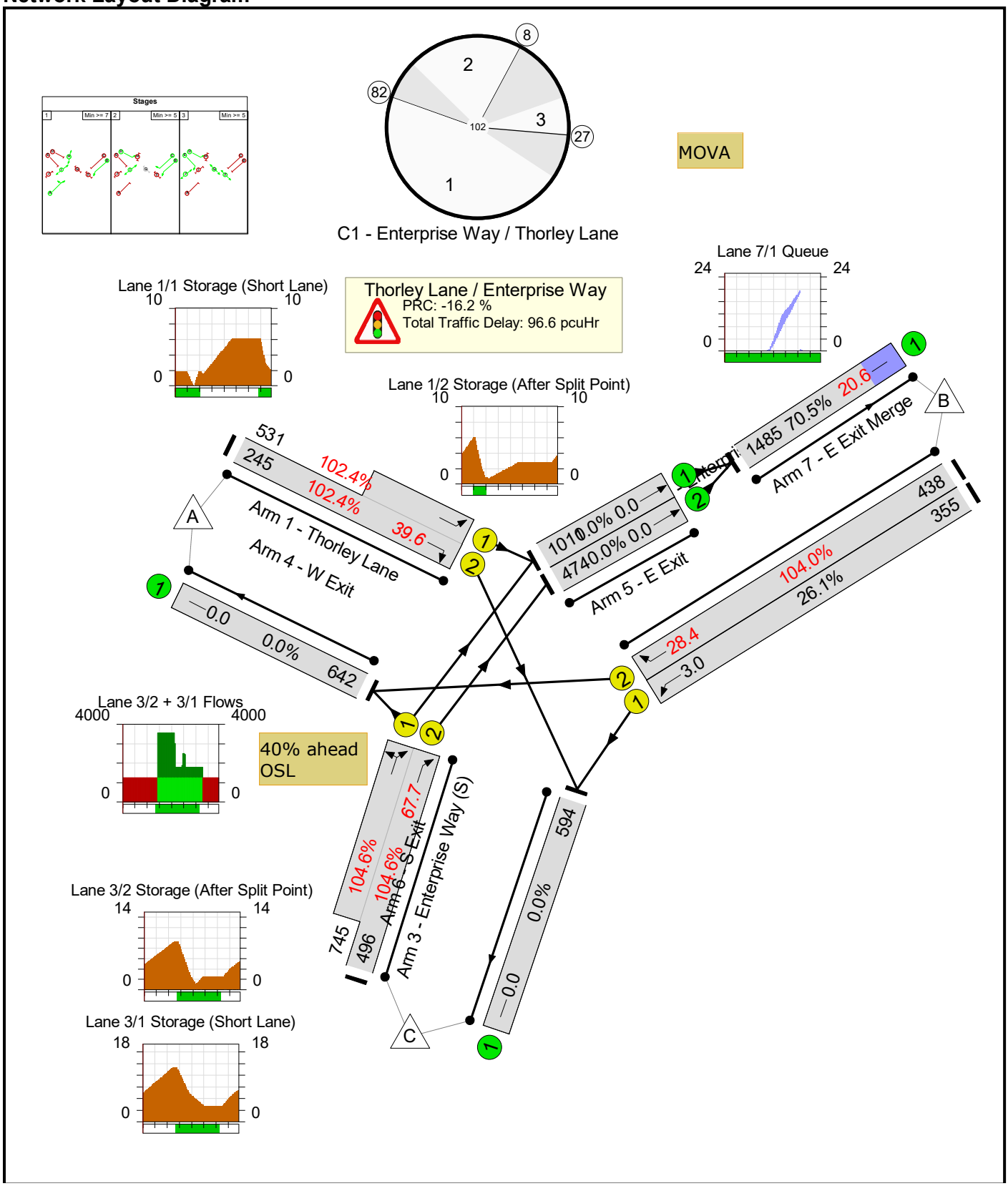
PRC for Signalled Lanes (%): 35.1
PRC Over All Lanes (%): 35.1

Total Delay for Signalled Lanes (pcuHr): 16.19
Total Delay Over All Lanes(pcuHr): 16.67

Cycle Time (s): 100

Scenario 17: '17' (FG17: '2035 AM Baseline + Dev (-10pc)', Plan 1: 'AM')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**104.6%**	**0**	**0**	**0**	**96.6**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**104.6%**	**0**	**0**	**0**	**96.6**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	14:40	-	-	776	2040:1903	239+518	102.4 : 102.4%	-	-	-	27.0	125.3	39.6
2/1	Enterprise Way (E) Ahead	U	B		1	77	-	-	355	1782	1363	26.1%	-	-	-	0.5	5.3	3.0
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	438	1790	421	104.0%	-	-	-	21.2	174.2	28.4
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	47	-	-	1241	1782:1782	474+712	104.6 : 104.6%	-	-	-	45.9	133.2	67.7
7/1	E Exit Merge	U	-		-	-	-	-	1541	2105	2105	70.5%	-	-	-	2.0	4.7	20.6

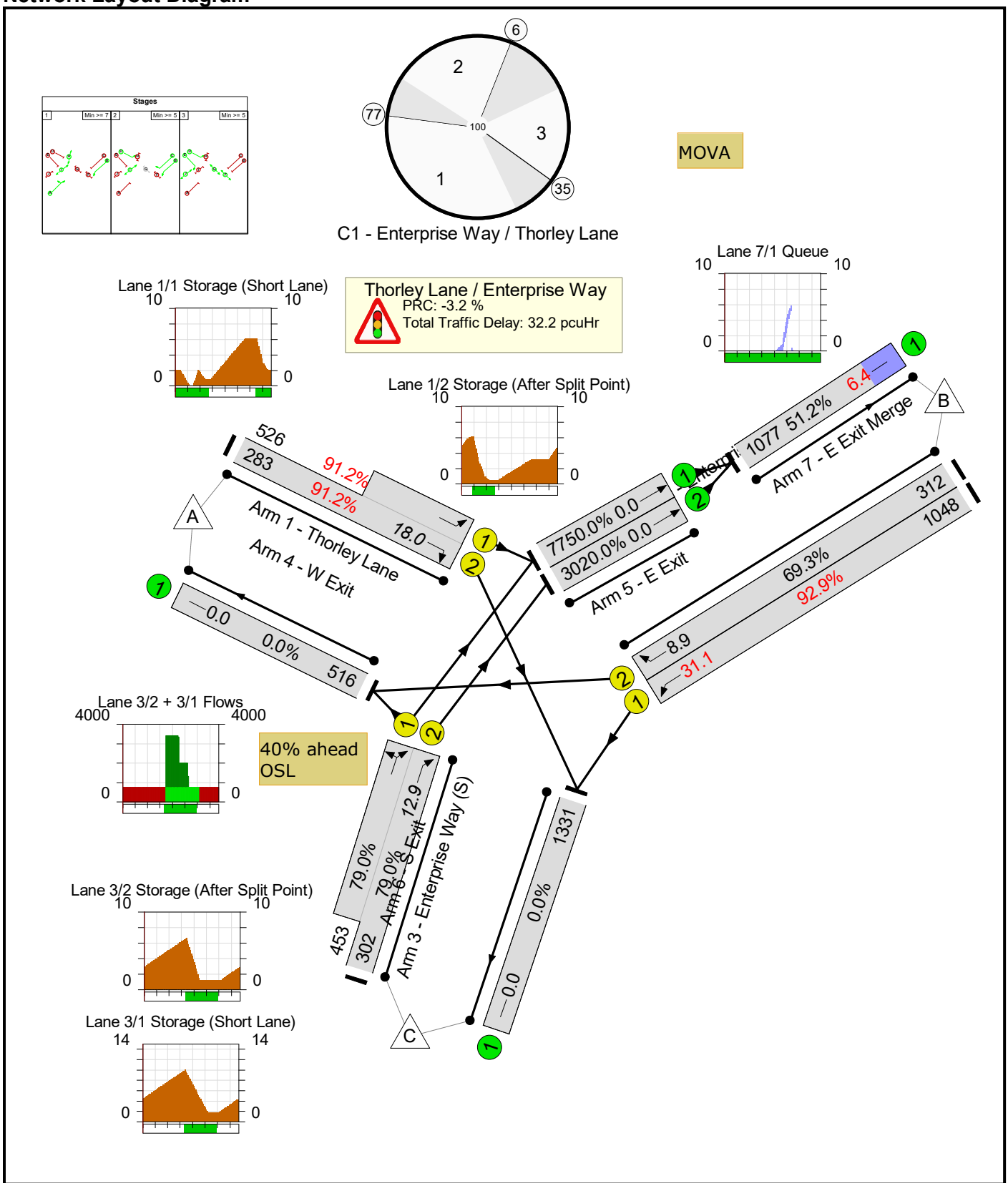
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -16.2
PRC Over All Lanes (%): -16.2

Total Delay for Signalled Lanes (pcuHr): 94.65
Total Delay Over All Lanes(pcuHr): 96.60

Cycle Time (s): 102

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**92.9%**	**0**	**0**	**0**	**32.2**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**92.9%**	**0**	**0**	**0**	**32.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	24:51	-	-	809	1892:1844	310+577	91.2 : 91.2%	-	-	-	9.8	43.5	18.0
2/1	Enterprise Way (E) Ahead	U	B		1	65	-	-	1048	1709	1128	92.9%	-	-	-	10.1	34.6	31.1
2/2	Enterprise Way (E) Right	U	C		1	24	-	-	312	1801	450	69.3%	-	-	-	4.1	46.8	8.9
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	34	-	-	755	1709:1709	383+574	79.0 : 79.0%	-	-	-	7.6	36.3	12.9
7/1	E Exit Merge	U	-		-	-	-	-	1077	2105	2105	51.2%	-	-	-	0.7	2.2	6.4

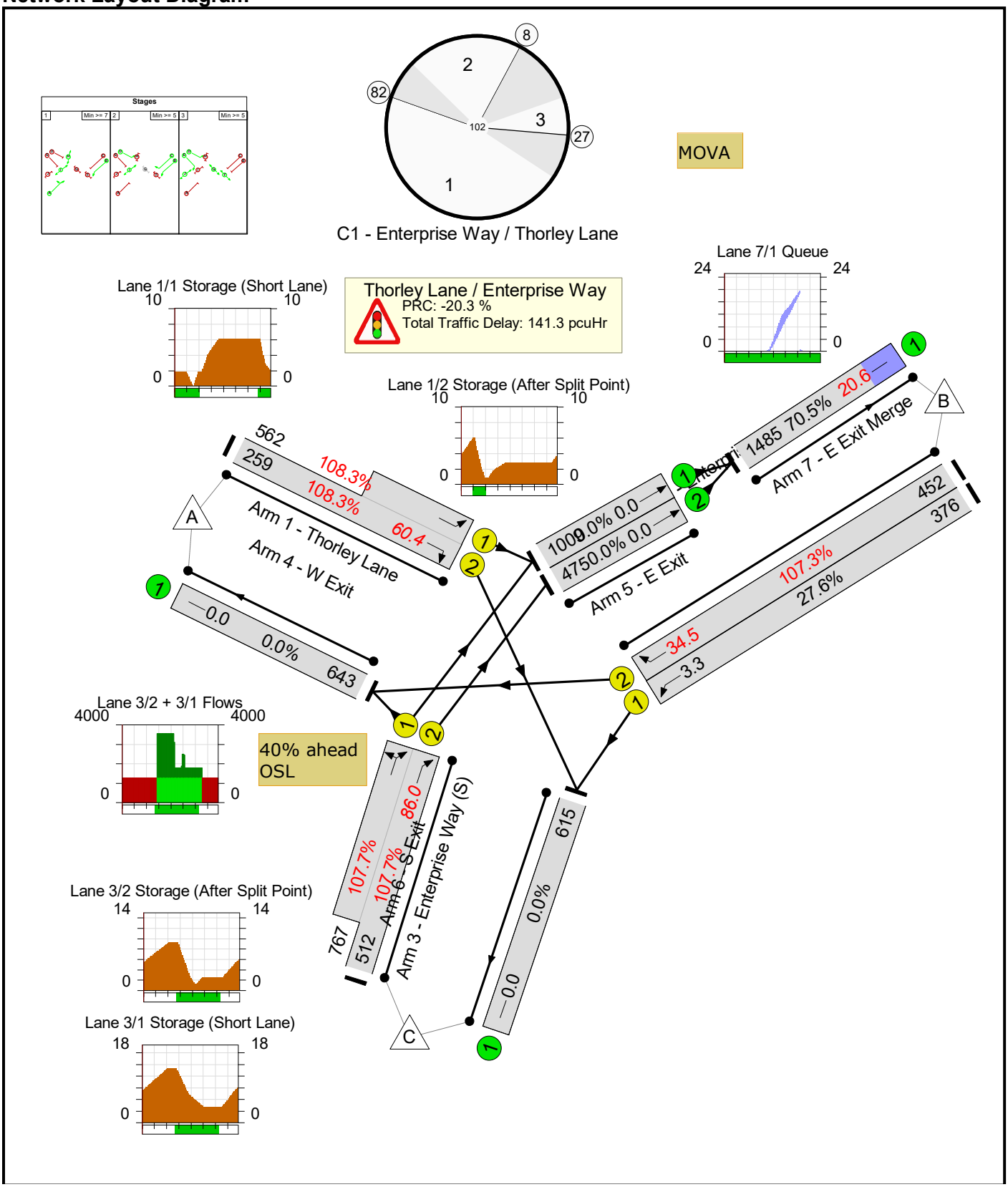
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -3.2
PRC Over All Lanes (%): -3.2

Total Delay for Signalled Lanes (pcuHr): 31.52
Total Delay Over All Lanes(pcuHr): 32.19

Cycle Time (s): 100

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**108.3%**	**0**	**0**	**0**	**141.3**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**108.3%**	**0**	**0**	**0**	**141.3**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	14:40	-	-	821	2040:1903	239+519	108.3 : 108.3%	-	-	-	47.5	208.5	60.4
2/1	Enterprise Way (E) Ahead	U	B		1	77	-	-	376	1782	1363	27.6%	-	-	-	0.6	5.4	3.3
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	452	1790	421	107.3%	-	-	-	27.5	219.0	34.5
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	47	-	-	1279	1782:1782	475+712	107.7 : 107.7%	-	-	-	63.8	179.5	86.0
7/1	E Exit Merge	U	-		-	-	-	-	1602	2105	2105	70.5%	-	-	-	2.0	4.7	20.6

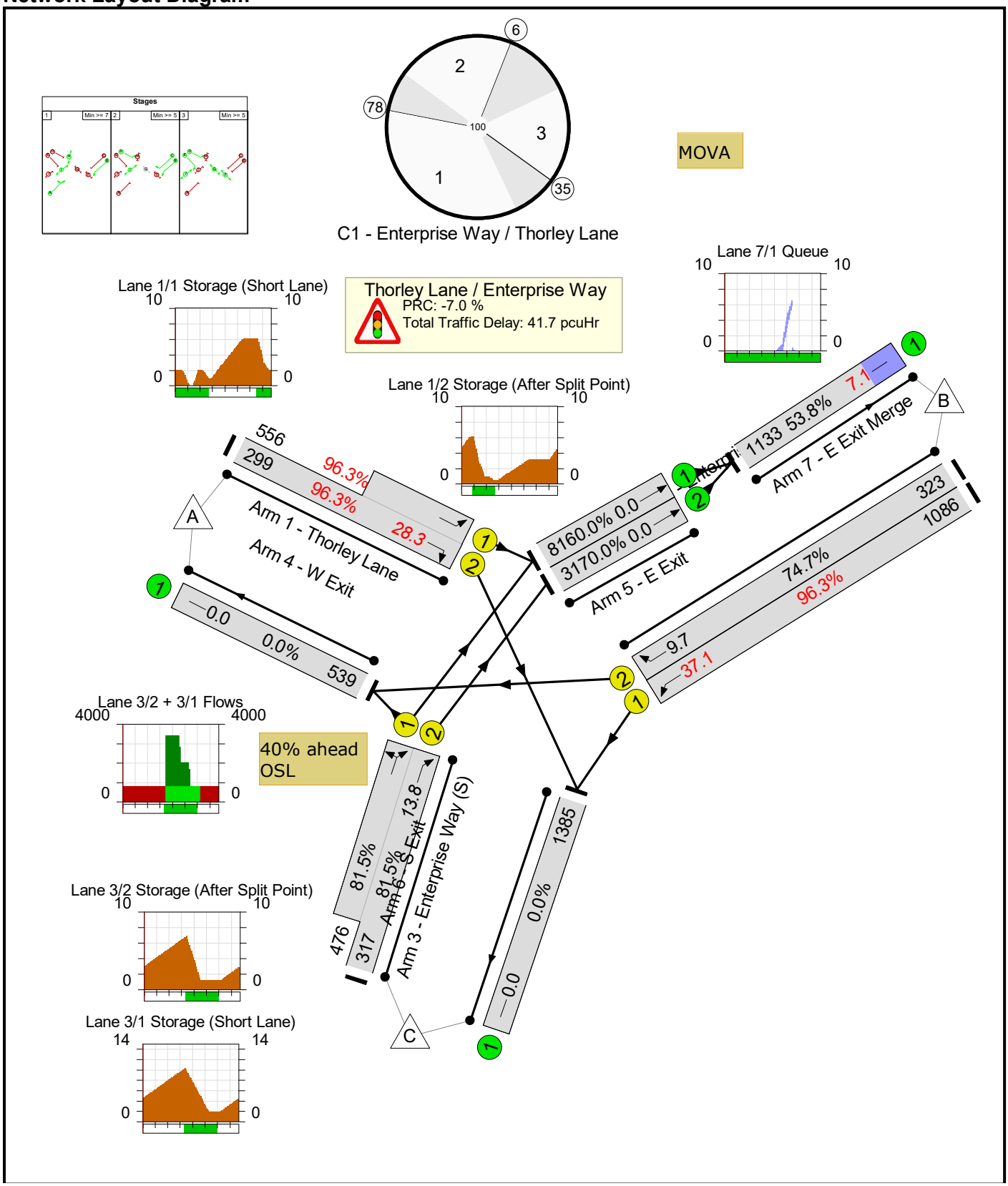
C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -20.3
PRC Over All Lanes (%): -20.3

Total Delay for Signalled Lanes (pcuHr): 139.36
Total Delay Over All Lanes(pcuHr): 141.31

Cycle Time (s): 102

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J2 Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**96.3%**	**0**	**0**	**0**	**41.7**	-	-
Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**96.3%**	**0**	**0**	**0**	**41.7**	-	-
1/2+1/1	Thorley Lane Left Right	U	E D		1	24:50	-	-	855	1892:1844	310+577	96.3 : 96.3%	-	-	-	14.4	60.7	28.3
2/1	Enterprise Way (E) Ahead	U	B		1	65	-	-	1086	1709	1128	96.3%	-	-	-	13.8	45.8	37.1
2/2	Enterprise Way (E) Right	U	C		1	23	-	-	323	1801	432	74.7%	-	-	-	4.6	51.3	9.7
3/2+3/1	Enterprise Way (S) Left Ahead	U	A		1	35	-	-	793	1709:1709	389+584	81.5 : 81.5%	-	-	-	8.1	36.9	13.8
7/1	E Exit Merge	U	-		-	-	-	-	1133	2105	2105	53.8%	-	-	-	0.7	2.4	7.1

C1 - Enterprise Way / Thorley Lane

PRC for Signalled Lanes (%): -7.0
PRC Over All Lanes (%): -7.0

Total Delay for Signalled Lanes (pcuHr): 40.96
Total Delay Over All Lanes(pcuHr): 41.70

Cycle Time (s): 100

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275
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Filename: J3 Enterprise Way_Thorley Lane_Jetparks 2 Rbt.j10
Path: F:\clients\Buro\Manchester Airport
Report generation date: 28/08/2026 17:11:57

»2026 Observed, AM
»2026 Observed, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2035 Baseline, AM
»2035 Baseline, PM
»2040 Baseline, AM
»2040 Baseline, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2035 Baseline + Dev, AM
»2035 Baseline + Dev, PM
»2040 Baseline + Dev, AM
»2040 Baseline + Dev, PM
»2030 Baseline + Dev [-10pc], AM
»2030 Baseline + Dev [-10pc], PM
»2035 Baseline + Dev [-10pc], AM
»2035 Baseline + Dev [-10pc], PM
»2040 Baseline + Dev [-10pc], AM
»2040 Baseline + Dev [-10pc], PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	Junction LOS	Q (Veh)	Delay (s)	RFC	Junction LOS
2026 Observed								
1 - Enterprise Way (NW)	0.7	2.44	0.40	A	0.6	2.30	0.37	A
2 - Unnamed Rd (NE)	0.0	3.46	0.01		0.0	3.30	0.01	
3 - Enterprise Way (SW)	0.4	3.56	0.27		0.5	4.08	0.34	
4 - Site Access (SW)	0.0	4.50	0.01		0.0	3.33	0.02	
2030 Baseline								
1 - Enterprise Way (NW)	0.8	2.61	0.44	A	0.5	2.22	0.34	A
2 - Unnamed Rd (NE)	0.0	3.69	0.01		0.0	3.19	0.01	
3 - Enterprise Way (SW)	0.4	3.48	0.26		0.5	3.93	0.32	
4 - Site Access (SW)	0.0	4.43	0.01		0.0	3.26	0.02	
2035 Baseline								
1 - Enterprise Way (NW)	0.9	2.78	0.47	A	0.6	2.33	0.37	A
2 - Unnamed Rd (NE)	0.0	3.91	0.02		0.0	3.34	0.01	
3 - Enterprise Way (SW)	0.4	3.62	0.29		0.5	4.16	0.35	

4 - Site Access (SW)	0.0	4.50	0.01		0.0	3.38	0.02	
	2040 Baseline							
1 - Enterprise Way (NW)	1.0	2.94	0.50	A	0.7	2.44	0.40	A
2 - Unnamed Rd (NE)	0.0	4.11	0.02		0.0	3.48	0.01	
3 - Enterprise Way (SW)	0.4	3.75	0.31		0.6	4.38	0.38	
4 - Site Access (SW)	0.0	4.60	0.01		0.0	3.49	0.02	
	2030 Baseline + Dev							
1 - Enterprise Way (NW)	1.3	3.67	0.56	A	0.6	2.37	0.37	A
2 - Unnamed Rd (NE)	0.0	4.75	0.02		0.0	3.43	0.01	
3 - Enterprise Way (SW)	0.6	4.69	0.37		0.5	4.10	0.34	
4 - Site Access (SW)	0.1	4.99	0.08		0.4	4.40	0.28	
	2035 Baseline + Dev							
1 - Enterprise Way (NW)	4.6	9.81	0.82	B	0.8	2.86	0.45	A
2 - Unnamed Rd (NE)	0.0	10.83	0.04		0.0	4.18	0.02	
3 - Enterprise Way (SW)	2.8	15.54	0.74		0.7	4.72	0.40	
4 - Site Access (SW)	0.2	6.02	0.19		2.0	10.19	0.67	
	2040 Baseline + Dev							
1 - Enterprise Way (NW)	5.6	11.64	0.85	B	0.9	3.02	0.48	A
2 - Unnamed Rd (NE)	0.0	12.55	0.05		0.0	4.40	0.02	
3 - Enterprise Way (SW)	3.3	18.08	0.78		0.8	5.00	0.43	
4 - Site Access (SW)	0.2	6.19	0.20		2.2	11.25	0.69	
	2030 Baseline + Dev [-10pc]							
1 - Enterprise Way (NW)	1.2	3.53	0.55	A	0.6	2.35	0.36	A
2 - Unnamed Rd (NE)	0.0	4.61	0.02		0.0	3.40	0.01	
3 - Enterprise Way (SW)	0.6	4.53	0.36		0.5	4.08	0.34	
4 - Site Access (SW)	0.1	4.93	0.07		0.3	4.25	0.25	
	2035 Baseline + Dev [-10pc]							
1 - Enterprise Way (NW)	3.6	8.05	0.79	A	0.8	2.80	0.45	A
2 - Unnamed Rd (NE)	0.0	9.19	0.04		0.0	4.07	0.01	
3 - Enterprise Way (SW)	2.0	11.73	0.68		0.7	4.66	0.40	
4 - Site Access (SW)	0.2	5.85	0.17		1.5	8.47	0.61	
	2040 Baseline + Dev [-10pc]							
1 - Enterprise Way (NW)	4.4	9.28	0.82	A	0.9	2.95	0.47	A
2 - Unnamed Rd (NE)	0.0	10.42	0.04		0.0	4.28	0.02	
3 - Enterprise Way (SW)	2.4	13.12	0.71		0.7	4.94	0.43	
4 - Site Access (SW)	0.2	6.01	0.18		1.7	9.21	0.63	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s.

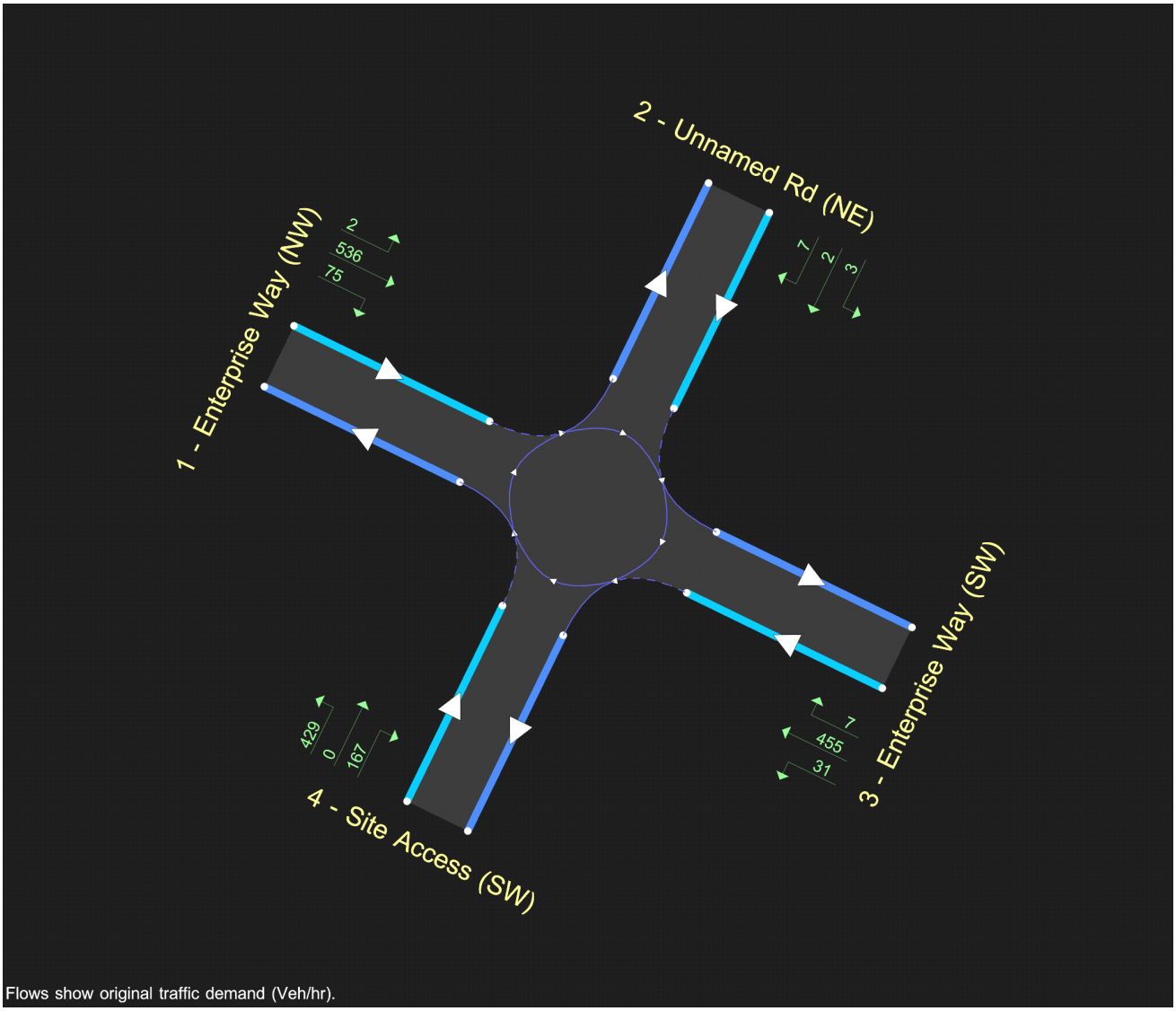
File summary

File Description

Title	Enterprise Way / Thorley Lane Rbt
Location	
Site number	
Date	25/11/2025
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	LinSig Calibration

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D15	2030 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D16	2030 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓
D17	2035 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D18	2035 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓
D19	2040 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D20	2040 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Enterprise Way (NW)		
2	Unnamed Rd (NE)		
3	Enterprise Way (SW)		
4	Site Access (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Enterprise Way (NW)	7.30	8.00	7.5	20.0	43.0	16.5		
2 - Unnamed Rd (NE)	3.65	6.00	16.0	30.0	43.0	16.0		
3 - Enterprise Way (SW)	3.75	6.00	10.0	20.0	43.0	18.0		
4 - Site Access (SW)	3.50	5.90	17.5	20.0	43.0	14.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Enterprise Way (NW)	0.803	2486
2 - Unnamed Rd (NE)	0.652	1694
3 - Enterprise Way (SW)	0.626	1596
4 - Site Access (SW)	0.640	1650

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	886	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	347	100.000
4 - Site Access (SW)		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	258	10	616	2
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	346	1	0	0
	4 - Site Access (SW)	5	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.40	2.44	0.7	A	813	1220
2 - Unnamed Rd (NE)	0.01	3.46	0.0	A	12	18
3 - Enterprise Way (SW)	0.27	3.56	0.4	A	318	478
4 - Site Access (SW)	0.01	4.50	0.0	A	6	8

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	667	167	1	2451	0.272	666	465	0.0	0.4	2.014	A
2 - Unnamed Rd (NE)	10	2	659	1257	0.008	10	8	0.0	0.0	2.884	A
3 - Enterprise Way (SW)	261	65	203	1452	0.180	260	466	0.0	0.2	3.020	A
4 - Site Access (SW)	5	1	462	900	0.005	4	2	0.0	0.0	4.018	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	796	199	2	2450	0.325	796	556	0.4	0.5	2.176	A
2 - Unnamed Rd (NE)	12	3	788	1172	0.010	12	10	0.0	0.0	3.102	A
3 - Enterprise Way (SW)	312	78	243	1427	0.219	312	557	0.2	0.3	3.228	A
4 - Site Access (SW)	5	1	552	861	0.006	5	2	0.0	0.0	4.207	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	975	244	2	2450	0.398	975	681	0.5	0.7	2.439	A
2 - Unnamed Rd (NE)	14	4	965	1055	0.014	14	12	0.0	0.0	3.459	A
3 - Enterprise Way (SW)	382	96	297	1392	0.274	382	682	0.3	0.4	3.562	A
4 - Site Access (SW)	7	2	677	807	0.008	7	2	0.0	0.0	4.495	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	975	244	2	2450	0.398	975	682	0.7	0.7	2.441	A
2 - Unnamed Rd (NE)	14	4	966	1054	0.014	14	12	0.0	0.0	3.460	A
3 - Enterprise Way (SW)	382	96	297	1392	0.274	382	683	0.4	0.4	3.562	A
4 - Site Access (SW)	7	2	677	807	0.008	7	2	0.0	0.0	4.497	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	796	199	2	2450	0.325	797	557	0.7	0.5	2.178	A
2 - Unnamed Rd (NE)	12	3	789	1171	0.010	12	10	0.0	0.0	3.104	A
3 - Enterprise Way (SW)	312	78	243	1427	0.219	312	558	0.4	0.3	3.231	A
4 - Site Access (SW)	5	1	553	861	0.006	5	2	0.0	0.0	4.211	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	667	167	2	2451	0.272	667	466	0.5	0.4	2.019	A
2 - Unnamed Rd (NE)	10	2	661	1256	0.008	10	8	0.0	0.0	2.890	A
3 - Enterprise Way (SW)	261	65	203	1452	0.180	261	467	0.3	0.2	3.024	A
4 - Site Access (SW)	5	1	463	900	0.005	5	2	0.0	0.0	4.022	A

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

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	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	819	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	414	100.000
4 - Site Access (SW)		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	359	2	450	8
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	404	7	0	3
	4 - Site Access (SW)	21	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.37	2.30	0.6	A	752	1127
2 - Unnamed Rd (NE)	0.01	3.30	0.0	A	11	17
3 - Enterprise Way (SW)	0.34	4.08	0.5	A	380	570
4 - Site Access (SW)	0.02	3.33	0.0	A	19	29

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	617	154	5	2469	0.250	615	594	0.0	0.3	1.941	A
2 - Unnamed Rd (NE)	9	2	614	1291	0.007	9	7	0.0	0.0	2.807	A
3 - Enterprise Way (SW)	312	78	282	1420	0.220	311	340	0.0	0.3	3.243	A
4 - Site Access (SW)	16	4	583	1277	0.012	16	10	0.0	0.0	2.854	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	736	184	6	2468	0.298	736	711	0.3	0.4	2.078	A
2 - Unnamed Rd (NE)	11	3	734	1212	0.009	11	8	0.0	0.0	2.995	A
3 - Enterprise Way (SW)	372	93	338	1385	0.269	372	407	0.3	0.4	3.553	A
4 - Site Access (SW)	19	5	698	1203	0.016	19	12	0.0	0.0	3.039	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	902	225	8	2467	0.366	901	870	0.4	0.6	2.299	A
2 - Unnamed Rd (NE)	13	3	899	1104	0.012	13	10	0.0	0.0	3.299	A
3 - Enterprise Way (SW)	456	114	414	1337	0.341	455	498	0.4	0.5	4.078	A
4 - Site Access (SW)	23	6	855	1103	0.021	23	14	0.0	0.0	3.333	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	902	225	8	2467	0.366	902	871	0.6	0.6	2.299	A
2 - Unnamed Rd (NE)	13	3	900	1104	0.012	13	10	0.0	0.0	3.300	A
3 - Enterprise Way (SW)	456	114	414	1337	0.341	456	499	0.5	0.5	4.083	A
4 - Site Access (SW)	23	6	855	1102	0.021	23	14	0.0	0.0	3.334	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	736	184	6	2468	0.298	737	712	0.6	0.4	2.080	A
2 - Unnamed Rd (NE)	11	3	735	1212	0.009	11	8	0.0	0.0	2.997	A
3 - Enterprise Way (SW)	372	93	338	1385	0.269	373	408	0.5	0.4	3.558	A
4 - Site Access (SW)	19	5	699	1202	0.016	19	12	0.0	0.0	3.041	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	617	154	5	2469	0.250	617	596	0.4	0.3	1.944	A
2 - Unnamed Rd (NE)	9	2	615	1290	0.007	9	7	0.0	0.0	2.809	A
3 - Enterprise Way (SW)	312	78	283	1419	0.220	312	341	0.4	0.3	3.252	A
4 - Site Access (SW)	16	4	585	1275	0.012	16	10	0.0	0.0	2.857	A

2030 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

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	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	976	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	336	100.000
4 - Site Access (SW)		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	242	10	722	2
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	335	1	0	0
	4 - Site Access (SW)	5	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.44	2.61	0.8	A	896	1343
2 - Unnamed Rd (NE)	0.01	3.69	0.0	A	12	18
3 - Enterprise Way (SW)	0.26	3.48	0.4	A	308	462
4 - Site Access (SW)	0.01	4.43	0.0	A	6	8

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	735	184	1	2452	0.300	733	444	0.0	0.4	2.092	A
2 - Unnamed Rd (NE)	10	2	726	1213	0.008	10	8	0.0	0.0	2.991	A
3 - Enterprise Way (SW)	253	63	191	1460	0.173	252	545	0.0	0.2	2.980	A
4 - Site Access (SW)	5	1	441	909	0.005	4	2	0.0	0.0	3.979	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	877	219	2	2452	0.358	877	532	0.4	0.6	2.286	A
2 - Unnamed Rd (NE)	12	3	869	1119	0.010	12	10	0.0	0.0	3.251	A
3 - Enterprise Way (SW)	302	76	228	1436	0.210	302	652	0.2	0.3	3.174	A
4 - Site Access (SW)	5	1	528	871	0.006	5	2	0.0	0.0	4.156	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1075	269	2	2451	0.438	1074	651	0.6	0.8	2.612	A
2 - Unnamed Rd (NE)	14	4	1064	990	0.014	14	12	0.0	0.0	3.690	A
3 - Enterprise Way (SW)	370	92	279	1403	0.264	370	799	0.3	0.4	3.482	A
4 - Site Access (SW)	7	2	647	820	0.008	7	2	0.0	0.0	4.424	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1075	269	2	2451	0.438	1075	652	0.8	0.8	2.614	A
2 - Unnamed Rd (NE)	14	4	1065	989	0.014	14	12	0.0	0.0	3.692	A
3 - Enterprise Way (SW)	370	92	280	1403	0.264	370	799	0.4	0.4	3.482	A
4 - Site Access (SW)	7	2	647	820	0.008	7	2	0.0	0.0	4.426	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	877	219	2	2452	0.358	878	533	0.8	0.6	2.289	A
2 - Unnamed Rd (NE)	12	3	870	1118	0.010	12	10	0.0	0.0	3.256	A
3 - Enterprise Way (SW)	302	76	229	1436	0.210	302	653	0.4	0.3	3.176	A
4 - Site Access (SW)	5	1	529	871	0.006	5	2	0.0	0.0	4.160	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	735	184	2	2452	0.300	735	446	0.6	0.4	2.099	A
2 - Unnamed Rd (NE)	10	2	729	1212	0.008	10	8	0.0	0.0	2.997	A
3 - Enterprise Way (SW)	253	63	191	1459	0.173	253	547	0.3	0.2	2.986	A
4 - Site Access (SW)	5	1	443	908	0.005	5	2	0.0	0.0	3.984	A

2030 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	2.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.81	A

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	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	767	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	395	100.000
4 - Site Access (SW)		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	340	2	418	7
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	385	7	0	3
	4 - Site Access (SW)	22	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.34	2.22	0.5	A	704	1056
2 - Unnamed Rd (NE)	0.01	3.19	0.0	A	11	17
3 - Enterprise Way (SW)	0.32	3.93	0.5	A	362	544
4 - Site Access (SW)	0.02	3.26	0.0	A	20	30

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	577	144	5	2469	0.234	576	566	0.0	0.3	1.902	A
2 - Unnamed Rd (NE)	9	2	575	1317	0.007	9	7	0.0	0.0	2.752	A
3 - Enterprise Way (SW)	297	74	267	1429	0.208	296	316	0.0	0.3	3.175	A
4 - Site Access (SW)	17	4	555	1295	0.013	17	9	0.0	0.0	2.815	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	690	172	6	2468	0.279	689	677	0.3	0.4	2.023	A
2 - Unnamed Rd (NE)	11	3	687	1243	0.009	11	8	0.0	0.0	2.921	A
3 - Enterprise Way (SW)	355	89	320	1396	0.254	355	378	0.3	0.3	3.457	A
4 - Site Access (SW)	20	5	664	1225	0.016	20	11	0.0	0.0	2.986	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	844	211	8	2467	0.342	844	829	0.4	0.5	2.218	A
2 - Unnamed Rd (NE)	13	3	842	1142	0.012	13	10	0.0	0.0	3.189	A
3 - Enterprise Way (SW)	435	109	392	1351	0.322	434	463	0.3	0.5	3.925	A
4 - Site Access (SW)	24	6	813	1130	0.021	24	13	0.0	0.0	3.255	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	844	211	8	2467	0.342	844	830	0.5	0.5	2.218	A
2 - Unnamed Rd (NE)	13	3	842	1141	0.012	13	10	0.0	0.0	3.190	A
3 - Enterprise Way (SW)	435	109	392	1351	0.322	435	464	0.5	0.5	3.929	A
4 - Site Access (SW)	24	6	814	1129	0.021	24	13	0.0	0.0	3.257	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	690	172	6	2468	0.279	690	679	0.5	0.4	2.026	A
2 - Unnamed Rd (NE)	11	3	688	1242	0.009	11	8	0.0	0.0	2.925	A
3 - Enterprise Way (SW)	355	89	320	1396	0.254	356	379	0.5	0.3	3.461	A
4 - Site Access (SW)	20	5	665	1224	0.016	20	11	0.0	0.0	2.988	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	577	144	5	2469	0.234	578	568	0.4	0.3	1.906	A
2 - Unnamed Rd (NE)	9	2	576	1316	0.007	9	7	0.0	0.0	2.756	A
3 - Enterprise Way (SW)	297	74	268	1429	0.208	298	317	0.3	0.3	3.186	A
4 - Site Access (SW)	17	4	557	1294	0.013	17	9	0.0	0.0	2.820	A

2035 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	A

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	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1050	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	361	100.000
4 - Site Access (SW)		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	259	10	779	2
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	360	1	0	0
	4 - Site Access (SW)	6	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.47	2.78	0.9	A	964	1445
2 - Unnamed Rd (NE)	0.02	3.91	0.0	A	12	18
3 - Enterprise Way (SW)	0.29	3.62	0.4	A	331	497
4 - Site Access (SW)	0.01	4.50	0.0	A	6	10

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	790	198	1	2452	0.322	789	477	0.0	0.5	2.162	A
2 - Unnamed Rd (NE)	10	2	782	1176	0.008	10	8	0.0	0.0	3.085	A
3 - Enterprise Way (SW)	272	68	204	1452	0.187	271	588	0.0	0.2	3.049	A
4 - Site Access (SW)	5	1	473	904	0.006	5	2	0.0	0.0	4.005	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	944	236	2	2452	0.385	943	570	0.5	0.6	2.385	A
2 - Unnamed Rd (NE)	12	3	935	1075	0.011	12	10	0.0	0.0	3.385	A
3 - Enterprise Way (SW)	325	81	243	1426	0.228	324	703	0.2	0.3	3.266	A
4 - Site Access (SW)	6	2	566	863	0.007	6	2	0.0	0.0	4.200	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1156	289	2	2451	0.472	1155	698	0.6	0.9	2.774	A
2 - Unnamed Rd (NE)	14	4	1145	936	0.015	14	12	0.0	0.0	3.905	A
3 - Enterprise Way (SW)	397	99	298	1392	0.286	397	861	0.3	0.4	3.617	A
4 - Site Access (SW)	8	2	693	808	0.010	8	2	0.0	0.0	4.498	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1156	289	2	2451	0.472	1156	699	0.9	0.9	2.779	A
2 - Unnamed Rd (NE)	14	4	1146	935	0.015	14	12	0.0	0.0	3.908	A
3 - Enterprise Way (SW)	397	99	298	1392	0.286	397	862	0.4	0.4	3.620	A
4 - Site Access (SW)	8	2	694	808	0.010	8	2	0.0	0.0	4.500	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	944	236	2	2452	0.385	945	572	0.9	0.6	2.392	A
2 - Unnamed Rd (NE)	12	3	937	1074	0.011	12	10	0.0	0.0	3.388	A
3 - Enterprise Way (SW)	325	81	244	1426	0.228	325	705	0.4	0.3	3.269	A
4 - Site Access (SW)	6	2	567	863	0.007	6	2	0.0	0.0	4.204	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	790	198	2	2452	0.322	791	478	0.6	0.5	2.169	A
2 - Unnamed Rd (NE)	10	2	784	1175	0.008	10	8	0.0	0.0	3.092	A
3 - Enterprise Way (SW)	272	68	204	1451	0.187	272	590	0.3	0.2	3.055	A
4 - Site Access (SW)	5	1	475	903	0.006	5	2	0.0	0.0	4.010	A

2035 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	2.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.96	A

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	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	837	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	426	100.000
4 - Site Access (SW)		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	365	2	463	7
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	416	7	0	3
	4 - Site Access (SW)	23	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.37	2.33	0.6	A	768	1152
2 - Unnamed Rd (NE)	0.01	3.34	0.0	A	11	17
3 - Enterprise Way (SW)	0.35	4.16	0.5	A	391	586
4 - Site Access (SW)	0.02	3.38	0.0	A	21	32

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	630	158	5	2469	0.255	629	609	0.0	0.3	1.956	A
2 - Unnamed Rd (NE)	9	2	627	1282	0.007	9	7	0.0	0.0	2.827	A
3 - Enterprise Way (SW)	321	80	286	1417	0.226	320	350	0.0	0.3	3.277	A
4 - Site Access (SW)	17	4	597	1268	0.014	17	9	0.0	0.0	2.877	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	752	188	6	2468	0.305	752	729	0.3	0.4	2.098	A
2 - Unnamed Rd (NE)	11	3	750	1202	0.009	11	8	0.0	0.0	3.022	A
3 - Enterprise Way (SW)	383	96	342	1382	0.277	383	419	0.3	0.4	3.602	A
4 - Site Access (SW)	21	5	714	1193	0.017	21	11	0.0	0.0	3.070	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	922	230	8	2467	0.374	921	892	0.4	0.6	2.327	A
2 - Unnamed Rd (NE)	13	3	919	1091	0.012	13	10	0.0	0.0	3.339	A
3 - Enterprise Way (SW)	469	117	419	1334	0.352	468	513	0.4	0.5	4.156	A
4 - Site Access (SW)	25	6	874	1090	0.023	25	13	0.0	0.0	3.379	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	922	230	8	2467	0.374	922	893	0.6	0.6	2.329	A
2 - Unnamed Rd (NE)	13	3	919	1091	0.012	13	10	0.0	0.0	3.340	A
3 - Enterprise Way (SW)	469	117	419	1334	0.352	469	513	0.5	0.5	4.162	A
4 - Site Access (SW)	25	6	875	1090	0.023	25	13	0.0	0.0	3.381	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	752	188	6	2468	0.305	753	730	0.6	0.4	2.099	A
2 - Unnamed Rd (NE)	11	3	751	1201	0.009	11	8	0.0	0.0	3.024	A
3 - Enterprise Way (SW)	383	96	343	1382	0.277	384	419	0.5	0.4	3.607	A
4 - Site Access (SW)	21	5	716	1192	0.017	21	11	0.0	0.0	3.073	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	630	158	5	2469	0.255	631	611	0.4	0.3	1.958	A
2 - Unnamed Rd (NE)	9	2	629	1281	0.007	9	7	0.0	0.0	2.829	A
3 - Enterprise Way (SW)	321	80	287	1417	0.226	321	351	0.4	0.3	3.286	A
4 - Site Access (SW)	17	4	599	1267	0.014	17	9	0.0	0.0	2.881	A

2040 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

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	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1113	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	383	100.000
4 - Site Access (SW)		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	272	10	829	2
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	382	1	0	0
	4 - Site Access (SW)	6	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.50	2.94	1.0	A	1021	1532
2 - Unnamed Rd (NE)	0.02	4.11	0.0	A	12	18
3 - Enterprise Way (SW)	0.31	3.75	0.4	A	351	527
4 - Site Access (SW)	0.01	4.60	0.0	A	6	10

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	838	209	1	2452	0.342	836	503	0.0	0.5	2.224	A
2 - Unnamed Rd (NE)	10	2	829	1145	0.009	10	8	0.0	0.0	3.170	A
3 - Enterprise Way (SW)	288	72	213	1445	0.199	287	626	0.0	0.2	3.105	A
4 - Site Access (SW)	5	1	499	893	0.006	5	2	0.0	0.0	4.056	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1001	250	2	2452	0.408	1000	602	0.5	0.7	2.478	A
2 - Unnamed Rd (NE)	12	3	992	1037	0.011	12	10	0.0	0.0	3.508	A
3 - Enterprise Way (SW)	344	86	255	1419	0.243	344	748	0.2	0.3	3.349	A
4 - Site Access (SW)	6	2	597	850	0.007	6	2	0.0	0.0	4.268	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1225	306	2	2451	0.500	1224	737	0.7	1.0	2.931	A
2 - Unnamed Rd (NE)	14	4	1214	890	0.016	14	12	0.0	0.0	4.109	A
3 - Enterprise Way (SW)	422	105	312	1383	0.305	421	916	0.3	0.4	3.742	A
4 - Site Access (SW)	8	2	731	791	0.010	8	2	0.0	0.0	4.595	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1225	306	2	2451	0.500	1225	738	1.0	1.0	2.935	A
2 - Unnamed Rd (NE)	14	4	1216	890	0.016	14	12	0.0	0.0	4.112	A
3 - Enterprise Way (SW)	422	105	313	1382	0.305	422	917	0.4	0.4	3.746	A
4 - Site Access (SW)	8	2	732	791	0.010	8	2	0.0	0.0	4.597	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1001	250	2	2452	0.408	1002	603	1.0	0.7	2.484	A
2 - Unnamed Rd (NE)	12	3	994	1036	0.011	12	10	0.0	0.0	3.512	A
3 - Enterprise Way (SW)	344	86	256	1419	0.243	345	750	0.4	0.3	3.355	A
4 - Site Access (SW)	6	2	599	849	0.007	6	2	0.0	0.0	4.271	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	838	209	2	2452	0.342	839	505	0.7	0.5	2.231	A
2 - Unnamed Rd (NE)	10	2	832	1143	0.009	10	8	0.0	0.0	3.175	A
3 - Enterprise Way (SW)	288	72	214	1445	0.200	289	628	0.3	0.3	3.113	A
4 - Site Access (SW)	5	1	501	892	0.006	5	2	0.0	0.0	4.061	A

2040 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

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	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	898	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	452	100.000
4 - Site Access (SW)		ONE HOUR	✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	385	2	503	8
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	442	7	0	3
	4 - Site Access (SW)	24	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.40	2.44	0.7	A	824	1236
2 - Unnamed Rd (NE)	0.01	3.48	0.0	A	11	17
3 - Enterprise Way (SW)	0.38	4.38	0.6	A	415	622
4 - Site Access (SW)	0.02	3.49	0.0	A	22	33

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	676	169	5	2468	0.274	675	644	0.0	0.4	2.005	A
2 - Unnamed Rd (NE)	9	2	673	1252	0.007	9	7	0.0	0.0	2.895	A
3 - Enterprise Way (SW)	340	85	302	1407	0.242	339	380	0.0	0.3	3.364	A
4 - Site Access (SW)	18	5	631	1246	0.015	18	10	0.0	0.0	2.931	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	807	202	6	2468	0.327	807	771	0.4	0.5	2.167	A
2 - Unnamed Rd (NE)	11	3	805	1166	0.009	11	8	0.0	0.0	3.116	A
3 - Enterprise Way (SW)	406	102	361	1370	0.297	406	455	0.3	0.4	3.730	A
4 - Site Access (SW)	22	5	755	1166	0.019	22	12	0.0	0.0	3.143	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	989	247	8	2466	0.401	988	944	0.5	0.7	2.433	A
2 - Unnamed Rd (NE)	13	3	986	1047	0.013	13	10	0.0	0.0	3.481	A
3 - Enterprise Way (SW)	498	124	442	1320	0.377	497	557	0.4	0.6	4.373	A
4 - Site Access (SW)	26	7	925	1058	0.025	26	14	0.0	0.0	3.489	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	989	247	8	2466	0.401	989	945	0.7	0.7	2.435	A
2 - Unnamed Rd (NE)	13	3	987	1047	0.013	13	10	0.0	0.0	3.482	A
3 - Enterprise Way (SW)	498	124	443	1319	0.377	498	557	0.6	0.6	4.380	A
4 - Site Access (SW)	26	7	926	1057	0.025	26	14	0.0	0.0	3.491	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	807	202	6	2468	0.327	808	772	0.7	0.5	2.171	A
2 - Unnamed Rd (NE)	11	3	806	1165	0.009	11	8	0.0	0.0	3.121	A
3 - Enterprise Way (SW)	406	102	362	1370	0.297	407	455	0.6	0.4	3.743	A
4 - Site Access (SW)	22	5	757	1165	0.019	22	12	0.0	0.0	3.149	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	676	169	5	2468	0.274	677	647	0.5	0.4	2.009	A
2 - Unnamed Rd (NE)	9	2	675	1251	0.007	9	7	0.0	0.0	2.900	A
3 - Enterprise Way (SW)	340	85	303	1407	0.242	341	381	0.4	0.3	3.377	A
4 - Site Access (SW)	18	5	634	1244	0.015	18	10	0.0	0.0	2.937	A

2030 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

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	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1157	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	411	100.000
4 - Site Access (SW)		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	242	10	722	183
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	335	1	0	75
	4 - Site Access (SW)	40	0	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.56	3.67	1.3	A	1062	1593
2 - Unnamed Rd (NE)	0.02	4.75	0.0	A	12	18
3 - Enterprise Way (SW)	0.37	4.69	0.6	A	377	566
4 - Site Access (SW)	0.08	4.99	0.1	A	51	77

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	871	218	13	2264	0.385	869	470	0.0	0.6	2.575	A
2 - Unnamed Rd (NE)	10	2	873	1066	0.009	10	8	0.0	0.0	3.408	A
3 - Enterprise Way (SW)	309	77	327	1336	0.232	308	556	0.0	0.3	3.501	A
4 - Site Access (SW)	42	11	441	868	0.049	42	194	0.0	0.1	4.358	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1040	260	15	2260	0.460	1039	563	0.6	0.8	2.947	A
2 - Unnamed Rd (NE)	12	3	1045	942	0.012	12	10	0.0	0.0	3.868	A
3 - Enterprise Way (SW)	369	92	391	1287	0.287	369	666	0.3	0.4	3.919	A
4 - Site Access (SW)	50	13	528	832	0.061	50	232	0.1	0.1	4.605	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1274	318	19	2255	0.565	1272	689	0.8	1.3	3.655	A
2 - Unnamed Rd (NE)	14	4	1279	774	0.019	14	12	0.0	0.0	4.739	A
3 - Enterprise Way (SW)	453	113	478	1221	0.371	452	815	0.4	0.6	4.678	A
4 - Site Access (SW)	62	15	646	783	0.079	62	284	0.1	0.1	4.990	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1274	318	19	2255	0.565	1274	690	1.3	1.3	3.666	A
2 - Unnamed Rd (NE)	14	4	1280	773	0.019	14	12	0.0	0.0	4.747	A
3 - Enterprise Way (SW)	453	113	479	1220	0.371	453	816	0.6	0.6	4.688	A
4 - Site Access (SW)	62	15	647	783	0.079	62	284	0.1	0.1	4.992	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1040	260	15	2260	0.460	1042	565	1.3	0.9	2.960	A
2 - Unnamed Rd (NE)	12	3	1047	940	0.012	12	10	0.0	0.0	3.876	A
3 - Enterprise Way (SW)	369	92	392	1286	0.287	370	667	0.6	0.4	3.933	A
4 - Site Access (SW)	50	13	530	831	0.061	50	232	0.1	0.1	4.610	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	871	218	13	2264	0.385	872	473	0.9	0.6	2.587	A
2 - Unnamed Rd (NE)	10	2	876	1063	0.009	10	8	0.0	0.0	3.419	A
3 - Enterprise Way (SW)	309	77	328	1335	0.232	310	558	0.4	0.3	3.515	A
4 - Site Access (SW)	42	11	443	867	0.049	42	194	0.1	0.1	4.366	A

2030 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

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	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	800	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	409	100.000
4 - Site Access (SW)		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	340	2	418	40
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	385	7	0	17
	4 - Site Access (SW)	207	0	76	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.37	2.37	0.6	A	734	1101
2 - Unnamed Rd (NE)	0.01	3.43	0.0	A	11	17
3 - Enterprise Way (SW)	0.34	4.10	0.5	A	375	563
4 - Site Access (SW)	0.28	4.40	0.4	A	260	390

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	602	151	62	2424	0.248	601	705	0.0	0.3	1.974	A
2 - Unnamed Rd (NE)	9	2	656	1263	0.007	9	7	0.0	0.0	2.869	A
3 - Enterprise Way (SW)	308	77	292	1413	0.218	307	373	0.0	0.3	3.250	A
4 - Site Access (SW)	213	53	555	1295	0.165	212	44	0.0	0.2	3.324	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	719	180	75	2414	0.298	719	843	0.3	0.4	2.123	A
2 - Unnamed Rd (NE)	11	3	785	1179	0.009	11	8	0.0	0.0	3.081	A
3 - Enterprise Way (SW)	368	92	350	1378	0.267	367	447	0.3	0.4	3.563	A
4 - Site Access (SW)	254	64	664	1225	0.208	254	53	0.2	0.3	3.707	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	881	220	91	2401	0.367	880	1033	0.4	0.6	2.366	A
2 - Unnamed Rd (NE)	13	3	962	1063	0.012	13	10	0.0	0.0	3.426	A
3 - Enterprise Way (SW)	450	113	428	1328	0.339	450	547	0.4	0.5	4.094	A
4 - Site Access (SW)	312	78	813	1130	0.276	311	65	0.3	0.4	4.396	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	881	220	91	2401	0.367	881	1034	0.6	0.6	2.368	A
2 - Unnamed Rd (NE)	13	3	962	1063	0.012	13	10	0.0	0.0	3.428	A
3 - Enterprise Way (SW)	450	113	428	1328	0.339	450	547	0.5	0.5	4.100	A
4 - Site Access (SW)	312	78	814	1129	0.276	312	65	0.4	0.4	4.402	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	719	180	75	2414	0.298	720	845	0.6	0.4	2.125	A
2 - Unnamed Rd (NE)	11	3	786	1178	0.009	11	8	0.0	0.0	3.083	A
3 - Enterprise Way (SW)	368	92	350	1377	0.267	368	447	0.5	0.4	3.568	A
4 - Site Access (SW)	254	64	665	1224	0.208	255	53	0.4	0.3	3.717	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	602	151	63	2424	0.249	603	708	0.4	0.3	1.978	A
2 - Unnamed Rd (NE)	9	2	658	1262	0.007	9	7	0.0	0.0	2.874	A
3 - Enterprise Way (SW)	308	77	293	1413	0.218	308	374	0.4	0.3	3.259	A
4 - Site Access (SW)	213	53	557	1294	0.165	213	44	0.3	0.2	3.335	A

2035 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	10.85	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.85	B

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	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1557	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	605	100.000
4 - Site Access (SW)		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	266	10	797	484
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	405	1	0	199
	4 - Site Access (SW)	91	0	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.82	9.81	4.6	A	1429	2143
2 - Unnamed Rd (NE)	0.04	10.83	0.0	B	12	18
3 - Enterprise Way (SW)	0.74	15.54	2.8	C	555	833
4 - Site Access (SW)	0.19	6.02	0.2	A	117	176

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1172	293	28	2097	0.559	1167	578	0.0	1.3	3.849	A
2 - Unnamed Rd (NE)	10	2	1187	776	0.013	10	8	0.0	0.0	4.696	A
3 - Enterprise Way (SW)	455	114	570	1116	0.408	453	627	0.0	0.7	5.405	A
4 - Site Access (SW)	96	24	511	838	0.115	96	512	0.0	0.1	4.847	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1400	350	34	2090	0.670	1397	692	1.3	2.0	5.170	A
2 - Unnamed Rd (NE)	12	3	1421	596	0.020	12	10	0.0	0.0	6.162	A
3 - Enterprise Way (SW)	544	136	682	1024	0.531	542	751	0.7	1.1	7.446	A
4 - Site Access (SW)	115	29	611	797	0.144	115	613	0.1	0.2	5.280	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1714	429	42	2079	0.824	1705	844	2.0	4.4	9.365	A
2 - Unnamed Rd (NE)	14	4	1734	354	0.040	14	12	0.0	0.0	10.600	B
3 - Enterprise Way (SW)	666	167	832	900	0.740	660	916	1.1	2.7	14.621	B
4 - Site Access (SW)	141	35	745	741	0.190	141	747	0.2	0.2	5.989	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1714	429	42	2079	0.824	1714	850	4.4	4.6	9.815	A
2 - Unnamed Rd (NE)	14	4	1744	347	0.041	14	12	0.0	0.0	10.831	B
3 - Enterprise Way (SW)	666	167	837	896	0.743	666	921	2.7	2.8	15.541	C
4 - Site Access (SW)	141	35	751	739	0.191	141	752	0.2	0.2	6.017	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1400	350	34	2090	0.670	1410	700	4.6	2.1	5.369	A
2 - Unnamed Rd (NE)	12	3	1434	586	0.020	12	10	0.0	0.0	6.273	A
3 - Enterprise Way (SW)	544	136	688	1019	0.534	550	758	2.8	1.2	7.791	A
4 - Site Access (SW)	115	29	619	793	0.145	115	619	0.2	0.2	5.311	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1172	293	29	2097	0.559	1175	583	2.1	1.3	3.918	A
2 - Unnamed Rd (NE)	10	2	1196	770	0.013	10	8	0.0	0.0	4.736	A
3 - Enterprise Way (SW)	455	114	574	1113	0.409	457	632	1.2	0.7	5.508	A
4 - Site Access (SW)	96	24	515	836	0.115	97	516	0.2	0.1	4.867	A

2035 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

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	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	951	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	471	100.000
4 - Site Access (SW)		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	367	2	500	82
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	430	7	0	34
	4 - Site Access (SW)	473	0	186	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.45	2.86	0.8	A	873	1309
2 - Unnamed Rd (NE)	0.02	4.18	0.0	A	11	17
3 - Enterprise Way (SW)	0.40	4.72	0.7	A	432	648
4 - Site Access (SW)	0.67	10.19	2.0	B	605	907

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	716	179	145	2358	0.304	714	958	0.0	0.4	2.188	A
2 - Unnamed Rd (NE)	9	2	852	1135	0.008	9	7	0.0	0.0	3.195	A
3 - Enterprise Way (SW)	355	89	344	1381	0.257	353	517	0.0	0.3	3.497	A
4 - Site Access (SW)	496	124	609	1260	0.394	494	89	0.0	0.6	4.680	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	855	214	173	2335	0.366	854	1146	0.4	0.6	2.431	A
2 - Unnamed Rd (NE)	11	3	1019	1026	0.011	11	8	0.0	0.0	3.545	A
3 - Enterprise Way (SW)	423	106	411	1339	0.316	423	619	0.3	0.5	3.929	A
4 - Site Access (SW)	592	148	728	1184	0.500	591	106	0.6	1.0	6.059	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1047	262	211	2305	0.454	1046	1402	0.6	0.8	2.857	A
2 - Unnamed Rd (NE)	13	3	1248	876	0.015	13	10	0.0	0.0	4.170	A
3 - Enterprise Way (SW)	519	130	504	1281	0.405	518	757	0.5	0.7	4.711	A
4 - Site Access (SW)	726	181	892	1079	0.672	722	130	1.0	2.0	9.957	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1047	262	212	2304	0.455	1047	1406	0.8	0.8	2.864	A
2 - Unnamed Rd (NE)	13	3	1250	875	0.015	13	10	0.0	0.0	4.177	A
3 - Enterprise Way (SW)	519	130	504	1281	0.405	519	759	0.7	0.7	4.723	A
4 - Site Access (SW)	726	181	893	1078	0.673	725	130	2.0	2.0	10.188	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	855	214	175	2334	0.366	856	1152	0.8	0.6	2.436	A
2 - Unnamed Rd (NE)	11	3	1022	1024	0.011	11	8	0.0	0.0	3.553	A
3 - Enterprise Way (SW)	423	106	412	1338	0.316	424	621	0.7	0.5	3.941	A
4 - Site Access (SW)	592	148	730	1183	0.501	596	106	2.0	1.0	6.185	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	716	179	146	2357	0.304	717	963	0.6	0.4	2.196	A
2 - Unnamed Rd (NE)	9	2	855	1133	0.008	9	7	0.0	0.0	3.201	A
3 - Enterprise Way (SW)	355	89	345	1380	0.257	355	519	0.5	0.3	3.511	A
4 - Site Access (SW)	496	124	611	1259	0.394	498	89	1.0	0.7	4.737	A

2040 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	12.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.73	B

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	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1620	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	627	100.000
4 - Site Access (SW)		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	279	10	847	484
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	427	1	0	199
	4 - Site Access (SW)	92	0	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.85	11.64	5.6	B	1487	2230
2 - Unnamed Rd (NE)	0.05	12.55	0.0	B	12	18
3 - Enterprise Way (SW)	0.78	18.08	3.3	C	575	863
4 - Site Access (SW)	0.20	6.19	0.2	A	118	178

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1220	305	28	2108	0.579	1214	605	0.0	1.4	4.003	A
2 - Unnamed Rd (NE)	10	2	1234	745	0.013	10	8	0.0	0.0	4.894	A
3 - Enterprise Way (SW)	472	118	579	1110	0.425	469	665	0.0	0.7	5.591	A
4 - Site Access (SW)	97	24	537	828	0.117	97	512	0.0	0.1	4.919	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1456	364	34	2100	0.693	1453	724	1.4	2.2	5.529	A
2 - Unnamed Rd (NE)	12	3	1477	559	0.021	12	10	0.0	0.0	6.579	A
3 - Enterprise Way (SW)	564	141	693	1016	0.555	562	796	0.7	1.2	7.881	A
4 - Site Access (SW)	116	29	643	784	0.148	116	612	0.1	0.2	5.383	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1784	446	42	2090	0.853	1771	882	2.2	5.4	10.874	B
2 - Unnamed Rd (NE)	14	4	1801	310	0.046	14	12	0.0	0.0	12.162	B
3 - Enterprise Way (SW)	690	173	845	892	0.774	683	970	1.2	3.2	16.614	C
4 - Site Access (SW)	142	36	782	727	0.195	142	746	0.2	0.2	6.150	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1784	446	42	2090	0.853	1783	889	5.4	5.6	11.643	B
2 - Unnamed Rd (NE)	14	4	1813	301	0.048	14	12	0.0	0.0	12.551	B
3 - Enterprise Way (SW)	690	173	851	887	0.778	690	976	3.2	3.3	18.075	C
4 - Site Access (SW)	142	36	789	724	0.196	142	752	0.2	0.2	6.185	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1456	364	34	2100	0.693	1469	735	5.6	2.3	5.823	A
2 - Unnamed Rd (NE)	12	3	1494	546	0.021	12	10	0.0	0.0	6.737	A
3 - Enterprise Way (SW)	564	141	701	1010	0.558	572	804	3.3	1.3	8.366	A
4 - Site Access (SW)	116	29	653	780	0.149	116	621	0.2	0.2	5.423	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1220	305	29	2108	0.579	1223	611	2.3	1.4	4.087	A
2 - Unnamed Rd (NE)	10	2	1244	738	0.013	10	8	0.0	0.0	4.942	A
3 - Enterprise Way (SW)	472	118	584	1106	0.427	474	670	1.3	0.8	5.712	A
4 - Site Access (SW)	97	24	542	826	0.118	97	516	0.2	0.1	4.941	A

2040 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

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	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1011	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	497	100.000
4 - Site Access (SW)		ONE HOUR	✓	660	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	387	2	540	82
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	456	7	0	34
	4 - Site Access (SW)	474	0	186	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.48	3.02	0.9	A	928	1392
2 - Unnamed Rd (NE)	0.02	4.40	0.0	A	11	17
3 - Enterprise Way (SW)	0.43	5.00	0.8	A	456	684
4 - Site Access (SW)	0.69	11.25	2.2	B	606	908

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	761	190	145	2358	0.323	759	993	0.0	0.5	2.249	A
2 - Unnamed Rd (NE)	9	2	897	1106	0.008	9	7	0.0	0.0	3.281	A
3 - Enterprise Way (SW)	374	94	359	1372	0.273	373	547	0.0	0.4	3.599	A
4 - Site Access (SW)	497	124	643	1238	0.401	494	89	0.0	0.7	4.820	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	909	227	173	2335	0.389	908	1188	0.5	0.6	2.521	A
2 - Unnamed Rd (NE)	11	3	1073	990	0.011	11	8	0.0	0.0	3.673	A
3 - Enterprise Way (SW)	447	112	429	1328	0.337	446	655	0.4	0.5	4.082	A
4 - Site Access (SW)	593	148	770	1157	0.513	592	106	0.7	1.0	6.350	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1113	278	211	2305	0.483	1112	1453	0.6	0.9	3.016	A
2 - Unnamed Rd (NE)	13	3	1313	833	0.016	13	10	0.0	0.0	4.389	A
3 - Enterprise Way (SW)	547	137	526	1267	0.432	546	801	0.5	0.8	4.985	A
4 - Site Access (SW)	727	182	942	1047	0.694	722	130	1.0	2.2	10.934	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1113	278	212	2304	0.483	1113	1458	0.9	0.9	3.023	A
2 - Unnamed Rd (NE)	13	3	1316	832	0.016	13	10	0.0	0.0	4.398	A
3 - Enterprise Way (SW)	547	137	526	1267	0.432	547	803	0.8	0.8	5.001	A
4 - Site Access (SW)	727	182	944	1046	0.695	726	130	2.2	2.2	11.251	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	909	227	175	2334	0.389	910	1195	0.9	0.6	2.532	A
2 - Unnamed Rd (NE)	11	3	1077	988	0.011	11	8	0.0	0.0	3.685	A
3 - Enterprise Way (SW)	447	112	430	1327	0.337	448	657	0.8	0.5	4.098	A
4 - Site Access (SW)	593	148	772	1156	0.513	598	106	2.2	1.1	6.503	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	761	190	146	2357	0.323	762	999	0.6	0.5	2.259	A
2 - Unnamed Rd (NE)	9	2	901	1103	0.008	9	7	0.0	0.0	3.288	A
3 - Enterprise Way (SW)	374	94	360	1371	0.273	375	550	0.5	0.4	3.614	A
4 - Site Access (SW)	497	124	646	1237	0.402	498	89	1.1	0.7	4.887	A

2030 Baseline + Dev [-10pc], AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

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	2030 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1139	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	403	100.000
4 - Site Access (SW)		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	242	10	722	165
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	335	1	0	67
	4 - Site Access (SW)	37	0	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.55	3.53	1.2	A	1045	1568
2 - Unnamed Rd (NE)	0.02	4.61	0.0	A	12	18
3 - Enterprise Way (SW)	0.36	4.53	0.6	A	370	555
4 - Site Access (SW)	0.07	4.93	0.1	A	47	70

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	857	214	11	2280	0.376	855	468	0.0	0.6	2.522	A
2 - Unnamed Rd (NE)	10	2	858	1081	0.009	10	8	0.0	0.0	3.360	A
3 - Enterprise Way (SW)	303	76	313	1348	0.225	302	555	0.0	0.3	3.439	A
4 - Site Access (SW)	38	10	441	872	0.044	38	174	0.0	0.0	4.318	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1024	256	13	2277	0.450	1023	560	0.6	0.8	2.871	A
2 - Unnamed Rd (NE)	12	3	1027	960	0.012	12	10	0.0	0.0	3.793	A
3 - Enterprise Way (SW)	362	91	375	1302	0.278	362	664	0.3	0.4	3.826	A
4 - Site Access (SW)	46	11	528	835	0.055	46	208	0.0	0.1	4.558	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1254	314	16	2272	0.552	1252	686	0.8	1.2	3.523	A
2 - Unnamed Rd (NE)	14	4	1257	796	0.018	14	12	0.0	0.0	4.604	A
3 - Enterprise Way (SW)	444	111	459	1239	0.358	443	813	0.4	0.6	4.519	A
4 - Site Access (SW)	56	14	646	786	0.071	56	255	0.1	0.1	4.929	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1254	314	17	2272	0.552	1254	687	1.2	1.2	3.534	A
2 - Unnamed Rd (NE)	14	4	1258	795	0.018	14	12	0.0	0.0	4.611	A
3 - Enterprise Way (SW)	444	111	459	1239	0.358	444	814	0.6	0.6	4.529	A
4 - Site Access (SW)	56	14	647	786	0.071	56	255	0.1	0.1	4.932	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1024	256	14	2277	0.450	1026	562	1.2	0.8	2.880	A
2 - Unnamed Rd (NE)	12	3	1029	959	0.012	12	10	0.0	0.0	3.803	A
3 - Enterprise Way (SW)	362	91	375	1301	0.278	363	665	0.6	0.4	3.838	A
4 - Site Access (SW)	46	11	530	835	0.055	46	209	0.1	0.1	4.564	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	857	214	11	2280	0.376	858	470	0.8	0.6	2.533	A
2 - Unnamed Rd (NE)	10	2	861	1078	0.009	10	8	0.0	0.0	3.370	A
3 - Enterprise Way (SW)	303	76	314	1347	0.225	304	557	0.4	0.3	3.453	A
4 - Site Access (SW)	38	10	443	871	0.044	38	175	0.1	0.0	4.327	A

2030 Baseline + Dev [-10pc], PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

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	2030 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	797	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	407	100.000
4 - Site Access (SW)		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	340	2	418	37
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	385	7	0	15
	4 - Site Access (SW)	188	0	69	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.36	2.35	0.6	A	731	1097
2 - Unnamed Rd (NE)	0.01	3.40	0.0	A	11	17
3 - Enterprise Way (SW)	0.34	4.08	0.5	A	373	560
4 - Site Access (SW)	0.25	4.25	0.3	A	236	354

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	600	150	57	2428	0.247	599	690	0.0	0.3	1.967	A
2 - Unnamed Rd (NE)	9	2	649	1268	0.007	9	7	0.0	0.0	2.858	A
3 - Enterprise Way (SW)	306	77	290	1415	0.217	305	368	0.0	0.3	3.241	A
4 - Site Access (SW)	193	48	555	1295	0.149	193	41	0.0	0.2	3.265	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	716	179	68	2419	0.296	716	826	0.3	0.4	2.114	A
2 - Unnamed Rd (NE)	11	3	776	1185	0.009	11	8	0.0	0.0	3.065	A
3 - Enterprise Way (SW)	366	91	347	1379	0.265	366	440	0.3	0.4	3.551	A
4 - Site Access (SW)	231	58	664	1225	0.189	231	49	0.2	0.2	3.620	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	878	219	84	2407	0.365	877	1012	0.4	0.6	2.351	A
2 - Unnamed Rd (NE)	13	3	951	1071	0.012	13	10	0.0	0.0	3.403	A
3 - Enterprise Way (SW)	448	112	425	1331	0.337	448	539	0.4	0.5	4.074	A
4 - Site Access (SW)	283	71	813	1130	0.250	283	59	0.2	0.3	4.248	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	878	219	84	2407	0.365	878	1013	0.6	0.6	2.353	A
2 - Unnamed Rd (NE)	13	3	951	1070	0.012	13	10	0.0	0.0	3.405	A
3 - Enterprise Way (SW)	448	112	425	1330	0.337	448	539	0.5	0.5	4.080	A
4 - Site Access (SW)	283	71	814	1129	0.251	283	59	0.3	0.3	4.253	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	716	179	68	2419	0.296	717	828	0.6	0.4	2.117	A
2 - Unnamed Rd (NE)	11	3	777	1184	0.009	11	8	0.0	0.0	3.070	A
3 - Enterprise Way (SW)	366	91	347	1379	0.265	366	441	0.5	0.4	3.559	A
4 - Site Access (SW)	231	58	665	1224	0.189	231	49	0.3	0.2	3.629	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	600	150	57	2428	0.247	600	693	0.4	0.3	1.971	A
2 - Unnamed Rd (NE)	9	2	651	1267	0.007	9	7	0.0	0.0	2.863	A
3 - Enterprise Way (SW)	306	77	291	1414	0.217	307	369	0.4	0.3	3.252	A
4 - Site Access (SW)	193	48	557	1294	0.150	194	41	0.2	0.2	3.273	A

2035 Baseline + Dev [-10pc], AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	8.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.75	A

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	2035 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1506	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	581	100.000
4 - Site Access (SW)		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	265	10	795	436
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	401	1	0	179
	4 - Site Access (SW)	83	0	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.79	8.05	3.6	A	1382	2073
2 - Unnamed Rd (NE)	0.04	9.19	0.0	A	12	18
3 - Enterprise Way (SW)	0.68	11.73	2.0	B	533	800
4 - Site Access (SW)	0.17	5.85	0.2	A	106	160

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1134	283	25	2121	0.535	1129	569	0.0	1.1	3.615	A
2 - Unnamed Rd (NE)	10	2	1146	817	0.012	10	8	0.0	0.0	4.461	A
3 - Enterprise Way (SW)	437	109	533	1150	0.380	435	623	0.0	0.6	5.018	A
4 - Site Access (SW)	87	22	507	841	0.104	87	461	0.0	0.1	4.770	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1354	338	31	2114	0.641	1351	681	1.1	1.8	4.708	A
2 - Unnamed Rd (NE)	12	3	1372	644	0.018	12	10	0.0	0.0	5.691	A
3 - Enterprise Way (SW)	522	131	638	1064	0.491	521	746	0.6	1.0	6.611	A
4 - Site Access (SW)	104	26	607	800	0.130	104	552	0.1	0.1	5.174	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1658	415	37	2104	0.788	1651	831	1.8	3.6	7.815	A
2 - Unnamed Rd (NE)	14	4	1676	411	0.035	14	12	0.0	0.0	9.063	A
3 - Enterprise Way (SW)	640	160	779	949	0.674	636	911	1.0	2.0	11.344	B
4 - Site Access (SW)	128	32	741	744	0.172	127	674	0.1	0.2	5.835	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1658	415	37	2104	0.788	1658	835	3.6	3.6	8.052	A
2 - Unnamed Rd (NE)	14	4	1683	406	0.035	14	12	0.0	0.0	9.187	A
3 - Enterprise Way (SW)	640	160	783	946	0.676	639	915	2.0	2.0	11.727	B
4 - Site Access (SW)	128	32	745	743	0.172	128	677	0.2	0.2	5.853	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1354	338	31	2113	0.641	1361	687	3.6	1.8	4.830	A
2 - Unnamed Rd (NE)	12	3	1382	637	0.018	12	10	0.0	0.0	5.761	A
3 - Enterprise Way (SW)	522	131	643	1060	0.493	527	751	2.0	1.0	6.794	A
4 - Site Access (SW)	104	26	613	797	0.131	105	556	0.2	0.2	5.199	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1134	283	26	2120	0.535	1136	573	1.8	1.2	3.667	A
2 - Unnamed Rd (NE)	10	2	1154	811	0.012	10	8	0.0	0.0	4.492	A
3 - Enterprise Way (SW)	437	109	537	1147	0.381	439	627	1.0	0.6	5.092	A
4 - Site Access (SW)	87	22	511	839	0.104	87	464	0.2	0.1	4.790	A

2035 Baseline + Dev [-10pc], PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

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	2035 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	940	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	466	100.000
4 - Site Access (SW)		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	367	2	497	74
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	428	7	0	31
	4 - Site Access (SW)	428	0	167	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.45	2.80	0.8	A	863	1294
2 - Unnamed Rd (NE)	0.01	4.07	0.0	A	11	17
3 - Enterprise Way (SW)	0.40	4.66	0.7	A	428	641
4 - Site Access (SW)	0.61	8.47	1.5	A	546	819

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	708	177	130	2369	0.299	706	923	0.0	0.4	2.162	A
2 - Unnamed Rd (NE)	9	2	830	1150	0.008	9	7	0.0	0.0	3.154	A
3 - Enterprise Way (SW)	351	88	338	1385	0.253	349	501	0.0	0.3	3.472	A
4 - Site Access (SW)	448	112	607	1261	0.355	446	80	0.0	0.5	4.402	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	845	211	156	2349	0.360	844	1104	0.4	0.6	2.393	A
2 - Unnamed Rd (NE)	11	3	993	1043	0.010	11	8	0.0	0.0	3.485	A
3 - Enterprise Way (SW)	419	105	404	1343	0.312	418	599	0.3	0.5	3.891	A
4 - Site Access (SW)	535	134	727	1185	0.451	534	96	0.5	0.8	5.520	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1035	259	191	2321	0.446	1034	1351	0.6	0.8	2.796	A
2 - Unnamed Rd (NE)	13	3	1215	898	0.015	13	10	0.0	0.0	4.070	A
3 - Enterprise Way (SW)	513	128	495	1287	0.399	512	733	0.5	0.7	4.644	A
4 - Site Access (SW)	655	164	890	1081	0.606	652	118	0.8	1.5	8.353	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1035	259	192	2320	0.446	1035	1354	0.8	0.8	2.800	A
2 - Unnamed Rd (NE)	13	3	1217	897	0.015	13	10	0.0	0.0	4.075	A
3 - Enterprise Way (SW)	513	128	495	1286	0.399	513	734	0.7	0.7	4.655	A
4 - Site Access (SW)	655	164	891	1080	0.607	655	118	1.5	1.5	8.471	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	845	211	157	2348	0.360	846	1109	0.8	0.6	2.398	A
2 - Unnamed Rd (NE)	11	3	995	1042	0.010	11	8	0.0	0.0	3.494	A
3 - Enterprise Way (SW)	419	105	405	1343	0.312	420	601	0.7	0.5	3.902	A
4 - Site Access (SW)	535	134	728	1184	0.452	538	96	1.5	0.8	5.597	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	708	177	131	2368	0.299	708	927	0.6	0.4	2.168	A
2 - Unnamed Rd (NE)	9	2	833	1148	0.008	9	7	0.0	0.0	3.162	A
3 - Enterprise Way (SW)	351	88	339	1384	0.253	351	503	0.5	0.3	3.486	A
4 - Site Access (SW)	448	112	610	1260	0.356	449	81	0.8	0.6	4.446	A

2040 Baseline + Dev [-10pc], AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	9.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.95	A

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
D19	2040 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1570	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	13	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	602	100.000
4 - Site Access (SW)		ONE HOUR	✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	279	10	845	436
	2 - Unnamed Rd (NE)	10	0	3	0
	3 - Enterprise Way (SW)	422	1	0	179
	4 - Site Access (SW)	83	0	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	2	0	1	50
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	1	0	0	0
	4 - Site Access (SW)	40	0	100	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.82	9.28	4.4	A	1441	2161
2 - Unnamed Rd (NE)	0.04	10.42	0.0	B	12	18
3 - Enterprise Way (SW)	0.71	13.12	2.4	B	552	829
4 - Site Access (SW)	0.18	6.01	0.2	A	106	160

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1182	295	25	2131	0.555	1177	595	0.0	1.2	3.753	A
2 - Unnamed Rd (NE)	10	2	1194	785	0.012	10	8	0.0	0.0	4.642	A
3 - Enterprise Way (SW)	453	113	544	1143	0.396	451	660	0.0	0.7	5.180	A
4 - Site Access (SW)	87	22	533	830	0.105	87	461	0.0	0.1	4.840	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1411	353	31	2124	0.664	1409	712	1.2	1.9	5.010	A
2 - Unnamed Rd (NE)	12	3	1429	606	0.019	12	10	0.0	0.0	6.052	A
3 - Enterprise Way (SW)	541	135	650	1056	0.512	540	790	0.7	1.0	6.947	A
4 - Site Access (SW)	104	26	638	787	0.133	104	552	0.1	0.2	5.272	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1729	432	37	2115	0.817	1719	869	1.9	4.3	8.902	A
2 - Unnamed Rd (NE)	14	4	1745	366	0.039	14	12	0.0	0.0	10.222	B
3 - Enterprise Way (SW)	663	166	794	939	0.706	658	965	1.0	2.3	12.561	B
4 - Site Access (SW)	128	32	779	729	0.175	127	673	0.2	0.2	5.982	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1729	432	37	2115	0.817	1728	874	4.3	4.4	9.285	A
2 - Unnamed Rd (NE)	14	4	1753	360	0.040	14	12	0.0	0.0	10.422	B
3 - Enterprise Way (SW)	663	166	798	936	0.708	663	970	2.3	2.4	13.122	B
4 - Site Access (SW)	128	32	784	727	0.176	128	677	0.2	0.2	6.009	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1411	353	31	2124	0.664	1421	719	4.4	2.0	5.184	A
2 - Unnamed Rd (NE)	12	3	1441	597	0.020	12	10	0.0	0.0	6.152	A
3 - Enterprise Way (SW)	541	135	656	1052	0.515	546	797	2.4	1.1	7.196	A
4 - Site Access (SW)	104	26	645	784	0.133	105	557	0.2	0.2	5.302	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1182	295	26	2131	0.555	1185	600	2.0	1.3	3.819	A
2 - Unnamed Rd (NE)	10	2	1202	779	0.013	10	8	0.0	0.0	4.680	A
3 - Enterprise Way (SW)	453	113	547	1140	0.397	455	665	1.1	0.7	5.264	A
4 - Site Access (SW)	87	22	538	828	0.105	87	464	0.2	0.1	4.861	A

2040 Baseline + Dev [-10pc], PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Thorley Lane Rbt	Standard Roundabout		1, 2, 3, 4	5.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.20	A

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
D20	2040 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (NW)		ONE HOUR	✓	1000	100.000
2 - Unnamed Rd (NE)		ONE HOUR	✓	12	100.000
3 - Enterprise Way (SW)		ONE HOUR	✓	493	100.000
4 - Site Access (SW)		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	387	2	536	75
	2 - Unnamed Rd (NE)	7	0	3	2
	3 - Enterprise Way (SW)	455	7	0	31
	4 - Site Access (SW)	429	0	167	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Enterprise Way (NW)	2 - Unnamed Rd (NE)	3 - Enterprise Way (SW)	4 - Site Access (SW)
From	1 - Enterprise Way (NW)	0	0	1	0
	2 - Unnamed Rd (NE)	0	0	0	0
	3 - Enterprise Way (SW)	0	0	0	0
	4 - Site Access (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (NW)	0.47	2.95	0.9	A	918	1376
2 - Unnamed Rd (NE)	0.02	4.28	0.0	A	11	17
3 - Enterprise Way (SW)	0.43	4.94	0.7	A	452	679
4 - Site Access (SW)	0.63	9.21	1.7	A	547	820

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	753	188	130	2369	0.318	751	958	0.0	0.5	2.223	A
2 - Unnamed Rd (NE)	9	2	875	1121	0.008	9	7	0.0	0.0	3.238	A
3 - Enterprise Way (SW)	371	93	354	1375	0.270	370	530	0.0	0.4	3.576	A
4 - Site Access (SW)	449	112	642	1239	0.362	446	81	0.0	0.6	4.530	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	899	225	156	2349	0.383	898	1147	0.5	0.6	2.481	A
2 - Unnamed Rd (NE)	11	3	1046	1008	0.011	11	8	0.0	0.0	3.609	A
3 - Enterprise Way (SW)	443	111	423	1332	0.333	443	634	0.4	0.5	4.049	A
4 - Site Access (SW)	536	134	769	1158	0.463	535	97	0.6	0.9	5.766	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1101	275	191	2321	0.474	1100	1404	0.6	0.9	2.945	A
2 - Unnamed Rd (NE)	13	3	1281	854	0.015	13	10	0.0	0.0	4.278	A
3 - Enterprise Way (SW)	543	136	518	1272	0.427	542	776	0.5	0.7	4.924	A
4 - Site Access (SW)	656	164	941	1048	0.626	653	119	0.9	1.6	9.055	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	1101	275	192	2320	0.475	1101	1407	0.9	0.9	2.952	A
2 - Unnamed Rd (NE)	13	3	1283	853	0.015	13	10	0.0	0.0	4.285	A
3 - Enterprise Way (SW)	543	136	519	1272	0.427	543	777	0.7	0.7	4.937	A
4 - Site Access (SW)	656	164	942	1047	0.627	656	119	1.6	1.7	9.211	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	899	225	157	2348	0.383	900	1152	0.9	0.6	2.488	A
2 - Unnamed Rd (NE)	11	3	1049	1006	0.011	11	8	0.0	0.0	3.616	A
3 - Enterprise Way (SW)	443	111	424	1331	0.333	444	636	0.7	0.5	4.064	A
4 - Site Access (SW)	536	134	771	1157	0.463	539	97	1.7	0.9	5.857	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (NW)	753	188	131	2368	0.318	753	964	0.6	0.5	2.229	A
2 - Unnamed Rd (NE)	9	2	878	1118	0.008	9	7	0.0	0.0	3.244	A
3 - Enterprise Way (SW)	371	93	355	1374	0.270	372	532	0.5	0.4	3.594	A
4 - Site Access (SW)	449	112	645	1237	0.363	450	81	0.9	0.6	4.580	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275
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Filename: J4_M56 slips_World Way Terminal 2 Rbt Lane sim.j10
Path: F:\clients\Buro\Manchester Airport
Report generation date: 28/08/2026 17:38:57

»2026 Observed, AM
»2026 Observed, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2035 Baseline, AM
»2035 Baseline, PM
»2040 Baseline, AM
»2040 Baseline, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2035 Baseline + Dev, AM
»2035 Baseline + Dev, PM
»2040 Baseline + Dev, AM
»2040 Baseline + Dev, PM
»2030 Baseline + Dev [-10pc], AM
»2030 Baseline + Dev [-10pc], PM
»2035 Baseline + Dev [-10pc], AM
»2035 Baseline + Dev [-10pc], PM
»2040 Baseline + Dev [-10pc], AM
»2040 Baseline + Dev [-10pc], PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	Junction LOS	Q (Veh)	Delay (s)	RFC	Junction LOS
[Lane Simulation] - 2026 Observed								
1 - Enterprise Way (N)	0.8	5.72	0.32	A	1.9	9.43	0.57	A
2 - World Way (S)	1.0	4.66	0.28		5.9	13.78	0.51	
3 - M56 EB offslip	1.6	4.13	0.42		1.2	4.68	0.41	
[Lane Simulation] - 2030 Baseline								
1 - Enterprise Way (N)	0.9	6.19	0.35	A	4.8	19.98	0.80	D
2 - World Way (S)	1.8	4.79	0.32		21.1	44.59	0.60	
3 - M56 EB offslip	1.7	4.66	0.49		1.7	5.21	0.45	
[Lane Simulation] - 2035 Baseline								
1 - Enterprise Way (N)	0.9	7.54	0.42	A	10.4	35.80	0.90	F
2 - World Way (S)	1.5	5.53	0.35		55.7	99.69	0.66	
3 - M56 EB offslip	2.1	5.47	0.54		1.9	6.09	0.51	
[Lane Simulation] - 2040 Baseline								
1 - Enterprise Way (N)	1.4	8.11	0.49	A	27.6	88.21	1.02	F
2 - World Way (S)	2.2	5.70	0.38		111.6	244.16	0.70	
3 - M56 EB offslip	2.5	5.90	0.60		2.7	7.34	0.56	
[Lane Simulation] - 2030 Baseline + Dev								
1 - Enterprise Way (N)	1.2	6.65	0.40	A	35.5	106.32	1.02	F
2 - World Way (S)	1.2	4.98	0.33		40.8	80.21	0.65	
3 - M56 EB offslip	2.3	5.42	0.56		1.8	5.34	0.47	
[Lane Simulation] - 2035 Baseline + Dev								
1 - Enterprise Way (N)	2.1	9.76	0.59	B	395.0	1173.38	1.70	F
2 - World Way (S)	1.7	5.95	0.36		111.8	287.84	0.70	
3 - M56 EB offslip	7.2	12.27	0.77		2.3	6.17	0.54	
[Lane Simulation] - 2040 Baseline + Dev								
1 - Enterprise Way (N)	2.9	12.34	0.65	B	475.5	1382.78	1.97	F
2 - World Way (S)	2.1	6.76	0.40		184.5	449.49	0.74	
3 - M56 EB offslip	10.5	16.30	0.82		2.7	6.92	0.59	
[Lane Simulation] - 2030 Baseline + Dev [-10pc]								
1 - Enterprise Way (N)	1.1	6.88	0.39	A	26.2	81.86	0.99	F
2 - World Way (S)	1.4	4.91	0.32		42.4	83.65	0.65	
3 - M56 EB offslip	2.6	5.26	0.55		1.8	5.25	0.46	
[Lane Simulation] - 2035 Baseline + Dev [-10pc]								
1 - Enterprise Way (N)	1.7	9.12	0.54	A	335.7	1024.30	1.59	F
2 - World Way (S)	2.0	5.69	0.36		110.9	282.86	0.73	
3 - M56 EB offslip	5.6	9.45	0.73		2.5	6.13	0.56	
[Lane Simulation] - 2040 Baseline + Dev [-10pc]								
1 - Enterprise Way (N)	2.5	10.56	0.59	A	432.8	1271.04	1.71	F
2 - World Way (S)	2.5	6.33	0.39		177.5	431.75	0.75	
3 - M56 EB offslip	5.8	10.68	0.77		2.8	7.14	0.58	

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

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

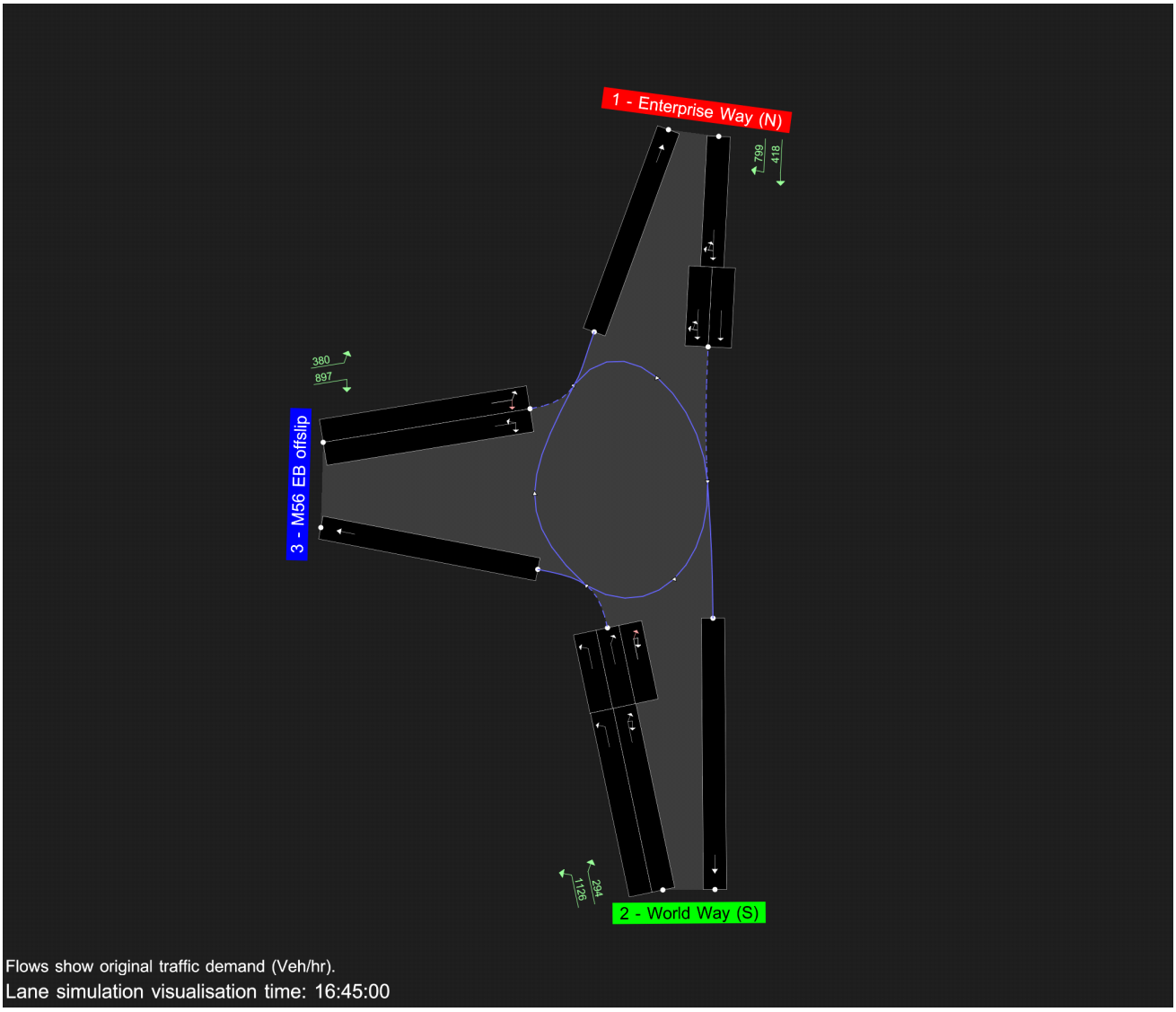
File summary

File Description

Title	M56 slips_World Way Terminal 2 Rbtt
Location	
Site number	
Date	04/02/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	LinSig Calibration

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Av. animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run numb of tria
Delay	1.00	100000	100000	Calculate for all arms	3.00	1971508023	3	1	60	✓			1971508023	25

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	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D15	2030 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D16	2030 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓
D17	2035 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D18	2035 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓
D19	2040 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓
D20	2040 Baseline + Dev [-10pc]	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

2026 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Enterprise Way (N)		
2	World Way (S)		
3	M56 EB offslip		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Enterprise Way (N)	3.75	9.50	14.0	30.0	65.0	20.0		
2 - World Way (S)	7.30	12.00	22.0	50.0	65.0	35.0		
3 - M56 EB offslip	7.50	9.00	52.0	30.0	65.0	20.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Enterprise Way (N)	1.061	2648
2 - World Way (S)	1.588	3933
3 - M56 EB offslip	1.481	3440

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Enterprise Way (N)	Evenly split	10.00
2 - World Way (S)	Evenly split	20.00
3 - M56 EB offslip	Evenly split	30.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Min Cap (PCU/hr)	Max Cap (PCU/hr)	Signalised
1 - Enterprise Way (N)	Entry	1	1	2	✓	3.00			0	99999	
			2	1, 2, 3	✓	3.00			0	99999	
		2	1	(1, 2, 3)		Infinity					
	Exit	1	1			Infinity					
2 - World Way (S)	Entry	1	1	3	✓	3.00			0	99999	
			2	1	✓	3.00			0	99999	
			3	(1), 2	✓	3.00			0	99999	
		2	1	(3)		Infinity					
			2	(1, 2)		Infinity					
	Exit	1	1			Infinity					
3 - M56 EB offslip	Entry	1	1	1, (2)		Infinity			0	99999	
			2	2, 3		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Enterprise Way (N)	Entry	1	1	0.530	1324
			2	0.530	1324
2 - World Way (S)	Entry	1	1	0.529	1311
			2	0.529	1311
			3	0.529	1311
3 - M56 EB offslip	Entry	1	1	0.741	1720
			2	0.741	1720

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Enterprise Way (N)	World Way (S)	M56 EB offslip
1 - Enterprise Way (N)	1	1		✓	
		2	✓	✓	✓
	2	1	✓	✓	✓
2 - World Way (S)	1	1			✓
		2	✓		
		3		✓	
	2	1			✓
		2	✓	✓	
3 - M56 EB offslip	1	1	✓		
		2		✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm		
			Enterprise Way (N)	World Way (S)	M56 EB offslip
1 - Enterprise Way (N)	1	1			
		2			
	2	1			
2 - World Way (S)	1	1			
		2			
		3	✓		
	2	1			
		2			
3 - M56 EB offslip	1	1		✓	
		2			

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	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	389	100.000
2 - World Way (S)		ONE HOUR	✓	782	100.000
3 - M56 EB offslip		ONE HOUR	✓	1014	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	57	215	117
	2 - World Way (S)	182	153	447
	3 - M56 EB offslip	332	682	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.32	5.72	0.8	A	353	530
2 - World Way (S)	0.28	4.66	1.0	A	717	1076
3 - M56 EB offslip	0.42	4.13	1.6	A	935	1403

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	281	70	648	1593	0.176	280	297	435	0.0	0.5	4.298	A
2 - World Way (S)	610	152	128	3123	0.195	608	606	800	0.0	0.6	3.872	A
3 - M56 EB offslip	789	197	294	2957	0.267	789	777	442	0.0	0.8	3.219	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	358	89	742	1496	0.238	356	357	516	0.5	0.7	4.934	A
2 - World Way (S)	686	172	158	3075	0.223	684	721	939	0.6	0.8	3.926	A
3 - M56 EB offslip	910	228	345	2914	0.312	913	922	497	0.8	0.6	3.514	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	435	109	927	1371	0.317	429	436	645	0.7	0.8	5.354	A
2 - World Way (S)	877	219	195	3122	0.281	880	872	1161	0.8	1.0	4.659	A
3 - M56 EB offslip	1147	287	431	2752	0.417	1141	1137	645	0.6	1.6	4.104	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	420	105	930	1339	0.313	424	437	612	0.8	0.6	5.716	A
2 - World Way (S)	860	215	191	3070	0.280	868	868	1163	1.0	1.0	4.561	A
3 - M56 EB offslip	1118	279	427	2773	0.403	1115	1136	632	1.6	1.1	4.130	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	342	85	777	1462	0.234	338	352	481	0.6	0.5	4.853	A
2 - World Way (S)	683	171	143	3128	0.218	688	709	969	1.0	0.4	4.003	A
3 - M56 EB offslip	924	231	338	2883	0.320	920	932	496	1.1	0.8	3.569	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	286	72	607	1603	0.178	284	301	417	0.5	0.4	4.481	A
2 - World Way (S)	588	147	118	3116	0.189	590	603	772	0.4	0.3	3.636	A
3 - M56 EB offslip	725	181	298	2920	0.248	726	762	410	0.8	0.7	3.158	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	83	959	0.086	81	92	0.0	0.2	3.849	A
			2	1, 2, 3	199	946	0.210	199	205	0.0	0.3	4.457	A
		2	1	(1, 2, 3)	281			281	299	0.0	0.0	0.029	A
	Exit	1	1		435			435	445	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	346	1227	0.282	347	351	0.0	0.4	4.199	A
			2	1	135	1240	0.109	135	126	0.0	0.1	3.343	A
			3	(1), 2	128	1226	0.104	127	128	0.0	0.1	3.116	A
		2	1	(3)	346			346	352	0.0	0.0	0.129	A
			2	(1, 2)	264			264	256	0.0	0.0	0.019	A
	Exit	1	1		800			800	792	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	337	1469	0.230	340	340	0.0	0.2	3.069	A
			2	2, 3	452	1481	0.305	450	436	0.0	0.6	3.335	A
	Exit	1	1		442			442	443	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	109	891	0.121	110	111	0.2	0.2	4.618	A
			2	1, 2, 3	249	894	0.278	246	246	0.3	0.5	5.009	A
		2	1	(1, 2, 3)	358			358	358	0.0	0.0	0.047	A
	Exit	1	1		516			516	524	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	399	1214	0.329	396	415	0.4	0.6	4.258	A
			2	1	142	1225	0.116	143	151	0.1	0.1	3.272	A
			3	(1), 2	144	1225	0.118	146	155	0.1	0.0	3.177	A
		2	1	(3)	400			399	416	0.0	0.0	0.182	A
			2	(1, 2)	287			287	305	0.0	0.0	0.001	A
	Exit	1	1		939			939	958	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	403	1433	0.281	406	409	0.2	0.1	3.345	A
			2	2, 3	507	1446	0.350	507	513	0.6	0.5	3.646	A
	Exit	1	1		497			497	518	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	144	823	0.174	143	140	0.2	0.2	4.645	A
			2	1, 2, 3	291	809	0.360	286	296	0.5	0.6	5.536	A
		2	1	(1, 2, 3)	435			435	436	0.0	0.0	0.105	A
	Exit	1	1		645			645	647	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	512	1196	0.430	516	502	0.6	0.4	5.029	A
			2	1	188	1206	0.156	186	184	0.1	0.3	3.408	A
			3	(1), 2	177	1196	0.148	178	187	0.0	0.2	3.643	A
		2	1	(3)	513			512	502	0.0	0.1	0.433	A
			2	(1, 2)	364			364	371	0.0	0.0	0.056	A
	Exit	1	1		1161			1161	1159	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	505	1378	0.367	503	500	0.1	0.6	3.782	A
			2	2, 3	642	1387	0.463	638	637	0.5	1.0	4.355	A
	Exit	1	1		645			645	640	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	131	807	0.162	132	143	0.2	0.2	4.877	A
			2	1, 2, 3	292	810	0.360	293	294	0.6	0.4	5.906	A
		2	1	(1, 2, 3)	420			423	436	0.0	0.0	0.148	A
	Exit	1	1		612			612	643	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	489	1188	0.412	495	498	0.4	0.6	4.981	A
			2	1	180	1208	0.149	180	177	0.3	0.2	3.365	A
			3	(1), 2	192	1190	0.161	193	193	0.2	0.2	3.501	A
		2	1	(3)	488			489	499	0.1	0.0	0.402	A
			2	(1, 2)	372			372	370	0.0	0.0	0.023	A
	Exit	1	1		1163			1163	1171	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	480	1380	0.348	479	502	0.6	0.4	3.649	A
			2	2, 3	638	1387	0.460	636	634	1.0	0.7	4.508	A
	Exit	1	1		632			632	627	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	110	887	0.124	109	114	0.2	0.1	4.184	A
			2	1, 2, 3	232	882	0.263	229	238	0.4	0.4	5.119	A
		2	1	(1, 2, 3)	342			342	352	0.0	0.0	0.037	A
	Exit	1	1		481			481	517	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	395	1219	0.324	398	404	0.6	0.3	4.313	A
			2	1	140	1231	0.113	141	150	0.2	0.0	3.491	A
			3	(1), 2	149	1215	0.123	149	156	0.2	0.0	3.214	A
		2	1	(3)	395			395	403	0.0	0.0	0.185	A
			2	(1, 2)	288			288	304	0.0	0.0	0.001	A
	Exit	1	1		969			969	969	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	390	1433	0.272	391	405	0.4	0.1	3.354	A
			2	2, 3	534	1451	0.368	529	527	0.7	0.6	3.732	A
	Exit	1	1		496			496	508	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	89	986	0.090	89	94	0.1	0.1	4.005	A
			2	1, 2, 3	197	994	0.198	195	207	0.4	0.3	4.698	A
		2	1	(1, 2, 3)	286			286	301	0.0	0.0	0.000	A
	Exit	1	1		417			417	432	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	341	1231	0.276	341	343	0.3	0.2	3.921	A
			2	1	113	1248	0.090	114	127	0.0	0.1	3.201	A
			3	(1), 2	134	1235	0.108	135	133	0.0	0.0	3.124	A
		2	1	(3)	341			341	343	0.0	0.0	0.073	A
			2	(1, 2)	247			247	260	0.0	0.0	0.005	A
	Exit	1	1		772			772	805	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	312	1467	0.213	314	329	0.1	0.2	3.004	A
			2	2, 3	411	1469	0.280	412	433	0.6	0.5	3.275	A
	Exit	1	1		410			410	429	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	83	21	1324	960	0.086	81	92	0.0	0.2	3.849	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	34	8	1324	928	0.036	33	42	0.0	0.1	4.781	A
				2	72	18	1324	968	0.074	71	71	0.0	0.1	3.814	A
				3	93	23	1324	944	0.099	95	92	0.0	0.2	4.813	A
		2	1	1	34	8	-	-	-	34	42	0.0	0.0	0.041	A
				2	154	39	-	-	-	154	164	0.0	0.0	0.017	A
				3	93	23	-	-	-	93	93	0.0	0.0	0.047	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	346	87	1311	1227	0.282	347	351	0.0	0.4	4.199	A
			2	1	135	34	1311	1242	0.109	135	126	0.0	0.1	3.343	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	14	3	1311	1240	0.011	14	16	0.0	0.0	2.702	A
				2	114	29	1311	1224	0.093	113	112	0.0	0.1	3.175	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	346	87	-	-	-	346	352	0.0	0.0	0.129	A
			2	1	149	37	-	-	-	149	143	0.0	0.0	0.020	A
				2	114	29	-	-	-	114	113	0.0	0.0	0.018	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	252	63	1720	1461	0.173	253	261	0.0	0.1	3.217	A
				2	85	21	1720	1486	0.057	85	80	0.0	0.1	2.593	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	452	113	1720	1479	0.305	450	436	0.0	0.6	3.335	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	109	27	1324	893	0.121	110	111	0.2	0.2	4.618	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	56	14	1324	902	0.062	56	55	0.3	0.0	5.191	A
				2	88	22	1324	884	0.100	88	88	0.3	0.1	4.413	A
				3	105	26	1324	897	0.117	102	102	0.3	0.4	5.420	A
		2	1	1	56	14	-	-	-	56	55	0.0	0.0	0.035	A
				2	197	49	-	-	-	197	200	0.0	0.0	0.018	A
				3	105	26	-	-	-	105	103	0.0	0.0	0.109	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	399	100	1311	1215	0.329	396	415	0.4	0.6	4.258	A
			2	1	142	36	1311	1224	0.116	143	151	0.1	0.1	3.272	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	15	4	1311	1230	0.012	15	16	0.0	0.0	3.301	A
				2	130	32	1311	1222	0.106	131	139	0.1	0.0	3.163	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	400	100	-	-	-	399	416	0.0	0.0	0.182	A
			2	1	157	39	-	-	-	157	166	0.0	0.0	0.000	A
				2	130	32	-	-	-	130	139	0.0	0.0	0.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	300	75	1720	1431	0.210	302	303	0.2	0.1	3.551	A
				2	102	26	1720	1445	0.071	104	106	0.2	0.0	2.765	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	507	127	1720	1446	0.350	507	513	0.6	0.5	3.646	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	144	36	1324	812	0.177	143	140	0.2	0.2	4.645	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	70	17	1324	809	0.086	66	64	0.5	0.3	6.400	A
				2	92	23	1324	793	0.116	91	94	0.5	0.1	4.482	A
				3	130	32	1324	803	0.161	128	138	0.5	0.2	5.845	A
		2	1	1	70	17	-	-	-	70	65	0.0	0.0	0.194	A
				2	236	59	-	-	-	236	234	0.0	0.0	0.058	A
				3	130	32	-	-	-	130	137	0.0	0.0	0.141	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	512	128	1311	1195	0.430	516	502	0.6	0.4	5.029	A
			2	1	188	47	1311	1204	0.156	186	184	0.1	0.3	3.408	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	15	4	1258	1168	0.013	15	19	0.0	0.0	3.181	A
				2	161	40	1311	1192	0.135	163	167	0.0	0.2	3.697	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	513	128	-	-	-	512	502	0.0	0.1	0.433	A
			2	1	203	51	-	-	-	203	204	0.0	0.0	0.046	A
				2	161	40	-	-	-	161	168	0.0	0.0	0.069	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	380	95	1720	1372	0.277	377	379	0.1	0.6	4.003	A
				2	125	31	1720	1400	0.089	126	121	0.0	0.0	3.094	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	642	161	1720	1389	0.462	638	637	0.5	1.0	4.355	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	131	33	1324	819	0.159	132	143	0.2	0.2	4.877	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	56	14	1324	821	0.068	54	64	0.6	0.2	6.015	A
				2	101	25	1324	812	0.125	102	101	0.6	0.0	5.191	A
				3	135	34	1324	810	0.167	137	129	0.6	0.2	6.400	A
		2	1	1	55	14	-	-	-	56	64	0.0	0.0	0.168	A
				2	232	58	-	-	-	232	244	0.0	0.0	0.065	A
				3	134	33	-	-	-	135	129	0.0	0.0	0.294	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	489	122	1311	1189	0.412	495	498	0.4	0.6	4.981	A
			2	1	180	45	1311	1211	0.148	180	177	0.3	0.2	3.365	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1311	1215	0.018	22	23	0.0	0.0	3.203	A
				2	170	43	1311	1189	0.143	171	169	0.2	0.2	3.543	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	488	122	-	-	-	489	499	0.1	0.0	0.402	A
			2	1	202	50	-	-	-	202	200	0.0	0.0	0.013	A
				2	170	43	-	-	-	170	170	0.0	0.0	0.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	355	89	1720	1383	0.257	355	378	0.6	0.3	3.897	A
				2	124	31	1720	1368	0.091	123	124	0.6	0.1	2.898	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	638	159	1720	1386	0.460	636	634	1.0	0.7	4.508	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	110	27	1324	882	0.125	109	114	0.2	0.1	4.184	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	49	12	1324	869	0.057	48	53	0.4	0.1	5.516	A
				2	84	21	1324	893	0.095	83	81	0.4	0.1	4.292	A
				3	98	25	1324	874	0.113	98	104	0.4	0.2	5.567	A
		2	1	1	49	12	-	-	-	49	53	0.0	0.0	0.050	A
				2	194	49	-	-	-	194	195	0.0	0.0	0.017	A
				3	98	25	-	-	-	98	104	0.0	0.0	0.068	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	1311	1219	0.324	398	404	0.6	0.3	4.313	A
			2	1	140	35	1311	1231	0.113	141	150	0.2	0.0	3.491	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	12	3	1311	1223	0.010	12	16	0.0	0.0	2.761	A
				2	137	34	1311	1213	0.113	137	140	0.2	0.0	3.266	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	-	-	-	395	403	0.0	0.0	0.185	A
			2	1	152	38	-	-	-	152	165	0.0	0.0	0.000	A
				2	137	34	-	-	-	137	139	0.0	0.0	0.002	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	279	70	1720	1437	0.194	280	298	0.4	0.1	3.528	A
				2	111	28	1720	1421	0.078	111	107	0.4	0.0	2.875	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	534	134	1720	1449	0.369	529	527	0.7	0.6	3.732	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	89	22	1324	983	0.090	89	94	0.1	0.1	4.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	50	12	1324	982	0.051	49	44	0.4	0.0	4.704	A
				2	77	19	1324	987	0.078	77	77	0.4	0.1	4.168	A
				3	70	18	1324	996	0.070	69	86	0.4	0.2	5.164	A
		2	1	1	50	12	-	-	-	50	44	0.0	0.0	0.000	A
				2	166	42	-	-	-	166	171	0.0	0.0	0.000	A
				3	70	18	-	-	-	70	86	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	1311	1231	0.276	341	343	0.3	0.2	3.921	A
			2	1	113	28	1311	1246	0.091	114	127	0.0	0.1	3.201	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	14	4	1311	1245	0.012	14	14	0.0	0.0	2.566	A
				2	120	30	1311	1235	0.097	120	119	0.0	0.0	3.189	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	341	85	-	-	-	341	343	0.0	0.0	0.073	A
			2	1	127	32	-	-	-	127	141	0.0	0.0	0.004	A
				2	120	30	-	-	-	120	119	0.0	0.0	0.006	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	239	60	1720	1454	0.164	240	247	0.1	0.2	3.199	A
				2	74	18	1720	1476	0.050	74	82	0.1	0.0	2.422	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	411	103	1720	1466	0.281	412	433	0.6	0.5	3.275	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2026 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	9.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.89	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	656	100.000
2 - World Way (S)		ONE HOUR	✓	1306	100.000
3 - M56 EB offslip		ONE HOUR	✓	921	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	97	315	244
	2 - World Way (S)	218	254	834
	3 - M56 EB offslip	249	672	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.57	9.43	1.9	A	597	896
2 - World Way (S)	0.51	13.78	5.9	B	1199	1799
3 - M56 EB offslip	0.41	4.68	1.2	A	844	1266

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	478	119	672	1500	0.319	479	491	423	0.0	0.5	4.985	A
2 - World Way (S)	985	246	253	2977	0.331	983	982	899	0.0	1.6	5.294	A
3 - M56 EB offslip	676	169	419	2776	0.244	675	684	816	0.0	0.6	3.386	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	609	152	818	1407	0.433	606	597	504	0.5	1.1	5.828	A
2 - World Way (S)	1177	294	312	2848	0.413	1175	1161	1113	1.6	2.5	6.687	A
3 - M56 EB offslip	809	202	514	2691	0.301	808	821	972	0.6	0.9	3.645	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	709	177	1022	1246	0.570	704	716	601	1.1	1.9	8.534	A
2 - World Way (S)	1441	360	360	2826	0.510	1435	1420	1367	2.5	5.9	12.381	B
3 - M56 EB offslip	1020	255	604	2473	0.412	1019	1020	1191	0.9	1.1	4.414	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	705	176	1009	1257	0.561	704	722	627	1.9	1.9	9.429	A
2 - World Way (S)	1436	359	356	2856	0.503	1446	1436	1357	5.9	5.2	13.776	B
3 - M56 EB offslip	1000	250	631	2498	0.400	1005	1020	1172	1.1	1.2	4.680	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	587	147	851	1392	0.422	587	596	511	1.9	1.0	6.441	A
2 - World Way (S)	1179	295	306	2955	0.399	1185	1193	1133	5.2	2.0	8.458	A
3 - M56 EB offslip	851	213	511	2746	0.310	851	845	979	1.2	0.7	3.983	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	494	124	706	1469	0.336	495	492	425	1.0	0.7	4.985	A
2 - World Way (S)	977	244	259	2969	0.329	979	986	941	2.0	1.3	5.444	A
3 - M56 EB offslip	710	177	419	2786	0.255	712	697	819	0.7	0.5	3.253	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	143	968	0.147	143	144	0.0	0.1	4.134	A
			2	1, 2, 3	335	968	0.346	336	347	0.0	0.4	5.199	A
		2	1	(1, 2, 3)	478			478	493	0.0	0.0	0.098	A
	Exit	1	1		423			423	427	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	637	1177	0.541	635	620	0.0	1.1	5.506	A
			2	1	147	1177	0.125	148	150	0.0	0.1	3.525	A
			3	(1), 2	199	1177	0.169	199	211	0.0	0.3	3.605	A
		2	1	(3)	638			637	624	0.0	0.2	0.779	A
			2	(1, 2)	347			347	363	0.0	0.0	0.007	A
	Exit	1	1		899			899	922	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	269	1409	0.191	267	268	0.0	0.3	3.182	A
			2	2, 3	407	1409	0.289	407	416	0.0	0.3	3.518	A
	Exit	1	1		816			816	808	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	191	890	0.214	189	184	0.1	0.3	4.504	A
			2	1, 2, 3	418	890	0.469	417	413	0.4	0.6	5.971	A
		2	1	(1, 2, 3)	609			608	599	0.0	0.1	0.308	A
	Exit	1	1		504			504	503	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	751	1146	0.656	751	742	1.1	1.3	6.222	A
			2	1	177	1146	0.154	176	171	0.1	0.3	3.628	A
			3	(1), 2	249	1146	0.217	248	248	0.3	0.4	4.068	A
		2	1	(3)	752			751	743	0.2	0.5	2.021	A
			2	(1, 2)	425			425	420	0.0	0.0	0.037	A
	Exit	1	1		1113			1113	1113	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	317	1339	0.236	314	331	0.3	0.4	3.327	A
			2	2, 3	492	1339	0.368	494	490	0.3	0.5	3.861	A
	Exit	1	1		972			972	964	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	242	782	0.310	242	236	0.3	0.4	5.735	A
			2	1, 2, 3	465	782	0.595	462	480	0.6	1.1	7.977	A
		2	1	(1, 2, 3)	709			707	718	0.1	0.4	1.288	A
	Exit	1	1		601			601	618	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	932	1120	0.832	929	904	1.3	2.3	7.917	A
			2	1	209	1120	0.186	209	213	0.3	0.1	3.964	A
			3	(1), 2	297	1120	0.265	298	303	0.4	0.3	4.370	A
		2	1	(3)	935			932	908	0.5	3.2	8.956	A
			2	(1, 2)	506			506	515	0.0	0.0	0.083	A
	Exit	1	1		1367			1367	1368	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	403	1273	0.316	402	410	0.4	0.4	3.861	A
			2	2, 3	617	1273	0.485	617	610	0.5	0.7	4.785	A
	Exit	1	1		1191			1191	1169	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	238	789	0.302	237	243	0.4	0.5	5.941	A
			2	1, 2, 3	466	789	0.591	466	479	1.1	1.1	8.780	A
		2	1	(1, 2, 3)	705			704	723	0.4	0.3	1.606	A
	Exit	1	1		627			627	626	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	925	1122	0.824	926	920	2.3	2.0	8.094	A
			2	1	224	1122	0.199	224	219	0.1	0.3	3.979	A
			3	(1), 2	295	1122	0.263	296	297	0.3	0.3	4.330	A
		2	1	(3)	918			925	919	3.2	2.6	11.057	B
			2	(1, 2)	518			518	517	0.0	0.0	0.084	A
	Exit	1	1		1357			1357	1371	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	395	1253	0.315	397	406	0.4	0.4	3.914	A
			2	2, 3	605	1253	0.483	608	615	0.7	0.8	5.185	A
	Exit	1	1		1172			1172	1182	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	187	872	0.214	188	185	0.5	0.2	4.930	A
			2	1, 2, 3	400	872	0.459	400	410	1.1	0.8	6.584	A
		2	1	(1, 2, 3)	587			587	593	0.3	0.0	0.381	A
	Exit	1	1		511			511	515	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	758	1149	0.660	760	765	2.0	1.2	6.957	A
			2	1	182	1149	0.159	182	180	0.3	0.2	3.616	A
			3	(1), 2	242	1149	0.211	243	248	0.3	0.3	3.977	A
		2	1	(3)	755			758	762	2.6	0.3	4.156	A
			2	(1, 2)	424			424	427	0.0	0.0	0.039	A
	Exit	1	1		1133			1133	1132	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	341	1341	0.254	341	337	0.4	0.3	3.605	A
			2	2, 3	509	1341	0.380	511	507	0.8	0.4	4.235	A
	Exit	1	1		979			979	986	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	143	950	0.150	142	148	0.2	0.2	4.187	A
			2	1, 2, 3	351	950	0.370	353	343	0.8	0.4	5.174	A
		2	1	(1, 2, 3)	494			494	490	0.0	0.0	0.109	A
	Exit	1	1		425			425	427	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	629	1174	0.536	631	630	1.2	0.9	5.577	A
			2	1	147	1174	0.125	147	150	0.2	0.2	3.512	A
			3	(1), 2	201	1174	0.172	201	206	0.3	0.2	3.460	A
		2	1	(3)	629			629	629	0.3	0.1	0.982	A
			2	(1, 2)	348			348	356	0.0	0.0	0.007	A
	Exit	1	1		941			941	936	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	279	1409	0.198	280	272	0.3	0.2	2.999	A
			2	2, 3	431	1409	0.306	432	425	0.4	0.3	3.415	A
	Exit	1	1		819			819	812	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	1324	961	0.148	143	144	0.0	0.1	4.134	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	72	18	1324	962	0.074	72	73	0.0	0.0	5.511	A
				2	83	21	1324	964	0.086	84	86	0.0	0.1	4.077	A
				3	181	45	1324	965	0.187	181	188	0.0	0.2	5.593	A
		2	1	1	72	18	-	-	-	72	73	0.0	0.0	0.127	A
				2	226	56	-	-	-	226	231	0.0	0.0	0.059	A
				3	181	45	-	-	-	181	189	0.0	0.0	0.133	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	637	159	1311	1176	0.542	635	620	0.0	1.1	5.506	A
			2	1	147	37	1311	1178	0.125	148	150	0.0	0.1	3.525	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	15	4	1273	1137	0.013	15	15	0.0	0.0	3.312	A
				2	184	46	1311	1178	0.156	184	196	0.0	0.3	3.628	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	638	160	-	-	-	637	624	0.0	0.2	0.779	A
			2	1	163	41	-	-	-	163	166	0.0	0.0	0.002	A
				2	184	46	-	-	-	184	197	0.0	0.0	0.010	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	188	47	1720	1408	0.134	187	188	0.0	0.2	3.288	A
				2	81	20	1720	1405	0.057	80	80	0.0	0.1	2.930	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	407	102	1720	1410	0.289	407	416	0.0	0.3	3.518	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	1324	890	0.214	189	184	0.1	0.3	4.504	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	89	22	1324	893	0.100	90	87	0.4	0.1	6.292	A
				2	106	27	1324	890	0.119	106	104	0.4	0.2	4.458	A
				3	223	56	1324	891	0.250	222	221	0.4	0.4	6.559	A
		2	1	1	89	22	-	-	-	89	87	0.0	0.0	0.396	A
				2	298	74	-	-	-	297	290	0.0	0.1	0.175	A
				3	223	56	-	-	-	223	222	0.0	0.0	0.447	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	751	188	1311	1146	0.656	751	742	1.1	1.3	6.222	A
			2	1	177	44	1311	1146	0.154	176	171	0.1	0.3	3.628	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	5	1292	1127	0.019	21	19	0.0	0.0	3.355	A
				2	227	57	1311	1148	0.198	226	230	0.3	0.3	4.127	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	752	188	-	-	-	751	743	0.2	0.5	2.021	A
			2	1	199	50	-	-	-	199	190	0.0	0.0	0.019	A
				2	227	57	-	-	-	227	230	0.0	0.0	0.052	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	218	54	1720	1337	0.163	216	226	0.3	0.3	3.458	A
				2	99	25	1720	1338	0.074	98	105	0.3	0.1	3.044	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	492	123	1720	1338	0.368	494	490	0.3	0.5	3.861	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	242	61	1324	781	0.310	242	236	0.3	0.4	5.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	99	25	1324	780	0.128	97	104	0.6	0.3	8.510	A
				2	103	26	1324	783	0.132	103	111	0.6	0.1	5.675	A
				3	263	66	1324	782	0.336	262	265	0.6	0.7	8.724	A
		2	1	1	100	25	-	-	-	99	105	0.1	0.1	1.727	A
				2	345	86	-	-	-	345	347	0.1	0.1	1.030	A
				3	264	66	-	-	-	263	266	0.1	0.1	1.448	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	932	233	1311	1120	0.832	929	904	1.3	2.3	7.917	A
			2	1	209	52	1311	1116	0.187	209	213	0.3	0.1	3.964	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1311	1112	0.019	20	23	0.4	0.1	3.310	A
				2	277	69	1311	1117	0.247	277	280	0.4	0.3	4.457	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	935	234	-	-	-	932	908	0.5	3.2	8.956	A
			2	1	230	57	-	-	-	229	235	0.0	0.0	0.069	A
				2	277	69	-	-	-	277	280	0.0	0.0	0.095	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	275	69	1720	1273	0.216	275	278	0.4	0.3	4.095	A
				2	127	32	1720	1268	0.100	127	132	0.4	0.1	3.366	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	617	154	1720	1274	0.484	617	610	0.5	0.7	4.785	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	238	60	1324	787	0.302	237	243	0.4	0.5	5.941	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	110	27	1324	786	0.140	110	110	1.1	0.2	9.461	A
				2	109	27	1324	785	0.139	110	107	1.1	0.2	6.372	A
				3	247	62	1324	788	0.314	246	262	1.1	0.7	9.486	A
		2	1	1	110	27	-	-	-	110	110	0.4	0.0	1.897	A
				2	347	87	-	-	-	347	351	0.4	0.1	1.264	A
				3	248	62	-	-	-	247	261	0.4	0.1	1.943	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	925	231	1311	1122	0.825	926	920	2.3	2.0	8.094	A
			2	1	224	56	1311	1123	0.199	224	219	0.1	0.3	3.979	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	6	1311	1116	0.023	26	24	0.3	0.0	3.470	A
				2	269	67	1311	1123	0.240	271	273	0.3	0.2	4.405	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	918	229	-	-	-	925	919	3.2	2.6	11.057	B
			2	1	249	62	-	-	-	249	244	0.0	0.0	0.072	A
				2	269	67	-	-	-	269	273	0.0	0.0	0.096	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	265	66	1720	1253	0.212	267	273	0.4	0.3	4.083	A
				2	130	32	1720	1251	0.104	130	133	0.4	0.1	3.568	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	605	151	1720	1252	0.483	608	615	0.7	0.8	5.185	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	1324	872	0.214	188	185	0.5	0.2	4.930	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	87	22	1324	870	0.100	86	90	1.1	0.2	7.295	A
				2	94	24	1324	872	0.108	94	100	1.1	0.2	4.976	A
				3	219	55	1324	873	0.251	220	221	1.1	0.4	7.026	A
		2	1	1	87	22	-	-	-	87	90	0.3	0.0	0.565	A
				2	281	70	-	-	-	281	284	0.3	0.0	0.283	A
				3	219	55	-	-	-	219	220	0.3	0.0	0.433	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	758	189	1311	1149	0.660	760	765	2.0	1.2	6.957	A
			2	1	182	46	1311	1151	0.158	182	180	0.3	0.2	3.616	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	16	4	1311	1152	0.014	16	18	0.3	0.0	3.582	A
				2	226	57	1311	1152	0.196	227	230	0.3	0.2	4.008	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	755	189	-	-	-	758	762	2.6	0.3	4.156	A
			2	1	198	49	-	-	-	198	197	0.0	0.0	0.024	A
				2	226	57	-	-	-	226	230	0.0	0.0	0.051	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	227	57	1720	1345	0.169	227	228	0.4	0.2	3.845	A
				2	114	29	1720	1341	0.085	114	109	0.4	0.1	3.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	509	127	1720	1341	0.380	511	507	0.8	0.4	4.235	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	1324	948	0.151	142	148	0.2	0.2	4.187	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	70	18	1324	947	0.074	71	72	0.8	0.1	5.504	A
				2	93	23	1324	947	0.098	93	89	0.8	0.1	4.096	A
				3	188	47	1324	948	0.199	188	182	0.8	0.3	5.567	A
		2	1	1	70	18	-	-	-	70	72	0.0	0.0	0.132	A
				2	236	59	-	-	-	236	236	0.0	0.0	0.089	A
				3	188	47	-	-	-	188	182	0.0	0.0	0.125	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	629	157	1311	1174	0.536	631	630	1.2	0.9	5.577	A
			2	1	147	37	1311	1176	0.125	147	150	0.2	0.2	3.512	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	15	4	1292	1163	0.013	15	15	0.3	0.0	3.157	A
				2	187	47	1311	1175	0.159	187	191	0.3	0.2	3.484	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	629	157	-	-	-	629	629	0.3	0.1	0.982	A
			2	1	162	40	-	-	-	162	165	0.0	0.0	0.002	A
				2	187	47	-	-	-	187	190	0.0	0.0	0.011	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	192	48	1720	1409	0.136	192	189	0.3	0.1	3.144	A
				2	87	22	1720	1413	0.062	88	84	0.3	0.0	2.670	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	431	108	1720	1410	0.305	432	425	0.4	0.3	3.415	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	4.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.96	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	411	100.000
2 - World Way (S)		ONE HOUR	✓	866	100.000
3 - M56 EB offslip		ONE HOUR	✓	1177	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	61	227	123
	2 - World Way (S)	204	161	501
	3 - M56 EB offslip	422	755	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.35	6.19	0.9	A	370	556
2 - World Way (S)	0.32	4.79	1.8	A	802	1204
3 - M56 EB offslip	0.49	4.66	1.7	A	1077	1615

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	304	76	669	1558	0.196	306	317	512	0.0	0.3	4.429	A
2 - World Way (S)	665	166	141	3097	0.215	669	657	834	0.0	0.6	4.017	A
3 - M56 EB offslip	862	216	321	2910	0.296	860	890	489	0.0	1.1	3.329	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	358	89	829	1452	0.247	358	365	599	0.3	0.4	4.902	A
2 - World Way (S)	784	196	156	3111	0.252	784	779	1031	0.6	0.9	4.085	A
3 - M56 EB offslip	1055	264	370	2827	0.373	1057	1067	570	1.1	1.0	3.877	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	445	111	997	1286	0.346	449	458	772	0.4	0.9	5.992	A
2 - World Way (S)	965	241	205	3062	0.315	964	952	1241	0.9	1.3	4.788	A
3 - M56 EB offslip	1309	327	463	2695	0.486	1305	1294	706	1.0	1.7	4.561	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	439	110	999	1279	0.343	442	451	764	0.9	0.6	6.192	A
2 - World Way (S)	955	239	196	3045	0.314	954	964	1245	1.3	1.8	4.718	A
3 - M56 EB offslip	1283	321	479	2667	0.481	1284	1309	671	1.7	1.3	4.662	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	365	91	824	1417	0.258	363	380	621	0.6	0.6	5.268	A
2 - World Way (S)	784	196	161	3095	0.253	784	774	1027	1.8	0.8	4.206	A
3 - M56 EB offslip	1060	265	386	2876	0.368	1060	1078	559	1.3	1.1	3.843	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	310	78	704	1567	0.198	311	317	512	0.6	0.3	4.565	A
2 - World Way (S)	661	165	131	3066	0.216	657	667	883	0.8	0.9	3.877	A
3 - M56 EB offslip	893	223	322	2908	0.307	894	910	467	1.1	0.6	3.354	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	90	948	0.095	91	99	0.0	0.1	4.093	A
			2	1, 2, 3	214	948	0.226	214	218	0.0	0.2	4.556	A
		2	1	(1, 2, 3)	304			304	318	0.0	0.0	0.017	A
	Exit	1	1		512			512	520	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	395	1218	0.324	398	386	0.0	0.4	4.333	A
			2	1	135	1235	0.109	135	133	0.0	0.1	3.297	A
			3	(1), 2	137	1222	0.112	137	138	0.0	0.2	3.098	A
		2	1	(3)	394			395	388	0.0	0.0	0.261	A
			2	(1, 2)	272			272	272	0.0	0.0	0.005	A
	Exit	1	1		834			834	864	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	405	1456	0.278	404	412	0.0	0.5	3.208	A
			2	2, 3	458	1465	0.312	456	478	0.0	0.6	3.432	A
	Exit	1	1		489			489	479	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	111	863	0.129	113	115	0.1	0.1	4.475	A
			2	1, 2, 3	246	863	0.285	246	250	0.2	0.3	4.972	A
		2	1	(1, 2, 3)	358			358	366	0.0	0.0	0.086	A
	Exit	1	1		599			599	623	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	463	1215	0.382	463	444	0.4	0.6	4.331	A
			2	1	163	1227	0.133	164	173	0.1	0.2	3.487	A
			3	(1), 2	156	1218	0.129	156	162	0.2	0.1	3.347	A
		2	1	(3)	464			463	445	0.0	0.1	0.243	A
			2	(1, 2)	320			320	335	0.0	0.0	0.016	A
	Exit	1	1		1031			1031	1035	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	485	1417	0.342	487	491	0.5	0.4	3.706	A
			2	2, 3	570	1425	0.400	571	576	0.6	0.6	4.022	A
	Exit	1	1		570			570	553	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	150	775	0.193	151	152	0.1	0.2	4.971	A
			2	1, 2, 3	294	773	0.380	298	305	0.3	0.5	6.244	A
		2	1	(1, 2, 3)	445			444	459	0.0	0.1	0.171	A
	Exit	1	1		772			772	757	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	570	1189	0.480	569	554	0.6	0.8	5.076	A
			2	1	200	1200	0.166	199	199	0.2	0.2	3.488	A
			3	(1), 2	194	1193	0.163	196	199	0.1	0.1	3.629	A
		2	1	(3)	572			570	556	0.1	0.2	0.561	A
			2	(1, 2)	393			393	398	0.0	0.0	0.035	A
	Exit	1	1		1241			1241	1254	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	617	1343	0.459	619	604	0.4	0.6	4.339	A
			2	2, 3	692	1361	0.509	686	690	0.6	1.1	4.754	A
	Exit	1	1		706			706	693	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	146	767	0.190	148	148	0.2	0.1	5.288	A
			2	1, 2, 3	293	777	0.377	294	303	0.5	0.4	6.350	A
		2	1	(1, 2, 3)	439			439	450	0.1	0.0	0.192	A
	Exit	1	1		764			764	767	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	545	1194	0.456	544	554	0.8	1.1	4.967	A
			2	1	208	1206	0.172	210	202	0.2	0.2	3.782	A
			3	(1), 2	201	1193	0.168	200	208	0.1	0.2	3.486	A
		2	1	(3)	546			545	555	0.2	0.3	0.550	A
			2	(1, 2)	408			408	410	0.0	0.0	0.017	A
	Exit	1	1		1245			1245	1268	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	592	1339	0.442	594	610	0.6	0.5	4.426	A
			2	2, 3	691	1351	0.511	690	700	1.1	0.8	4.867	A
	Exit	1	1		671			671	689	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	114	860	0.133	116	124	0.1	0.1	4.618	A
			2	1, 2, 3	250	863	0.289	247	256	0.4	0.4	5.445	A
		2	1	(1, 2, 3)	365			365	380	0.0	0.0	0.092	A
	Exit	1	1		621			621	625	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	448	1212	0.369	449	453	1.1	0.5	4.481	A
			2	1	179	1224	0.146	180	166	0.2	0.2	3.395	A
			3	(1), 2	157	1213	0.130	155	155	0.2	0.2	3.412	A
		2	1	(3)	448			448	451	0.3	0.0	0.307	A
			2	(1, 2)	336			336	320	0.0	0.0	0.009	A
	Exit	1	1		1027			1027	1040	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	483	1409	0.343	484	497	0.5	0.5	3.632	A
			2	2, 3	576	1418	0.406	576	580	0.8	0.6	4.023	A
	Exit	1	1		559			559	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	102	925	0.111	103	101	0.1	0.0	4.009	A
			2	1, 2, 3	208	926	0.225	208	216	0.4	0.3	4.802	A
		2	1	(1, 2, 3)	310			310	316	0.0	0.0	0.015	A
	Exit	1	1		512			512	529	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	378	1229	0.308	375	387	0.5	0.6	4.141	A
			2	1	134	1240	0.108	134	139	0.2	0.2	3.359	A
			3	(1), 2	149	1234	0.120	148	141	0.2	0.1	3.327	A
		2	1	(3)	378			378	388	0.0	0.0	0.120	A
			2	(1, 2)	283			283	280	0.0	0.0	0.007	A
	Exit	1	1		883			883	886	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	410	1451	0.283	410	417	0.5	0.3	3.274	A
			2	2, 3	482	1464	0.330	485	494	0.6	0.3	3.422	A
	Exit	1	1		467			467	479	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	23	1324	952	0.095	91	99	0.0	0.1	4.093	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	50	12	1324	940	0.053	49	51	0.0	0.1	4.802	A
				2	73	18	1324	953	0.077	74	74	0.0	0.1	4.077	A
				3	91	23	1324	956	0.095	91	93	0.0	0.1	4.802	A
		2	1	1	50	12	-	-	-	50	51	0.0	0.0	0.021	A
				2	164	41	-	-	-	164	174	0.0	0.0	0.010	A
				3	91	23	-	-	-	91	93	0.0	0.0	0.029	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	1311	1218	0.324	398	386	0.0	0.4	4.333	A
			2	1	135	34	1311	1235	0.109	135	133	0.0	0.1	3.297	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	14	3	1285	1210	0.012	13	15	0.0	0.0	3.360	A
				2	123	31	1311	1223	0.101	123	123	0.0	0.2	3.065	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	394	98	-	-	-	395	388	0.0	0.0	0.261	A
			2	1	149	37	-	-	-	149	148	0.0	0.0	0.005	A
				2	123	31	-	-	-	123	124	0.0	0.0	0.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	315	79	1720	1457	0.217	315	322	0.0	0.4	3.367	A
				2	89	22	1720	1465	0.061	89	90	0.0	0.1	2.642	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	458	114	1720	1466	0.312	456	478	0.0	0.6	3.432	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	111	28	1324	861	0.130	113	115	0.1	0.1	4.475	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	50	12	1324	866	0.058	50	54	0.2	0.1	5.334	A
				2	90	22	1324	863	0.104	90	86	0.2	0.1	4.095	A
				3	107	27	1324	866	0.124	106	109	0.2	0.2	5.484	A
		2	1	1	50	12	-	-	-	50	54	0.0	0.0	0.077	A
				2	201	50	-	-	-	201	202	0.0	0.0	0.067	A
				3	107	27	-	-	-	107	110	0.0	0.0	0.128	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	463	116	1311	1214	0.382	463	444	0.4	0.6	4.331	A
			2	1	163	41	1311	1226	0.133	164	173	0.1	0.2	3.487	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1311	1220	0.014	17	18	0.2	0.0	2.755	A
				2	139	35	1311	1215	0.115	139	144	0.2	0.1	3.423	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	464	116	-	-	-	463	445	0.0	0.1	0.243	A
			2	1	181	45	-	-	-	181	192	0.0	0.0	0.006	A
				2	139	35	-	-	-	139	144	0.0	0.0	0.028	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	367	92	1720	1414	0.259	368	377	0.5	0.3	3.890	A
				2	118	29	1720	1432	0.082	119	114	0.5	0.1	3.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	143	1720	1426	0.400	571	576	0.6	0.6	4.022	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	37	1324	778	0.192	151	152	0.1	0.2	4.971	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	67	17	1324	776	0.087	68	69	0.3	0.2	7.244	A
				2	93	23	1324	781	0.120	93	98	0.3	0.1	4.968	A
				3	133	33	1324	774	0.172	137	138	0.3	0.2	6.654	A
		2	1	1	68	17	-	-	-	67	70	0.0	0.0	0.384	A
				2	243	61	-	-	-	243	251	0.0	0.1	0.087	A
				3	134	34	-	-	-	133	138	0.0	0.1	0.216	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	570	143	1311	1191	0.479	569	554	0.6	0.8	5.076	A
			2	1	200	50	1311	1200	0.166	199	199	0.2	0.2	3.488	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1311	1203	0.018	22	22	0.1	0.0	2.823	A
				2	172	43	1311	1194	0.144	174	177	0.1	0.1	3.728	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	572	143	-	-	-	570	556	0.1	0.2	0.561	A
			2	1	221	55	-	-	-	221	221	0.0	0.0	0.021	A
				2	172	43	-	-	-	172	177	0.0	0.0	0.052	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	480	120	1720	1339	0.358	482	467	0.4	0.5	4.593	A
				2	138	34	1720	1356	0.101	137	137	0.4	0.1	3.483	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	692	173	1720	1361	0.509	686	690	0.6	1.1	4.754	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	146	36	1324	763	0.191	148	148	0.2	0.1	5.288	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	68	17	1324	782	0.087	68	69	0.5	0.1	7.040	A
				2	98	24	1324	774	0.127	98	99	0.5	0.2	5.173	A
				3	127	32	1324	774	0.165	128	134	0.5	0.2	6.861	A
		2	1	1	68	17	-	-	-	68	69	0.1	0.0	0.159	A
				2	244	61	-	-	-	244	247	0.1	0.0	0.129	A
				3	127	32	-	-	-	127	134	0.1	0.0	0.324	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	545	136	1311	1194	0.456	544	554	0.8	1.1	4.967	A
			2	1	208	52	1311	1205	0.172	210	202	0.2	0.2	3.782	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1285	1178	0.017	20	22	0.1	0.0	3.239	A
				2	180	45	1311	1190	0.152	180	186	0.1	0.2	3.517	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	546	137	-	-	-	545	555	0.2	0.3	0.550	A
			2	1	228	57	-	-	-	228	224	0.0	0.0	0.014	A
				2	180	45	-	-	-	180	186	0.0	0.0	0.020	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	463	116	1720	1333	0.348	465	473	0.6	0.5	4.687	A
				2	129	32	1720	1349	0.096	129	136	0.6	0.1	3.526	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	691	173	1720	1351	0.512	690	700	1.1	0.8	4.867	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	114	29	1324	863	0.133	116	124	0.1	0.1	4.618	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	51	13	1324	889	0.058	51	55	0.4	0.1	5.925	A
				2	87	22	1324	867	0.100	87	88	0.4	0.1	4.644	A
				3	112	28	1324	862	0.130	110	113	0.4	0.3	5.824	A
		2	1	1	51	13	-	-	-	51	55	0.0	0.0	0.064	A
				2	202	50	-	-	-	201	211	0.0	0.0	0.062	A
				3	112	28	-	-	-	112	114	0.0	0.0	0.161	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	448	112	1311	1212	0.369	449	453	1.1	0.5	4.481	A
			2	1	179	45	1311	1226	0.146	180	166	0.2	0.2	3.395	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1311	1225	0.015	18	18	0.2	0.0	3.060	A
				2	139	35	1311	1211	0.115	137	136	0.2	0.2	3.459	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	448	112	-	-	-	448	451	0.3	0.0	0.307	A
			2	1	198	49	-	-	-	198	183	0.0	0.0	0.010	A
				2	139	35	-	-	-	139	136	0.0	0.0	0.008	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	372	93	1720	1406	0.265	372	386	0.5	0.4	3.842	A
				2	111	28	1720	1428	0.078	112	112	0.5	0.1	2.913	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	576	144	1720	1418	0.406	576	580	0.8	0.6	4.023	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	102	26	1324	921	0.111	103	101	0.1	0.0	4.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	40	10	1324	914	0.044	39	45	0.4	0.1	5.237	A
				2	76	19	1324	925	0.082	76	79	0.4	0.1	4.384	A
				3	92	23	1324	920	0.100	92	92	0.4	0.1	4.950	A
		2	1	1	40	10	-	-	-	40	45	0.0	0.0	0.050	A
				2	178	45	-	-	-	178	179	0.0	0.0	0.001	A
				3	92	23	-	-	-	92	92	0.0	0.0	0.024	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	378	94	1311	1229	0.307	375	387	0.5	0.6	4.141	A
			2	1	134	34	1311	1240	0.108	134	139	0.2	0.2	3.359	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	16	4	1285	1215	0.013	16	16	0.2	0.0	3.251	A
				2	133	33	1311	1232	0.108	132	125	0.2	0.1	3.337	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	378	95	-	-	-	378	388	0.0	0.0	0.120	A
			2	1	150	38	-	-	-	150	155	0.0	0.0	0.002	A
				2	133	33	-	-	-	133	125	0.0	0.0	0.014	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	323	81	1720	1449	0.223	323	329	0.5	0.3	3.390	A
				2	87	22	1720	1462	0.060	87	87	0.5	0.1	2.842	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	482	121	1720	1464	0.330	485	494	0.6	0.3	3.422	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	26.21	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.21	D

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	790	100.000
2 - World Way (S)		ONE HOUR	✓	1431	100.000
3 - M56 EB offslip		ONE HOUR	✓	1014	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	110	335	345
	2 - World Way (S)	241	267	923
	3 - M56 EB offslip	270	744	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.80	19.98	4.8	C	727	1090
2 - World Way (S)	0.60	44.59	21.1	E	1310	1965
3 - M56 EB offslip	0.45	5.21	1.7	A	931	1396

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	592	148	760	1379	0.429	590	586	457	0.0	1.0	5.961	A
2 - World Way (S)	1082	270	345	2858	0.378	1077	1076	1006	0.0	2.3	6.607	A
3 - M56 EB offslip	758	190	458	2758	0.275	758	761	964	0.0	0.8	3.492	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	706	176	903	1302	0.542	706	706	556	1.0	1.6	7.814	A
2 - World Way (S)	1286	322	408	2811	0.458	1293	1284	1200	2.3	3.1	9.809	A
3 - M56 EB offslip	907	227	553	2650	0.342	905	905	1148	0.8	1.0	3.975	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	875	219	1123	1130	0.774	874	861	703	1.6	4.5	16.273	C
2 - World Way (S)	1579	395	508	2633	0.600	1534	1532	1489	3.1	15.9	25.978	D
3 - M56 EB offslip	1135	284	688	2544	0.446	1138	1123	1354	1.0	1.7	5.103	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	872	218	1107	1096	0.796	881	877	686	4.5	4.8	19.981	C
2 - World Way (S)	1573	393	511	2633	0.597	1556	1556	1477	15.9	21.1	44.593	E
3 - M56 EB offslip	1115	279	678	2482	0.449	1115	1120	1388	1.7	1.6	5.215	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	715	179	913	1267	0.564	716	730	553	4.8	1.7	9.418	A
2 - World Way (S)	1268	317	413	2775	0.457	1303	1344	1216	21.1	4.1	24.230	C
3 - M56 EB offslip	918	229	550	2581	0.356	916	921	1166	1.6	1.0	4.122	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	602	150	744	1449	0.415	605	600	474	1.7	0.9	6.224	A
2 - World Way (S)	1070	268	348	2861	0.374	1073	1085	1001	4.1	1.8	7.540	A
3 - M56 EB offslip	752	188	465	2725	0.276	753	762	957	1.0	0.7	3.482	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	164	921	0.178	163	162	0.0	0.2	4.346	A
			2	1, 2, 3	428	921	0.465	428	424	0.0	0.7	6.038	A
		2	1	(1, 2, 3)	592			592	590	0.0	0.1	0.389	A
	Exit	1	1		457			457	464	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	702	1128	0.622	700	695	0.0	1.4	6.328	A
			2	1	160	1128	0.142	160	162	0.0	0.2	3.699	A
			3	(1), 2	218	1128	0.193	217	218	0.0	0.2	3.907	A
		2	1	(3)	704			702	701	0.0	0.5	1.777	A
			2	(1, 2)	378			378	382	0.0	0.0	0.019	A
	Exit	1	1		1006			1006	1004	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	287	1380	0.208	289	298	0.0	0.2	3.117	A
			2	2, 3	471	1380	0.341	469	463	0.0	0.6	3.731	A
	Exit	1	1		964			964	955	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	212	845	0.251	212	210	0.2	0.3	4.922	A
			2	1, 2, 3	494	845	0.584	495	496	0.7	1.0	7.469	A
		2	1	(1, 2, 3)	706			706	708	0.1	0.2	1.096	A
	Exit	1	1		556			556	558	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	836	1095	0.763	838	826	1.4	1.5	7.530	A
			2	1	197	1095	0.180	197	197	0.2	0.2	3.931	A
			3	(1), 2	257	1095	0.235	257	260	0.2	0.3	4.205	A
		2	1	(3)	832			836	827	0.5	1.1	5.407	A
			2	(1, 2)	454			454	458	0.0	0.0	0.042	A
	Exit	1	1		1200			1200	1202	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	355	1310	0.271	355	357	0.2	0.4	3.476	A
			2	2, 3	552	1310	0.422	551	547	0.6	0.7	4.302	A
	Exit	1	1		1148			1148	1134	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	286	728	0.392	285	279	0.3	0.6	6.858	A
			2	1, 2, 3	588	728	0.807	589	581	1.0	1.8	10.783	B
		2	1	(1, 2, 3)	875			874	865	0.2	2.0	6.729	A
	Exit	1	1		703			703	692	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	973	1042	0.934	971	968	1.5	2.8	9.425	A
			2	1	247	1042	0.237	246	243	0.2	0.3	4.267	A
			3	(1), 2	316	1042	0.304	316	321	0.3	0.4	4.641	A
		2	1	(3)	1015			973	973	1.1	12.4	28.345	D
			2	(1, 2)	564			564	565	0.0	0.0	0.125	A
	Exit	1	1		1489			1489	1482	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	462	1211	0.382	464	456	0.4	0.5	4.357	A
			2	2, 3	673	1211	0.556	674	666	0.7	1.2	5.613	A
	Exit	1	1		1354			1354	1342	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	288	737	0.390	288	285	0.6	0.6	7.250	A
			2	1, 2, 3	591	737	0.802	593	591	1.8	2.0	11.551	B
		2	1	(1, 2, 3)	872			878	877	2.0	2.3	9.840	A
	Exit	1	1		686			686	683	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1000	1041	0.961	1000	999	2.8	2.8	9.992	A
			2	1	242	1041	0.232	241	240	0.3	0.3	4.382	A
			3	(1), 2	315	1041	0.302	314	318	0.4	0.5	4.712	A
		2	1	(3)	1017			1000	998	12.4	17.6	56.464	F
			2	(1, 2)	556			556	558	0.0	0.0	0.100	A
	Exit	1	1		1477			1477	1488	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	448	1218	0.368	448	450	0.5	0.6	4.226	A
			2	2, 3	667	1218	0.548	667	669	1.2	1.0	5.881	A
	Exit	1	1		1388			1388	1382	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	212	840	0.252	211	218	0.6	0.3	5.612	A
			2	1, 2, 3	504	840	0.600	505	512	2.0	1.1	8.213	A
		2	1	(1, 2, 3)	715			716	726	2.3	0.3	2.028	A
	Exit	1	1		553			553	561	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	850	1092	0.778	852	889	2.8	1.7	8.469	A
			2	1	196	1092	0.179	197	198	0.3	0.2	3.936	A
			3	(1), 2	253	1092	0.231	254	257	0.5	0.2	4.253	A
		2	1	(3)	820			850	885	17.6	2.0	26.977	D
			2	(1, 2)	448			448	453	0.0	0.0	0.057	A
	Exit	1	1		1216			1216	1224	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	359	1313	0.273	358	365	0.6	0.4	3.572	A
			2	2, 3	559	1313	0.426	558	556	1.0	0.6	4.483	A
	Exit	1	1		1166			1166	1211	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	169	929	0.182	170	168	0.3	0.2	4.498	A
			2	1, 2, 3	433	929	0.466	435	432	1.1	0.7	6.252	A
		2	1	(1, 2, 3)	602			602	598	0.3	0.1	0.483	A
	Exit	1	1		474			474	468	0.0	0.0	0.000	A
		1	1	3	690	1127	0.613	691	703	1.7	1.1	6.523	A
			2	1	166	1127	0.147	166	164	0.2	0.2	3.757	A
		2	1	(3)	688			690	700	2.0	0.3	3.076	A
			2	(1, 2)	382			382	382	0.0	0.0	0.018	A
	Exit	1	1		1001			1001	1013	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	296	1376	0.215	297	297	0.4	0.2	3.180	A
			2	2, 3	456	1376	0.332	456	465	0.6	0.5	3.674	A
	Exit	1	1		957			957	966	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	1324	920	0.178	163	162	0.0	0.2	4.346	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	82	20	1324	921	0.089	81	80	0.0	0.2	6.448	A
				2	83	21	1324	918	0.091	83	85	0.0	0.1	4.311	A
				3	263	66	1324	920	0.286	264	259	0.0	0.4	6.475	A
		2	1	1	82	20	-	-	-	82	81	0.0	0.0	0.479	A
				2	247	62	-	-	-	247	248	0.0	0.0	0.260	A
				3	263	66	-	-	-	263	261	0.0	0.0	0.483	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	702	175	1311	1129	0.622	700	695	0.0	1.4	6.328	A
			2	1	160	40	1311	1129	0.142	160	162	0.0	0.2	3.699	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	4	1305	1126	0.016	18	18	0.0	0.0	3.295	A
				2	200	50	1311	1129	0.177	200	200	0.0	0.2	3.962	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	704	176	-	-	-	702	701	0.0	0.5	1.777	A
			2	1	178	44	-	-	-	178	181	0.0	0.0	0.010	A
				2	200	50	-	-	-	200	201	0.0	0.0	0.026	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	197	49	1720	1382	0.142	198	204	0.0	0.2	3.274	A
				2	91	23	1720	1383	0.065	91	94	0.0	0.0	2.777	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	471	118	1720	1381	0.341	469	463	0.0	0.6	3.731	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	212	53	1324	846	0.251	212	210	0.2	0.3	4.922	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	98	24	1324	846	0.116	98	99	0.7	0.2	7.857	A
				2	86	22	1324	844	0.102	86	89	0.7	0.1	5.198	A
				3	310	77	1324	846	0.366	310	308	0.7	0.7	7.997	A
		2	1	1	98	24	-	-	-	98	100	0.1	0.0	1.294	A
				2	298	75	-	-	-	298	299	0.1	0.0	0.820	A
				3	309	77	-	-	-	310	309	0.1	0.1	1.299	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	836	209	1311	1094	0.763	838	826	1.4	1.5	7.530	A
			2	1	197	49	1311	1093	0.180	197	197	0.2	0.2	3.931	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1299	1083	0.018	20	20	0.2	0.0	3.546	A
				2	238	59	1311	1095	0.217	238	240	0.2	0.3	4.261	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	832	208	-	-	-	836	827	0.5	1.1	5.407	A
			2	1	217	54	-	-	-	217	217	0.0	0.0	0.028	A
				2	238	59	-	-	-	238	240	0.0	0.0	0.055	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	240	60	1720	1311	0.183	240	241	0.2	0.3	3.654	A
				2	115	29	1720	1311	0.087	114	116	0.2	0.1	3.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	552	138	1720	1310	0.422	551	547	0.6	0.7	4.302	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	1324	729	0.392	285	279	0.3	0.6	6.858	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	123	31	1324	729	0.169	125	121	1.0	0.3	11.366	B
				2	80	20	1324	728	0.111	80	86	1.0	0.2	7.666	A
				3	385	96	1324	728	0.528	383	374	1.0	1.3	11.313	B
		2	1	1	123	31	-	-	-	123	121	0.2	0.3	7.168	A
				2	366	91	-	-	-	366	367	0.2	0.8	6.197	A
				3	386	96	-	-	-	385	377	0.2	0.9	7.107	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	973	243	1311	1042	0.934	971	968	1.5	2.8	9.425	A
			2	1	247	62	1311	1042	0.237	246	243	0.2	0.3	4.267	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	1043	0.023	24	24	0.3	0.0	3.589	A
				2	293	73	1311	1043	0.281	292	297	0.3	0.3	4.728	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1015	254	-	-	-	973	973	1.1	12.4	28.345	D
			2	1	271	68	-	-	-	271	268	0.0	0.0	0.096	A
				2	293	73	-	-	-	293	297	0.0	0.0	0.151	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	306	77	1720	1210	0.253	307	304	0.4	0.4	4.604	A
				2	156	39	1720	1211	0.129	157	153	0.4	0.1	3.865	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	673	168	1720	1211	0.556	674	666	0.7	1.2	5.613	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	288	72	1324	738	0.390	288	285	0.6	0.6	7.250	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	122	31	1324	738	0.165	123	122	1.8	0.4	12.106	B
				2	82	21	1324	737	0.111	82	86	1.8	0.2	8.046	A
				3	387	97	1324	737	0.524	388	383	1.8	1.4	12.153	B
		2	1	1	122	30	-	-	-	122	123	2.0	0.4	10.481	B
				2	366	92	-	-	-	370	371	2.0	0.9	9.156	A
				3	383	96	-	-	-	387	384	2.0	1.0	10.295	B
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1000	250	1311	1041	0.961	1000	999	2.8	2.8	9.992	A
			2	1	242	60	1311	1041	0.232	241	240	0.3	0.3	4.382	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1311	1042	0.024	25	25	0.4	0.0	3.825	A
				2	289	72	1311	1040	0.278	289	294	0.4	0.4	4.787	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1017	254	-	-	-	1000	998	12.4	17.6	56.464	F
			2	1	267	67	-	-	-	267	264	0.0	0.0	0.091	A
				2	289	72	-	-	-	289	294	0.0	0.0	0.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	297	74	1720	1219	0.244	297	296	0.5	0.4	4.481	A
				2	151	38	1720	1220	0.124	151	154	0.5	0.2	3.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	667	167	1720	1218	0.548	667	669	1.2	1.0	5.881	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	212	53	1324	842	0.251	211	218	0.6	0.3	5.612	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	99	25	1324	845	0.117	99	101	2.0	0.2	8.728	A
				2	92	23	1324	843	0.109	92	90	2.0	0.1	5.702	A
				3	313	78	1324	840	0.373	314	321	2.0	0.7	8.756	A
		2	1	1	99	25	-	-	-	99	101	2.3	0.0	2.341	A
				2	303	76	-	-	-	303	306	2.3	0.1	1.745	A
				3	314	78	-	-	-	313	319	2.3	0.2	2.202	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	850	212	1311	1092	0.778	852	889	2.8	1.7	8.469	A
			2	1	196	49	1311	1093	0.179	197	198	0.3	0.2	3.936	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	1091	0.018	20	20	0.5	0.0	3.403	A
				2	233	58	1311	1093	0.213	234	237	0.5	0.2	4.324	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	820	205	-	-	-	850	885	17.6	2.0	26.977	D
			2	1	215	54	-	-	-	215	217	0.0	0.0	0.053	A
				2	233	58	-	-	-	233	236	0.0	0.0	0.060	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	237	59	1720	1315	0.181	238	242	0.6	0.3	3.769	A
				2	121	30	1720	1312	0.092	121	123	0.6	0.1	3.185	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	559	140	1720	1313	0.426	558	556	1.0	0.6	4.483	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	169	42	1324	928	0.182	170	168	0.3	0.2	4.498	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	82	21	1324	927	0.089	83	83	1.1	0.1	6.633	A
				2	87	22	1324	927	0.093	87	85	1.1	0.1	4.432	A
				3	264	66	1324	927	0.285	266	264	1.1	0.4	6.718	A
		2	1	1	82	21	-	-	-	82	83	0.3	0.0	0.506	A
				2	256	64	-	-	-	256	253	0.3	0.0	0.354	A
				3	264	66	-	-	-	264	263	0.3	0.0	0.600	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	690	173	1311	1127	0.613	691	703	1.7	1.1	6.523	A
			2	1	166	42	1311	1127	0.147	166	164	0.2	0.2	3.757	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1305	1122	0.016	18	18	0.2	0.0	3.389	A
				2	198	50	1311	1126	0.176	198	201	0.2	0.2	3.965	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	688	172	-	-	-	690	700	2.0	0.3	3.076	A
			2	1	184	46	-	-	-	184	182	0.0	0.0	0.011	A
				2	198	49	-	-	-	198	201	0.0	0.0	0.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	206	52	1720	1374	0.150	207	203	0.4	0.2	3.321	A
				2	90	23	1720	1376	0.066	90	94	0.4	0.1	2.877	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	456	114	1720	1375	0.332	456	465	0.6	0.5	3.674	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	5.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.85	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	451	100.000
2 - World Way (S)		ONE HOUR	✓	956	100.000
3 - M56 EB offslip		ONE HOUR	✓	1277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	64	258	129
	2 - World Way (S)	228	169	559
	3 - M56 EB offslip	438	839	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.42	7.54	0.9	A	418	627
2 - World Way (S)	0.35	5.53	1.5	A	872	1308
3 - M56 EB offslip	0.54	5.47	2.1	A	1166	1749

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	349	87	757	1481	0.235	349	345	544	0.0	0.3	4.830	A
2 - World Way (S)	726	181	151	3120	0.233	726	726	955	0.0	0.7	4.079	A
3 - M56 EB offslip	950	237	353	2839	0.334	948	975	524	0.0	1.0	3.502	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	410	102	883	1381	0.297	407	414	637	0.3	0.6	5.128	A
2 - World Way (S)	843	211	166	3033	0.278	845	863	1124	0.7	0.9	4.398	A
3 - M56 EB offslip	1121	280	401	2762	0.406	1119	1154	610	1.0	1.5	4.026	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	492	123	1121	1231	0.399	493	498	795	0.6	0.8	6.757	A
2 - World Way (S)	1042	260	204	3035	0.343	1045	1066	1410	0.9	1.2	5.529	A
3 - M56 EB offslip	1417	354	495	2617	0.542	1422	1441	754	1.5	2.1	4.926	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	500	125	1134	1194	0.419	500	509	797	0.8	0.9	7.540	A
2 - World Way (S)	1047	262	215	3026	0.346	1044	1048	1418	1.2	1.5	5.180	A
3 - M56 EB offslip	1412	353	516	2637	0.535	1415	1438	743	2.1	1.8	5.474	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	410	102	885	1321	0.310	411	407	668	0.9	0.6	5.903	A
2 - World Way (S)	856	214	184	3034	0.282	854	872	1112	1.5	1.3	4.430	A
3 - M56 EB offslip	1142	286	418	2764	0.413	1135	1166	619	1.8	1.7	4.238	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	346	86	751	1533	0.226	343	347	552	0.6	0.6	4.668	A
2 - World Way (S)	720	180	152	3167	0.227	720	719	943	1.3	0.7	4.013	A
3 - M56 EB offslip	954	239	349	2899	0.329	955	984	523	1.7	1.0	3.732	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	118	908	0.131	118	115	0.0	0.1	4.449	A
			2	1, 2, 3	230	897	0.256	231	231	0.0	0.2	4.931	A
		2	1	(1, 2, 3)	349			349	347	0.0	0.0	0.060	A
	Exit	1	1		544			544	556	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	419	1220	0.344	418	422	0.0	0.3	4.361	A
			2	1	153	1229	0.125	154	155	0.0	0.2	3.388	A
			3	(1), 2	152	1224	0.124	153	149	0.0	0.1	3.339	A
		2	1	(3)	420			419	423	0.0	0.1	0.230	A
			2	(1, 2)	306			306	305	0.0	0.0	0.005	A
	Exit	1	1		955			955	969	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	426	1436	0.296	423	439	0.0	0.5	3.364	A
			2	2, 3	524	1446	0.362	524	536	0.0	0.4	3.614	A
	Exit	1	1		524			524	521	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	142	826	0.173	142	138	0.1	0.1	4.656	A
			2	1, 2, 3	267	835	0.319	266	276	0.2	0.4	5.262	A
		2	1	(1, 2, 3)	410			409	415	0.0	0.0	0.065	A
	Exit	1	1		637			637	655	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	499	1209	0.413	500	510	0.3	0.6	4.648	A
			2	1	178	1221	0.146	178	179	0.2	0.2	3.476	A
			3	(1), 2	167	1208	0.139	167	173	0.1	0.1	3.450	A
		2	1	(3)	498			499	511	0.1	0.0	0.395	A
			2	(1, 2)	345			345	352	0.0	0.0	0.004	A
	Exit	1	1		1124			1124	1147	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	498	1397	0.356	497	521	0.5	0.5	3.709	A
			2	2, 3	622	1408	0.442	622	632	0.4	1.0	4.285	A
	Exit	1	1		610			610	627	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	177	717	0.247	178	180	0.1	0.2	5.551	A
			2	1, 2, 3	316	713	0.443	315	318	0.4	0.6	7.133	A
		2	1	(1, 2, 3)	492			493	499	0.0	0.0	0.193	A
	Exit	1	1		795			795	810	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	611	1189	0.514	613	625	0.6	0.7	5.505	A
			2	1	228	1202	0.190	227	223	0.2	0.3	3.589	A
			3	(1), 2	205	1187	0.173	205	218	0.1	0.2	3.863	A
		2	1	(3)	609			611	626	0.0	0.0	1.243	A
			2	(1, 2)	433			433	442	0.0	0.0	0.086	A
	Exit	1	1		1410			1410	1428	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	643	1328	0.484	643	651	0.5	1.0	4.576	A
			2	2, 3	775	1341	0.578	779	790	1.0	1.1	5.213	A
	Exit	1	1		754			754	767	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	178	700	0.254	178	181	0.2	0.3	5.942	A
			2	1, 2, 3	322	705	0.457	321	327	0.6	0.6	7.855	A
		2	1	(1, 2, 3)	500			500	509	0.0	0.0	0.367	A
	Exit	1	1		797			797	820	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	598	1182	0.506	599	608	0.7	0.8	5.321	A
			2	1	229	1195	0.192	226	226	0.3	0.3	3.600	A
			3	(1), 2	218	1184	0.184	218	215	0.2	0.2	3.709	A
		2	1	(3)	599			598	608	0.0	0.2	0.940	A
			2	(1, 2)	447			447	441	0.0	0.0	0.038	A
	Exit	1	1		1418			1418	1420	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	633	1313	0.482	631	660	1.0	0.7	4.831	A
			2	2, 3	779	1320	0.590	784	778	1.1	1.1	6.015	A
	Exit	1	1		743			743	755	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	139	839	0.166	139	138	0.3	0.2	5.012	A
			2	1, 2, 3	271	826	0.327	272	269	0.6	0.4	6.254	A
		2	1	(1, 2, 3)	410			410	406	0.0	0.0	0.072	A
	Exit	1	1		668			668	669	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	502	1197	0.419	500	509	0.8	0.8	4.738	A
			2	1	177	1211	0.146	176	186	0.3	0.3	3.581	A
			3	(1), 2	177	1199	0.147	178	177	0.2	0.2	3.430	A
		2	1	(3)	502			502	509	0.2	0.1	0.360	A
			2	(1, 2)	354			354	363	0.0	0.0	0.004	A
	Exit	1	1		1112			1112	1151	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	517	1388	0.373	514	522	0.7	0.7	3.948	A
			2	2, 3	625	1394	0.448	620	644	1.1	1.1	4.472	A
	Exit	1	1		619			619	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	115	914	0.127	116	114	0.2	0.1	4.215	A
			2	1, 2, 3	230	904	0.256	227	234	0.4	0.5	4.849	A
		2	1	(1, 2, 3)	346			346	347	0.0	0.0	0.026	A
	Exit	1	1		552			552	565	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	422	1221	0.346	422	423	0.8	0.4	4.317	A
			2	1	160	1229	0.130	158	154	0.3	0.2	3.423	A
			3	(1), 2	139	1222	0.114	140	141	0.2	0.1	3.210	A
		2	1	(3)	422			422	422	0.1	0.0	0.181	A
			2	(1, 2)	299			299	295	0.0	0.0	0.004	A
	Exit	1	1		943			943	962	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	428	1429	0.300	429	444	0.7	0.4	3.575	A
			2	2, 3	526	1446	0.364	527	539	1.1	0.6	3.860	A
	Exit	1	1		523			523	523	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	118	30	1324	911	0.130	118	115	0.0	0.1	4.449	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	45	11	1324	906	0.050	46	47	0.0	0.0	5.367	A
				2	81	20	1324	903	0.090	79	85	0.0	0.1	4.293	A
				3	104	26	1324	894	0.115	105	99	0.0	0.0	5.278	A
		2	1	1	45	11	-	-	-	45	47	0.0	0.0	0.138	A
				2	199	50	-	-	-	199	201	0.0	0.0	0.025	A
				3	104	26	-	-	-	104	99	0.0	0.0	0.097	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	419	105	1311	1220	0.343	418	422	0.0	0.3	4.361	A
			2	1	153	38	1311	1228	0.125	154	155	0.0	0.2	3.388	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	1229	0.016	20	17	0.0	0.0	2.896	A
				2	132	33	1311	1225	0.108	133	133	0.0	0.1	3.394	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	420	105	-	-	-	419	423	0.0	0.1	0.230	A
			2	1	173	43	-	-	-	173	172	0.0	0.0	0.008	A
				2	132	33	-	-	-	132	133	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	326	82	1720	1436	0.227	324	338	0.0	0.4	3.505	A
				2	100	25	1720	1441	0.069	100	101	0.0	0.1	2.894	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	524	131	1720	1449	0.361	524	536	0.0	0.4	3.614	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	36	1324	825	0.173	142	138	0.1	0.1	4.656	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	56	14	1324	828	0.068	56	59	0.0	0.1	5.673	A
				2	101	25	1324	839	0.120	100	101	0.2	0.1	4.438	A
				3	110	28	1324	831	0.132	110	117	0.2	0.2	5.762	A
		2	1	1	56	14	-	-	-	56	59	0.0	0.0	0.070	A
				2	243	61	-	-	-	243	238	0.0	0.0	0.056	A
				3	110	28	-	-	-	110	118	0.0	0.0	0.082	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	499	125	1311	1209	0.413	500	510	0.3	0.6	4.648	A
			2	1	178	44	1311	1220	0.146	178	179	0.2	0.2	3.476	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	23	6	1311	1223	0.019	23	22	0.1	0.0	3.047	A
				2	145	36	1311	1209	0.120	145	151	0.1	0.1	3.508	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	498	125	-	-	-	499	511	0.1	0.0	0.395	A
			2	1	200	50	-	-	-	200	201	0.0	0.0	0.004	A
				2	145	36	-	-	-	145	151	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	380	95	1720	1392	0.273	381	396	0.5	0.3	3.908	A
				2	118	29	1720	1406	0.084	117	126	0.5	0.2	3.094	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	622	156	1720	1405	0.443	622	632	0.4	1.0	4.285	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	177	44	1324	718	0.247	178	180	0.1	0.2	5.551	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	63	16	1324	717	0.087	63	67	0.4	0.2	7.647	A
				2	111	28	1324	714	0.155	111	110	0.4	0.1	5.950	A
				3	142	36	1324	718	0.198	141	141	0.4	0.3	7.804	A
		2	1	1	62	16	-	-	-	63	68	0.0	0.0	0.290	A
				2	288	72	-	-	-	288	289	0.0	0.0	0.109	A
				3	142	35	-	-	-	142	142	0.0	0.0	0.319	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	611	153	1311	1189	0.514	613	625	0.6	0.7	5.505	A
			2	1	228	57	1311	1200	0.190	227	223	0.2	0.3	3.589	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1311	1205	0.020	25	24	0.0	0.0	3.444	A
				2	181	45	1311	1184	0.152	180	194	0.1	0.2	3.916	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	609	152	-	-	-	611	626	0.0	0.0	1.243	A
			2	1	253	63	-	-	-	253	247	0.0	0.0	0.074	A
				2	180	45	-	-	-	181	194	0.0	0.0	0.100	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	481	120	1720	1324	0.363	481	495	0.5	0.7	4.903	A
				2	162	41	1720	1342	0.121	162	156	0.5	0.3	3.546	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	775	194	1720	1340	0.578	779	790	1.0	1.1	5.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	44	1324	705	0.252	178	181	0.2	0.3	5.942	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	73	18	1324	706	0.104	71	71	0.6	0.2	8.443	A
				2	106	26	1324	709	0.149	106	109	0.6	0.1	6.521	A
				3	143	36	1324	707	0.203	144	147	0.6	0.2	8.557	A
		2	1	1	73	18	-	-	-	73	71	0.0	0.0	0.674	A
				2	284	71	-	-	-	284	291	0.0	0.0	0.227	A
				3	143	36	-	-	-	143	147	0.0	0.0	0.493	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	598	150	1311	1182	0.506	599	608	0.7	0.8	5.321	A
			2	1	229	57	1311	1196	0.192	226	226	0.3	0.3	3.600	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1283	1171	0.021	24	24	0.0	0.0	3.205	A
				2	194	48	1311	1186	0.163	194	191	0.2	0.2	3.774	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	599	150	-	-	-	598	608	0.0	0.2	0.940	A
			2	1	254	63	-	-	-	254	250	0.0	0.0	0.026	A
				2	194	48	-	-	-	194	190	0.0	0.0	0.054	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	479	120	1720	1309	0.366	476	498	1.0	0.6	5.090	A
				2	155	39	1720	1331	0.116	155	162	1.0	0.1	4.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	779	195	1720	1319	0.590	784	778	1.1	1.1	6.015	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	139	35	1324	835	0.167	139	138	0.3	0.2	5.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	65	16	1324	822	0.079	65	61	0.6	0.1	6.810	A
				2	88	22	1324	822	0.108	88	92	0.6	0.1	5.155	A
				3	117	29	1324	828	0.141	119	116	0.6	0.2	6.830	A
		2	1	1	65	16	-	-	-	65	61	0.0	0.0	0.145	A
				2	227	57	-	-	-	227	230	0.0	0.0	0.036	A
				3	117	29	-	-	-	117	116	0.0	0.0	0.104	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	502	126	1311	1198	0.419	500	509	0.8	0.8	4.738	A
			2	1	177	44	1311	1212	0.146	176	186	0.3	0.3	3.581	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1311	1220	0.015	19	20	0.0	0.0	3.055	A
				2	158	40	1311	1199	0.132	159	158	0.2	0.2	3.477	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	502	125	-	-	-	502	509	0.2	0.1	0.360	A
			2	1	196	49	-	-	-	196	205	0.0	0.0	0.000	A
				2	158	40	-	-	-	158	158	0.0	0.0	0.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	410	103	1720	1386	0.296	408	403	0.7	0.5	4.149	A
				2	107	27	1720	1400	0.077	107	120	0.7	0.2	3.279	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	625	156	1720	1394	0.448	620	644	1.1	1.1	4.472	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	115	29	1324	919	0.126	116	114	0.2	0.1	4.215	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	50	13	1324	882	0.057	51	51	0.4	0.1	5.035	A
				2	77	19	1324	909	0.086	76	83	0.4	0.2	4.239	A
				3	103	26	1324	912	0.112	101	100	0.4	0.2	5.265	A
		2	1	1	50	13	-	-	-	50	50	0.0	0.0	0.043	A
				2	193	48	-	-	-	193	197	0.0	0.0	0.016	A
				3	103	26	-	-	-	103	100	0.0	0.0	0.039	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	105	1311	1221	0.345	422	423	0.8	0.4	4.317	A
			2	1	160	40	1311	1229	0.130	158	154	0.3	0.2	3.423	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	16	4	1311	1233	0.013	16	15	0.0	0.0	2.759	A
				2	123	31	1311	1223	0.101	124	126	0.2	0.1	3.265	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	105	-	-	-	422	422	0.1	0.0	0.181	A
			2	1	176	44	-	-	-	176	169	0.0	0.0	0.001	A
				2	123	31	-	-	-	123	125	0.0	0.0	0.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	327	82	1720	1421	0.230	328	345	0.7	0.3	3.697	A
				2	101	25	1720	1442	0.070	100	99	0.7	0.1	3.159	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	526	132	1720	1444	0.364	527	539	1.1	0.6	3.860	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	54.88	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.88	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	851	100.000
2 - World Way (S)		ONE HOUR	✓	1580	100.000
3 - M56 EB offslip		ONE HOUR	✓	1108	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	115	378	358
	2 - World Way (S)	269	281	1030
	3 - M56 EB offslip	283	825	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.90	35.80	10.4	E	784	1176
2 - World Way (S)	0.66	99.69	55.7	F	1443	2165
3 - M56 EB offslip	0.51	6.09	1.9	A	1019	1528

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	642	161	831	1390	0.462	644	638	509	0.0	1.2	6.612	A
2 - World Way (S)	1190	297	359	2808	0.424	1188	1181	1116	0.0	2.7	7.809	A
3 - M56 EB offslip	835	209	504	2698	0.310	835	828	1044	0.0	0.9	3.710	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	774	194	1001	1190	0.651	772	760	606	1.2	2.1	9.108	A
2 - World Way (S)	1434	358	426	2734	0.524	1446	1409	1346	2.7	5.4	13.526	B
3 - M56 EB offslip	1002	250	605	2569	0.390	1001	993	1267	0.9	1.3	4.283	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	939	235	1207	1047	0.897	937	911	743	2.1	8.3	25.881	D
2 - World Way (S)	1711	428	521	2666	0.642	1624	1622	1623	5.4	30.4	44.071	E
3 - M56 EB offslip	1224	306	728	2423	0.505	1222	1212	1418	1.3	1.9	5.866	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	940	235	1219	1073	0.876	930	927	722	8.3	10.4	35.798	E
2 - World Way (S)	1741	435	515	2644	0.659	1635	1639	1634	30.4	55.7	99.692	F
3 - M56 EB offslip	1220	305	720	2406	0.507	1222	1218	1429	1.9	1.8	6.090	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	769	192	995	1229	0.626	760	798	590	10.4	2.6	15.671	C
2 - World Way (S)	1414	353	423	2777	0.509	1516	1519	1331	55.7	31.0	99.301	F
3 - M56 EB offslip	999	250	588	2568	0.389	997	991	1351	1.8	1.4	4.530	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	641	160	820	1349	0.475	643	649	502	2.6	1.0	6.926	A
2 - World Way (S)	1172	293	356	2813	0.417	1210	1296	1107	31.0	3.7	29.166	D
3 - M56 EB offslip	832	208	490	2668	0.312	832	839	1076	1.4	1.0	3.762	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	188	883	0.213	188	186	0.0	0.3	4.799	A
			2	1, 2, 3	456	883	0.516	456	452	0.0	0.9	6.606	A
		2	1	(1, 2, 3)	642			644	643	0.0	0.0	0.532	A
	Exit	1	1		509			509	504	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	771	1121	0.688	770	770	0.0	1.5	6.865	A
			2	1	184	1121	0.164	185	182	0.0	0.2	3.855	A
			3	(1), 2	232	1121	0.207	233	229	0.0	0.2	3.947	A
		2	1	(3)	774			771	776	0.0	0.8	2.984	A
			2	(1, 2)	416			416	413	0.0	0.0	0.035	A
	Exit	1	1		1116			1116	1104	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	322	1347	0.239	322	320	0.0	0.3	3.250	A
			2	2, 3	513	1347	0.381	514	509	0.0	0.6	3.999	A
	Exit	1	1		1044			1044	1041	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	248	793	0.312	247	240	0.3	0.4	5.683	A
			2	1, 2, 3	528	793	0.665	525	519	0.9	1.3	8.259	A
		2	1	(1, 2, 3)	774			775	762	0.0	0.4	1.651	A
	Exit	1	1		606			606	602	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	942	1085	0.868	945	916	1.5	2.1	8.298	A
			2	1	224	1085	0.206	224	221	0.2	0.2	4.118	A
			3	(1), 2	277	1085	0.255	277	272	0.2	0.3	4.248	A
		2	1	(3)	933			942	919	0.8	2.7	10.171	B
			2	(1, 2)	501			501	494	0.0	0.0	0.047	A
	Exit	1	1		1346			1346	1329	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	390	1272	0.307	390	388	0.3	0.4	3.718	A
			2	2, 3	612	1272	0.481	611	605	0.6	0.9	4.645	A
	Exit	1	1		1267			1267	1231	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	323	684	0.473	324	313	0.4	0.7	8.299	A
			2	1, 2, 3	613	684	0.896	614	598	1.3	2.2	12.584	B
		2	1	(1, 2, 3)	939			936	915	0.4	5.4	14.732	B
	Exit	1	1		743			743	732	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1028	1035	0.993	1028	1025	2.1	3.0	9.836	A
			2	1	267	1035	0.258	267	266	0.2	0.5	4.442	A
			3	(1), 2	330	1035	0.319	330	332	0.3	0.4	4.726	A
		2	1	(3)	1113			1028	1028	2.7	26.5	55.178	F
			2	(1, 2)	598			597	599	0.0	0.0	0.139	A
	Exit	1	1		1623			1623	1608	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	489	1181	0.414	491	485	0.4	0.5	4.601	A
			2	2, 3	735	1181	0.623	732	727	0.9	1.4	6.707	A
	Exit	1	1		1418			1418	1406	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	325	677	0.481	325	323	0.7	0.8	8.752	A
			2	1, 2, 3	603	677	0.890	604	604	2.2	2.2	13.396	B
		2	1	(1, 2, 3)	940			928	928	5.4	7.4	23.994	C
	Exit	1	1		722			722	728	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1038	1039	1.000	1038	1038	3.0	3.0	10.270	B
			2	1	268	1039	0.258	267	268	0.5	0.3	4.413	A
			3	(1), 2	329	1039	0.317	329	333	0.4	0.4	4.881	A
		2	1	(3)	1145			1038	1038	26.5	51.9	139.398	F
			2	(1, 2)	597			597	601	0.0	0.0	0.161	A
	Exit	1	1		1634			1634	1629	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	485	1186	0.408	483	483	0.5	0.7	4.709	A
			2	2, 3	736	1186	0.620	739	735	1.4	1.1	7.002	A
	Exit	1	1		1429			1429	1428	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	243	797	0.305	242	257	0.8	0.4	6.385	A
			2	1, 2, 3	521	797	0.654	517	540	2.2	1.5	9.733	A
		2	1	(1, 2, 3)	769			764	793	7.4	0.8	7.188	A
	Exit	1	1		590			590	596	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1029	1087	0.947	1031	1030	3.0	2.6	9.920	A
			2	1	215	1087	0.198	215	214	0.3	0.3	4.093	A
			3	(1), 2	271	1087	0.250	270	275	0.4	0.4	4.205	A
		2	1	(3)	927			1029	1028	51.9	27.6	139.464	F
			2	(1, 2)	487			486	489	0.0	0.0	0.056	A
	Exit	1	1		1331			1331	1342	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	382	1285	0.297	381	384	0.7	0.5	3.780	A
			2	2, 3	617	1285	0.480	616	607	1.1	1.0	5.005	A
	Exit	1	1		1351			1351	1370	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	190	889	0.214	191	196	0.4	0.2	4.768	A
			2	1, 2, 3	451	889	0.507	452	454	1.5	0.7	6.843	A
		2	1	(1, 2, 3)	641			641	646	0.8	0.1	0.735	A
	Exit	1	1		502			502	506	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	807	1122	0.719	810	886	2.6	1.6	8.124	A
			2	1	174	1122	0.155	176	179	0.3	0.1	3.768	A
			3	(1), 2	224	1122	0.200	224	231	0.4	0.2	3.914	A
		2	1	(3)	773			807	881	27.6	1.7	34.515	D
			2	(1, 2)	398			399	409	0.0	0.0	0.021	A
	Exit	1	1		1107			1107	1120	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	323	1357	0.238	322	325	0.5	0.3	3.248	A
			2	2, 3	509	1357	0.375	509	514	1.0	0.7	4.087	A
	Exit	1	1		1076			1076	1159	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	188	47	1324	884	0.213	188	186	0.0	0.3	4.799	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	86	21	1324	883	0.097	86	86	0.0	0.2	7.193	A
				2	97	24	1324	885	0.110	97	95	0.0	0.1	4.755	A
				3	273	68	1324	883	0.309	273	271	0.0	0.6	7.065	A
		2	1	1	86	21	-	-	-	86	87	0.0	0.0	0.689	A
				2	284	71	-	-	-	285	283	0.0	0.0	0.369	A
				3	272	68	-	-	-	273	274	0.0	0.0	0.651	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	771	193	1311	1121	0.688	770	770	0.0	1.5	6.865	A
			2	1	184	46	1311	1120	0.164	185	182	0.0	0.2	3.855	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1123	0.017	19	19	0.0	0.0	3.307	A
				2	213	53	1311	1121	0.190	214	210	0.0	0.2	4.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	774	193	-	-	-	771	776	0.0	0.8	2.984	A
			2	1	203	51	-	-	-	203	202	0.0	0.0	0.025	A
				2	213	53	-	-	-	213	211	0.0	0.0	0.044	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	218	55	1720	1348	0.162	218	216	0.0	0.2	3.405	A
				2	104	26	1720	1346	0.077	104	103	0.0	0.1	2.924	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	513	128	1720	1347	0.381	514	509	0.0	0.6	3.999	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	1324	795	0.311	247	240	0.3	0.4	5.683	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	103	26	1324	798	0.130	104	103	0.9	0.2	8.822	A
				2	99	25	1324	795	0.125	99	101	0.9	0.2	5.644	A
				3	325	81	1324	793	0.410	323	315	0.9	0.9	8.910	A
		2	1	1	104	26	-	-	-	103	104	0.0	0.1	1.934	A
				2	346	87	-	-	-	347	342	0.0	0.1	1.385	A
				3	324	81	-	-	-	325	317	0.0	0.2	1.846	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	942	236	1311	1085	0.868	945	916	1.5	2.1	8.298	A
			2	1	224	56	1311	1084	0.207	224	221	0.2	0.2	4.118	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1294	1073	0.023	24	23	0.2	0.0	3.515	A
				2	253	63	1311	1086	0.233	253	249	0.2	0.3	4.317	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	933	233	-	-	-	942	919	0.8	2.7	10.171	B
			2	1	248	62	-	-	-	248	244	0.0	0.0	0.034	A
				2	253	63	-	-	-	253	250	0.0	0.0	0.061	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	253	63	1720	1273	0.199	254	254	0.3	0.3	3.923	A
				2	137	34	1720	1270	0.107	137	134	0.3	0.1	3.328	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	612	153	1720	1271	0.481	611	605	0.6	0.9	4.645	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	323	81	1324	682	0.474	324	313	0.4	0.7	8.299	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	131	33	1324	687	0.191	131	125	1.3	0.5	13.159	B
				2	92	23	1324	685	0.135	92	92	1.3	0.2	9.635	A
				3	389	97	1324	683	0.569	390	381	1.3	1.5	13.103	B
		2	1	1	134	33	-	-	-	131	126	0.4	0.8	15.433	C
				2	417	104	-	-	-	416	406	0.4	2.4	14.006	B
				3	389	97	-	-	-	389	383	0.4	2.2	15.271	C
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1028	257	1311	1035	0.993	1028	1025	2.1	3.0	9.836	A
			2	1	267	67	1311	1035	0.258	267	266	0.2	0.5	4.442	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	29	7	1311	1038	0.028	28	28	0.3	0.1	3.598	A
				2	302	75	1311	1036	0.291	301	304	0.3	0.4	4.830	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1113	278	-	-	-	1028	1028	2.7	26.5	55.178	F
			2	1	296	74	-	-	-	296	295	0.0	0.0	0.128	A
				2	302	75	-	-	-	302	304	0.0	0.0	0.150	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	315	79	1720	1183	0.266	317	313	0.4	0.3	4.897	A
				2	174	44	1720	1182	0.147	174	172	0.4	0.2	4.063	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	735	184	1720	1180	0.623	732	727	0.9	1.4	6.707	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	325	81	1324	677	0.481	325	323	0.7	0.8	8.752	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	124	31	1324	679	0.182	124	124	2.2	0.5	13.995	B
				2	89	22	1324	681	0.130	89	90	2.2	0.3	10.618	B
				3	390	98	1324	677	0.576	391	390	2.2	1.4	13.846	B
		2	1	1	127	32	-	-	-	124	124	5.4	1.1	25.473	D
				2	418	105	-	-	-	414	414	5.4	3.0	23.047	C
				3	395	99	-	-	-	390	390	5.4	3.2	24.523	C
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1038	260	1311	1039	1.000	1038	1038	3.0	3.0	10.270	B
			2	1	268	67	1311	1039	0.258	267	268	0.5	0.3	4.413	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	1038	0.025	26	29	0.4	0.0	3.853	A
				2	303	76	1311	1039	0.291	303	304	0.4	0.4	4.978	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1145	286	-	-	-	1038	1038	26.5	51.9	139.398	F
			2	1	294	74	-	-	-	294	297	0.0	0.0	0.127	A
				2	303	76	-	-	-	303	304	0.0	0.0	0.194	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	306	77	1720	1187	0.258	305	306	0.5	0.5	4.952	A
				2	178	45	1720	1183	0.151	178	177	0.5	0.2	4.286	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	736	184	1720	1186	0.620	739	735	1.4	1.1	7.002	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	243	61	1324	797	0.305	242	257	0.8	0.4	6.385	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	104	26	1324	796	0.130	103	106	2.2	0.3	10.212	B
				2	94	23	1324	797	0.117	94	94	2.2	0.1	6.767	A
				3	324	81	1324	797	0.406	321	340	2.2	1.1	10.403	B
		2	1	1	105	26	-	-	-	104	105	7.4	0.1	7.654	A
				2	339	85	-	-	-	337	349	7.4	0.3	6.598	A
				3	325	81	-	-	-	324	339	7.4	0.3	7.654	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1029	257	1311	1087	0.947	1031	1030	3.0	2.6	9.920	A
			2	1	215	54	1311	1089	0.198	215	214	0.3	0.3	4.093	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1311	1085	0.023	25	24	0.4	0.0	3.539	A
				2	247	62	1311	1088	0.227	245	251	0.4	0.4	4.267	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	927	232	-	-	-	1029	1028	51.9	27.6	139.464	F
			2	1	240	60	-	-	-	240	238	0.0	0.0	0.045	A
				2	247	62	-	-	-	247	251	0.0	0.0	0.067	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	249	62	1720	1283	0.194	248	252	0.7	0.4	3.972	A
				2	133	33	1720	1285	0.103	133	132	0.7	0.1	3.412	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	617	154	1720	1284	0.480	616	607	1.1	1.0	5.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	190	48	1324	887	0.215	191	196	0.4	0.2	4.768	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	89	22	1324	887	0.101	90	88	1.5	0.1	7.340	A
				2	96	24	1324	888	0.108	96	92	1.5	0.1	4.933	A
				3	265	66	1324	889	0.299	266	274	1.5	0.5	7.331	A
		2	1	1	89	22	-	-	-	89	87	0.8	0.0	0.918	A
				2	287	72	-	-	-	286	287	0.8	0.0	0.547	A
				3	265	66	-	-	-	265	271	0.8	0.0	0.877	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	807	202	1311	1122	0.719	810	886	2.6	1.6	8.124	A
			2	1	174	44	1311	1122	0.155	176	179	0.3	0.1	3.768	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1125	0.017	19	20	0.4	0.0	3.493	A
				2	205	51	1311	1122	0.183	205	211	0.4	0.2	3.953	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	773	193	-	-	-	807	881	27.6	1.7	34.515	D
			2	1	193	48	-	-	-	193	198	0.0	0.0	0.016	A
				2	205	51	-	-	-	205	210	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	218	54	1720	1355	0.161	217	218	0.5	0.2	3.424	A
				2	106	26	1720	1356	0.078	105	107	0.5	0.1	2.891	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	509	127	1720	1356	0.375	509	514	1.0	0.7	4.087	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	486	100.000
2 - World Way (S)		ONE HOUR	✓	1036	100.000
3 - M56 EB offslip		ONE HOUR	✓	1364	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	66	286	134
	2 - World Way (S)	249	176	611
	3 - M56 EB offslip	451	913	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.49	8.11	1.4	A	445	667
2 - World Way (S)	0.38	5.70	2.2	A	955	1432
3 - M56 EB offslip	0.60	5.90	2.5	A	1252	1877

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	365	91	814	1535	0.238	365	368	587	0.0	0.3	4.838	A
2 - World Way (S)	775	194	149	3105	0.250	781	792	1030	0.0	0.7	3.955	A
3 - M56 EB offslip	1027	257	369	2890	0.355	1032	1040	561	0.0	0.9	3.763	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	434	108	981	1320	0.329	433	447	688	0.3	0.7	5.943	A
2 - World Way (S)	931	233	184	3097	0.300	931	924	1230	0.7	1.3	4.598	A
3 - M56 EB offslip	1235	309	437	2770	0.446	1231	1239	678	0.9	1.5	4.367	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	531	133	1227	1076	0.493	529	531	832	0.7	1.4	7.669	A
2 - World Way (S)	1146	286	213	3031	0.378	1138	1146	1542	1.3	2.2	5.699	A
3 - M56 EB offslip	1512	378	537	2536	0.596	1521	1526	814	1.5	2.1	5.897	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	549	137	1172	1164	0.471	549	542	835	1.4	1.2	8.110	A
2 - World Way (S)	1153	288	225	3031	0.380	1150	1159	1496	2.2	1.7	5.584	A
3 - M56 EB offslip	1472	368	537	2617	0.563	1470	1490	838	2.1	2.4	5.767	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	427	107	988	1297	0.329	427	439	680	1.2	0.7	5.838	A
2 - World Way (S)	934	233	174	3081	0.303	935	951	1241	1.7	1.0	4.549	A
3 - M56 EB offslip	1227	307	437	2753	0.446	1231	1244	671	2.4	1.1	4.466	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	365	91	836	1464	0.249	367	382	589	0.7	0.5	5.090	A
2 - World Way (S)	792	198	159	3096	0.256	792	798	1044	1.0	0.9	4.206	A
3 - M56 EB offslip	1039	260	391	2816	0.369	1034	1040	560	1.1	1.2	3.844	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	127	869	0.146	127	126	0.0	0.1	4.293	A
			2	1, 2, 3	238	871	0.273	238	243	0.0	0.2	5.067	A
		2	1	(1, 2, 3)	365			365	370	0.0	0.0	0.036	A
	Exit	1	1		587			587	595	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	457	1219	0.375	462	468	0.0	0.3	4.203	A
			2	1	165	1231	0.134	165	169	0.0	0.2	3.341	A
			3	(1), 2	154	1218	0.126	154	154	0.0	0.2	3.239	A
		2	1	(3)	457			457	469	0.0	0.0	0.208	A
			2	(1, 2)	319			319	325	0.0	0.0	0.008	A
	Exit	1	1		1030			1030	1038	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	453	1416	0.320	457	464	0.0	0.3	3.531	A
			2	2, 3	574	1432	0.401	575	576	0.0	0.6	3.948	A
	Exit	1	1		561			561	567	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	150	779	0.193	149	155	0.1	0.2	5.289	A
			2	1, 2, 3	284	782	0.363	284	291	0.2	0.4	6.040	A
		2	1	(1, 2, 3)	434			434	448	0.0	0.0	0.160	A
	Exit	1	1		688			688	691	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	556	1199	0.463	555	548	0.3	0.8	4.901	A
			2	1	199	1212	0.164	200	197	0.2	0.3	3.374	A
			3	(1), 2	177	1201	0.147	176	179	0.2	0.1	3.501	A
		2	1	(3)	555			556	550	0.0	0.1	0.486	A
			2	(1, 2)	376			376	376	0.0	0.0	0.013	A
	Exit	1	1		1230			1230	1248	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	547	1371	0.399	546	554	0.3	0.5	3.870	A
			2	2, 3	687	1382	0.497	686	684	0.6	1.0	4.767	A
	Exit	1	1		678			678	671	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	192	657	0.292	192	191	0.2	0.4	6.353	A
			2	1, 2, 3	339	655	0.517	337	340	0.4	1.0	7.909	A
		2	1	(1, 2, 3)	531			531	533	0.0	0.1	0.321	A
	Exit	1	1		832			832	840	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	679	1181	0.574	674	680	0.8	1.3	5.773	A
			2	1	242	1195	0.203	241	238	0.3	0.4	3.660	A
			3	(1), 2	223	1186	0.188	222	228	0.1	0.2	3.615	A
		2	1	(3)	680			679	682	0.1	0.3	1.325	A
			2	(1, 2)	465			465	466	0.0	0.0	0.022	A
	Exit	1	1		1542			1542	1537	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	676	1299	0.520	679	684	0.5	0.9	4.991	A
			2	2, 3	836	1311	0.637	842	842	1.0	1.2	6.628	A
	Exit	1	1		814			814	826	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	206	685	0.300	205	196	0.4	0.4	6.583	A
			2	1, 2, 3	343	679	0.506	343	346	1.0	0.8	8.135	A
		2	1	(1, 2, 3)	549			549	541	0.1	0.0	0.537	A
	Exit	1	1		835			835	853	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	683	1176	0.580	683	683	1.3	0.9	5.690	A
			2	1	243	1189	0.204	242	247	0.4	0.3	3.675	A
			3	(1), 2	226	1179	0.192	225	229	0.2	0.2	3.713	A
		2	1	(3)	684			683	682	0.3	0.2	1.211	A
			2	(1, 2)	469			469	475	0.0	0.0	0.015	A
	Exit	1	1		1496			1496	1500	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	665	1297	0.513	665	678	0.9	1.0	5.137	A
			2	2, 3	808	1308	0.618	805	812	1.2	1.5	6.289	A
	Exit	1	1		838			838	838	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	142	780	0.182	143	150	0.4	0.2	5.166	A
			2	1, 2, 3	285	776	0.366	283	289	0.8	0.5	6.035	A
		2	1	(1, 2, 3)	427			427	438	0.0	0.0	0.103	A
	Exit	1	1		680			680	715	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	550	1209	0.456	549	554	0.9	0.7	4.929	A
			2	1	197	1217	0.162	199	210	0.3	0.1	3.474	A
			3	(1), 2	186	1202	0.155	186	187	0.2	0.1	3.463	A
		2	1	(3)	551			550	554	0.2	0.1	0.379	A
			2	(1, 2)	383			383	395	0.0	0.0	0.021	A
	Exit	1	1		1241			1241	1244	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	542	1369	0.396	547	560	1.0	0.4	4.135	A
			2	2, 3	685	1383	0.495	684	684	1.5	0.7	4.735	A
	Exit	1	1		671			671	675	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	121	851	0.142	123	126	0.2	0.1	4.518	A
			2	1, 2, 3	244	849	0.287	244	256	0.5	0.4	5.272	A
		2	1	(1, 2, 3)	365			365	381	0.0	0.0	0.071	A
	Exit	1	1		589			589	590	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	457	1213	0.377	456	469	0.7	0.6	4.433	A
			2	1	172	1224	0.140	172	170	0.1	0.1	3.310	A
			3	(1), 2	164	1215	0.135	164	159	0.1	0.1	3.429	A
		2	1	(3)	456			457	468	0.1	0.0	0.368	A
			2	(1, 2)	336			336	330	0.0	0.0	0.012	A
	Exit	1	1		1044			1044	1056	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	455	1405	0.323	455	455	0.4	0.4	3.548	A
			2	2, 3	584	1413	0.413	579	585	0.7	0.8	4.073	A
	Exit	1	1		560			560	574	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	127	32	1324	871	0.146	127	126	0.0	0.1	4.293	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	50	13	1324	874	0.058	50	52	0.0	0.1	5.246	A
				2	88	22	1324	863	0.102	88	91	0.0	0.1	4.526	A
				3	99	25	1324	872	0.114	99	100	0.0	0.1	5.471	A
		2	1	1	50	13	-	-	-	50	52	0.0	0.0	0.032	A
				2	215	54	-	-	-	215	218	0.0	0.0	0.016	A
				3	99	25	-	-	-	99	100	0.0	0.0	0.081	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	457	114	1311	1221	0.375	462	468	0.0	0.3	4.203	A
			2	1	165	41	1311	1232	0.134	165	169	0.0	0.2	3.341	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	5	1311	1230	0.018	22	22	0.0	0.0	2.845	A
				2	132	33	1311	1216	0.108	132	132	0.0	0.1	3.307	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	457	114	-	-	-	457	469	0.0	0.0	0.208	A
			2	1	187	47	-	-	-	187	193	0.0	0.0	0.010	A
				2	132	33	-	-	-	132	133	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	348	87	1720	1418	0.245	350	352	0.0	0.3	3.724	A
				2	105	26	1720	1420	0.074	107	113	0.0	0.1	2.934	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	574	143	1720	1432	0.401	575	576	0.0	0.6	3.948	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	1324	780	0.193	149	155	0.1	0.2	5.289	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	62	16	1324	781	0.080	62	61	0.2	0.1	6.707	A
				2	98	25	1324	774	0.128	100	108	0.2	0.1	5.018	A
				3	123	31	1324	788	0.156	123	123	0.2	0.2	6.603	A
		2	1	1	62	16	-	-	-	62	61	0.0	0.0	0.180	A
				2	249	62	-	-	-	249	264	0.0	0.0	0.145	A
				3	123	31	-	-	-	123	124	0.0	0.0	0.182	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	556	139	1311	1200	0.463	555	548	0.3	0.8	4.901	A
			2	1	199	50	1311	1213	0.164	200	197	0.2	0.3	3.374	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	1217	0.020	24	22	0.2	0.0	3.059	A
				2	152	38	1311	1198	0.127	152	157	0.2	0.1	3.565	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	555	139	-	-	-	556	550	0.0	0.1	0.486	A
			2	1	223	56	-	-	-	223	219	0.0	0.0	0.012	A
				2	152	38	-	-	-	152	157	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	404	101	1720	1369	0.295	403	411	0.3	0.4	4.083	A
				2	144	36	1720	1374	0.104	143	143	0.3	0.1	3.262	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	687	172	1720	1381	0.498	686	684	0.6	1.0	4.767	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	1324	660	0.290	192	191	0.2	0.4	6.353	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	74	18	1324	673	0.110	74	71	0.4	0.2	8.657	A
				2	123	31	1324	655	0.187	123	122	0.4	0.2	6.262	A
				3	142	35	1324	656	0.216	140	146	0.4	0.5	8.937	A
		2	1	1	74	18	-	-	-	74	72	0.0	0.0	0.510	A
				2	316	79	-	-	-	315	315	0.0	0.0	0.207	A
				3	141	35	-	-	-	142	147	0.0	0.0	0.474	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	679	170	1311	1182	0.574	674	680	0.8	1.3	5.773	A
			2	1	242	61	1311	1195	0.203	241	238	0.3	0.4	3.660	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	1194	0.022	26	27	0.0	0.0	3.231	A
				2	197	49	1311	1185	0.166	196	201	0.1	0.2	3.668	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	680	170	-	-	-	679	682	0.1	0.3	1.325	A
			2	1	269	67	-	-	-	269	266	0.0	0.0	0.019	A
				2	197	49	-	-	-	197	201	0.0	0.0	0.027	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	487	122	1720	1293	0.376	490	503	0.5	0.6	5.282	A
				2	189	47	1720	1308	0.144	189	180	0.5	0.2	4.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	836	209	1720	1310	0.638	842	842	1.0	1.2	6.628	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	206	51	1324	681	0.302	205	196	0.4	0.4	6.583	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	70	18	1324	681	0.103	70	72	1.0	0.2	9.015	A
				2	119	30	1324	675	0.176	118	120	1.0	0.3	6.599	A
				3	155	39	1324	682	0.227	155	155	1.0	0.3	8.921	A
		2	1	1	70	18	-	-	-	70	71	0.1	0.0	0.905	A
				2	324	81	-	-	-	324	316	0.1	0.0	0.391	A
				3	154	39	-	-	-	155	154	0.1	0.0	0.665	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	683	171	1311	1176	0.580	683	683	1.3	0.9	5.690	A
			2	1	243	61	1311	1191	0.204	242	247	0.4	0.3	3.675	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	29	7	1311	1192	0.025	29	29	0.2	0.0	3.328	A
				2	197	49	1311	1178	0.167	196	200	0.2	0.2	3.769	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	684	171	-	-	-	683	682	0.3	0.2	1.211	A
			2	1	272	68	-	-	-	272	275	0.0	0.0	0.018	A
				2	197	49	-	-	-	197	200	0.0	0.0	0.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	494	123	1720	1292	0.382	494	505	0.9	0.7	5.493	A
				2	171	43	1720	1313	0.130	171	173	0.9	0.3	4.110	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	808	202	1720	1306	0.618	805	812	1.2	1.5	6.289	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	36	1324	784	0.181	143	150	0.4	0.2	5.166	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	52	13	1324	771	0.068	52	61	0.8	0.2	6.561	A
				2	111	28	1324	786	0.141	110	108	0.8	0.1	5.143	A
				3	122	30	1324	777	0.157	122	121	0.8	0.2	6.566	A
		2	1	1	52	13	-	-	-	52	61	0.0	0.0	0.209	A
				2	253	63	-	-	-	253	256	0.0	0.0	0.052	A
				3	122	30	-	-	-	122	120	0.0	0.0	0.158	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	550	137	1311	1209	0.456	549	554	0.9	0.7	4.929	A
			2	1	197	49	1311	1215	0.162	199	210	0.3	0.1	3.474	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	1219	0.020	24	23	0.2	0.0	2.645	A
				2	161	40	1311	1200	0.135	162	164	0.2	0.1	3.579	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	551	138	-	-	-	550	554	0.2	0.1	0.379	A
			2	1	221	55	-	-	-	222	232	0.0	0.0	0.024	A
				2	161	40	-	-	-	161	163	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	400	100	1720	1366	0.293	405	422	1.0	0.3	4.411	A
				2	142	36	1720	1373	0.103	142	139	1.0	0.1	3.297	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	685	171	1720	1382	0.495	684	684	1.5	0.7	4.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	1324	851	0.142	123	126	0.2	0.1	4.518	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	54	14	1324	853	0.063	55	56	0.5	0.0	6.087	A
				2	86	21	1324	856	0.100	85	95	0.5	0.2	4.388	A
				3	104	26	1324	841	0.123	104	105	0.5	0.2	5.640	A
		2	1	1	54	14	-	-	-	54	55	0.0	0.0	0.072	A
				2	207	52	-	-	-	207	220	0.0	0.0	0.061	A
				3	104	26	-	-	-	104	105	0.0	0.0	0.092	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	457	114	1311	1214	0.377	456	469	0.7	0.6	4.433	A
			2	1	172	43	1311	1222	0.140	172	170	0.1	0.1	3.310	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1311	1224	0.014	17	19	0.0	0.0	2.892	A
				2	147	37	1311	1213	0.121	146	140	0.1	0.1	3.505	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	-	-	-	457	468	0.1	0.0	0.368	A
			2	1	189	47	-	-	-	189	190	0.0	0.0	0.010	A
				2	147	37	-	-	-	147	140	0.0	0.0	0.014	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	343	86	1720	1402	0.245	345	345	0.4	0.2	3.742	A
				2	111	28	1720	1407	0.079	110	110	0.4	0.1	2.948	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	584	146	1720	1414	0.413	579	585	0.7	0.8	4.073	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - World Way (S)	Arm 2: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	132.93	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	132.93	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

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	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	904	100.000
2 - World Way (S)		ONE HOUR	✓	1711	100.000
3 - M56 EB offslip		ONE HOUR	✓	1191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	119	418	367
	2 - World Way (S)	294	291	1126
	3 - M56 EB offslip	294	897	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.02	88.21	27.6	F	835	1253
2 - World Way (S)	0.70	244.16	111.6	F	1569	2354
3 - M56 EB offslip	0.56	7.34	2.7	A	1092	1638

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	680	170	895	1298	0.524	678	675	537	0.0	1.4	7.267	A
2 - World Way (S)	1283	321	366	2768	0.463	1286	1281	1207	0.0	3.4	9.798	A
3 - M56 EB offslip	897	224	535	2693	0.333	897	896	1117	0.0	1.0	4.025	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	824	206	1071	1147	0.718	822	809	637	1.4	2.8	11.260	B
2 - World Way (S)	1535	384	441	2763	0.556	1521	1500	1451	3.4	10.6	21.158	C
3 - M56 EB offslip	1074	269	637	2538	0.423	1071	1071	1324	1.0	1.6	4.852	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1005	251	1301	1024	0.982	956	930	762	2.8	18.3	45.013	E
2 - World Way (S)	1881	470	508	2723	0.691	1683	1685	1749	10.6	60.9	84.309	F
3 - M56 EB offslip	1307	327	759	2342	0.558	1304	1303	1432	1.6	2.7	6.877	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1005	251	1306	981	1.025	966	961	779	18.3	27.6	88.205	F
2 - World Way (S)	1887	472	521	2697	0.700	1689	1686	1751	60.9	111.6	198.733	F
3 - M56 EB offslip	1310	327	778	2396	0.547	1307	1310	1433	2.7	2.6	7.338	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	818	204	1066	1238	0.660	839	912	640	27.6	3.9	41.070	E
2 - World Way (S)	1531	383	455	2689	0.569	1594	1575	1450	111.6	102.1	244.162	F
3 - M56 EB offslip	1067	267	638	2492	0.428	1068	1076	1411	2.6	1.4	5.181	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	680	170	896	1299	0.524	681	688	545	3.9	1.3	8.219	A
2 - World Way (S)	1297	324	363	2836	0.458	1510	1526	1214	102.1	44.8	146.239	F
3 - M56 EB offslip	898	225	540	2661	0.338	900	903	1333	1.4	0.9	4.056	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	209	849	0.246	209	209	0.0	0.3	5.068	A
			2	1, 2, 3	470	849	0.554	469	466	0.0	1.0	7.128	A
		2	1	(1, 2, 3)	680			679	680	0.0	0.2	0.768	A
	Exit	1	1		537			537	536	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	840	1117	0.752	841	838	0.0	1.7	7.363	A
			2	1	206	1117	0.184	206	203	0.0	0.2	3.874	A
			3	(1), 2	239	1117	0.214	239	240	0.0	0.3	4.017	A
		2	1	(3)	838			840	845	0.0	1.3	5.460	A
			2	(1, 2)	445			445	445	0.0	0.0	0.037	A
	Exit	1	1		1207			1207	1204	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	340	1323	0.257	339	342	0.0	0.4	3.433	A
			2	2, 3	557	1323	0.421	558	553	0.0	0.7	4.390	A
	Exit	1	1		1117			1117	1112	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	276	756	0.364	275	269	0.3	0.5	6.348	A
			2	1, 2, 3	547	756	0.724	546	539	1.0	1.5	9.333	A
		2	1	(1, 2, 3)	824			823	812	0.2	0.8	2.911	A
	Exit	1	1		637			637	635	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	997	1078	0.926	995	977	1.7	2.6	8.919	A
			2	1	238	1078	0.221	237	237	0.2	0.3	4.116	A
			3	(1), 2	288	1078	0.267	288	287	0.3	0.3	4.348	A
		2	1	(3)	1010			997	981	1.3	7.4	20.984	C
			2	(1, 2)	526			525	524	0.0	0.0	0.067	A
	Exit	1	1		1451			1451	1445	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	416	1248	0.334	415	415	0.4	0.5	3.951	A
			2	2, 3	658	1248	0.527	656	656	0.7	1.0	5.421	A
	Exit	1	1		1324			1324	1301	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	353	634	0.557	354	338	0.5	1.0	9.465	A
			2	1, 2, 3	605	634	0.953	602	592	1.5	2.7	14.570	B
		2	1	(1, 2, 3)	1005			958	937	0.8	14.6	32.162	D
	Exit	1	1		762			762	761	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1047	1042	1.005	1047	1046	2.6	3.0	10.134	B
			2	1	287	1042	0.276	288	289	0.3	0.3	4.512	A
			3	(1), 2	349	1042	0.335	348	350	0.3	0.5	4.740	A
		2	1	(3)	1245			1047	1048	7.4	57.1	114.954	F
			2	(1, 2)	636			636	640	0.0	0.0	0.163	A
	Exit	1	1		1749			1749	1736	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	523	1158	0.452	522	519	0.5	0.8	5.046	A
			2	2, 3	783	1158	0.676	782	784	1.0	1.9	8.089	A
	Exit	1	1		1432			1432	1421	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	353	631	0.559	354	353	1.0	1.0	10.408	B
			2	1, 2, 3	612	631	0.970	612	607	2.7	2.7	16.052	C
		2	1	(1, 2, 3)	1005			965	960	14.6	24.0	74.294	F
	Exit	1	1		779			779	775	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1035	1035	1.000	1035	1038	3.0	3.0	10.396	B
			2	1	298	1035	0.288	298	296	0.3	0.4	4.609	A
			3	(1), 2	356	1035	0.344	356	351	0.5	0.5	4.999	A
		2	1	(3)	1233			1035	1038	57.1	107.6	289.526	F
			2	(1, 2)	654			654	648	0.0	0.1	0.189	A
	Exit	1	1		1751			1751	1752	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	528	1144	0.462	528	525	0.8	0.7	5.312	A
			2	2, 3	782	1144	0.683	780	785	1.9	1.9	8.690	A
	Exit	1	1		1433			1433	1429	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	282	759	0.372	282	318	1.0	0.6	7.800	A
			2	1, 2, 3	558	759	0.736	557	594	2.7	1.6	11.831	B
		2	1	(1, 2, 3)	818			840	907	24.0	1.7	31.044	D
	Exit	1	1		640			640	648	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1068	1070	0.998	1068	1048	3.0	3.0	10.301	B
			2	1	241	1070	0.225	241	239	0.4	0.3	4.353	A
			3	(1), 2	286	1070	0.267	285	289	0.5	0.4	4.537	A
		2	1	(3)	1004			1068	1048	107.6	98.4	358.802	F
			2	(1, 2)	527			527	526	0.1	0.0	0.084	A
	Exit	1	1		1450			1450	1496	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	411	1247	0.330	412	417	0.7	0.4	4.102	A
			2	2, 3	656	1247	0.526	656	659	1.9	1.0	5.865	A
	Exit	1	1		1411			1411	1421	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	214	849	0.252	214	216	0.6	0.3	5.407	A
			2	1, 2, 3	466	849	0.549	468	472	1.6	0.8	7.558	A
		2	1	(1, 2, 3)	680			680	684	1.7	0.1	1.381	A
	Exit	1	1		545			545	539	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	1057	1119	0.944	1059	1080	3.0	2.6	9.548	A
			2	1	206	1119	0.184	207	203	0.3	0.2	3.939	A
			3	(1), 2	243	1119	0.217	244	243	0.4	0.2	4.054	A
		2	1	(3)	848			1057	1079	98.4	41.7	221.888	F
			2	(1, 2)	449			449	445	0.0	0.0	0.043	A
	Exit	1	1		1214			1214	1218	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	341	1320	0.258	342	342	0.4	0.2	3.466	A
			2	2, 3	558	1320	0.423	558	561	1.0	0.6	4.415	A
	Exit	1	1		1333			1333	1360	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	209	52	1324	850	0.246	209	209	0.0	0.3	5.068	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	91	23	1324	851	0.107	91	90	0.0	0.2	7.545	A
				2	102	26	1324	851	0.120	103	102	0.0	0.1	5.085	A
				3	277	69	1324	850	0.325	276	274	0.0	0.7	7.745	A
		2	1	1	91	23	-	-	-	91	91	0.0	0.0	0.959	A
				2	312	78	-	-	-	311	312	0.0	0.1	0.581	A
				3	277	69	-	-	-	277	277	0.0	0.1	0.917	A
			1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	840	210	1311	1117	0.752	841	838	0.0	1.7	7.363	A
2 - World Way (S)	Entry	1	2	2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1311	1118	0.019	21	22	0.0	0.0	3.427	A
				2	218	54	1311	1117	0.195	218	219	0.0	0.3	4.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	838	210	-	-	-	840	845	0.0	1.3	5.460	A
			2	1	227	57	-	-	-	227	225	0.0	0.0	0.034	A
				2	218	54	-	-	-	218	220	0.0	0.0	0.041	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	220	55	1720	1322	0.167	219	221	0.0	0.3	3.600	A
				2	120	30	1720	1325	0.090	120	121	0.0	0.1	3.126	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	557	139	1720	1324	0.421	558	553	0.0	0.7	4.390	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	276	69	1324	756	0.364	275	269	0.3	0.5	6.348	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	113	28	1324	756	0.149	112	108	1.0	0.3	9.891	A
				2	106	26	1324	755	0.140	105	107	1.0	0.2	6.587	A
				3	329	82	1324	756	0.435	329	324	1.0	1.0	10.052	B
		2	1	1	113	28	-	-	-	113	109	0.2	0.1	3.274	A
				2	382	95	-	-	-	381	377	0.2	0.3	2.491	A
				3	329	82	-	-	-	329	325	0.2	0.4	3.277	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	997	249	1311	1078	0.926	995	977	1.7	2.6	8.919	A
			2	1	238	59	1311	1077	0.221	237	237	0.2	0.3	4.116	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1307	1076	0.024	26	26	0.3	0.0	3.447	A
				2	262	65	1311	1078	0.243	262	261	0.3	0.3	4.437	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1010	252	-	-	-	997	981	1.3	7.4	20.984	C
			2	1	264	66	-	-	-	264	263	0.0	0.0	0.060	A
				2	262	65	-	-	-	262	261	0.0	0.0	0.074	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	263	66	1720	1247	0.211	262	264	0.4	0.4	4.181	A
				2	153	38	1720	1247	0.123	152	151	0.4	0.2	3.549	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	658	164	1720	1248	0.527	656	656	0.7	1.0	5.421	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	353	88	1324	634	0.557	354	338	0.5	1.0	9.465	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	123	31	1324	637	0.194	123	121	1.5	0.5	15.086	C
				2	94	24	1324	636	0.148	94	96	1.5	0.4	11.774	B
				3	387	97	1324	634	0.611	385	375	1.5	1.8	15.119	C
		2	1	1	131	33	-	-	-	123	122	0.8	2.0	33.559	D
				2	469	117	-	-	-	447	436	0.8	6.7	31.202	D
				3	405	101	-	-	-	387	378	0.8	5.9	32.818	D
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1047	262	1311	1042	1.005	1047	1046	2.6	3.0	10.134	B
			2	1	287	72	1311	1042	0.275	288	289	0.3	0.3	4.512	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	29	7	1311	1046	0.028	29	30	0.3	0.0	3.801	A
				2	320	80	1311	1042	0.307	319	320	0.3	0.5	4.829	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1245	311	-	-	-	1047	1048	7.4	57.1	114.954	F
			2	1	316	79	-	-	-	316	320	0.0	0.0	0.136	A
				2	320	80	-	-	-	320	320	0.0	0.0	0.189	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	324	81	1720	1159	0.279	322	320	0.5	0.6	5.325	A
				2	200	50	1720	1159	0.172	200	199	0.5	0.3	4.595	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	783	196	1720	1158	0.676	782	784	1.0	1.9	8.089	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	353	88	1324	631	0.559	354	353	1.0	1.0	10.408	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	123	31	1324	632	0.195	124	124	2.7	0.5	16.314	C
				2	90	22	1324	634	0.142	91	92	2.7	0.3	13.688	B
				3	399	100	1324	632	0.632	398	391	2.7	1.8	16.525	C
		2	1	1	128	32	-	-	-	123	124	14.6	3.0	74.277	F
				2	463	116	-	-	-	443	445	14.6	11.0	72.972	F
				3	413	103	-	-	-	399	391	14.6	10.0	75.802	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1035	259	1311	1035	1.000	1035	1038	3.0	3.0	10.396	B
			2	1	298	74	1311	1034	0.288	298	296	0.3	0.4	4.609	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	32	8	1311	1037	0.031	32	31	0.5	0.0	3.920	A
				2	324	81	1311	1035	0.313	324	320	0.5	0.5	5.104	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1233	308	-	-	-	1035	1038	57.1	107.6	289.526	F
			2	1	330	83	-	-	-	330	328	0.0	0.0	0.160	A
				2	324	81	-	-	-	324	320	0.0	0.0	0.219	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	325	81	1720	1143	0.284	325	323	0.8	0.4	5.638	A
				2	203	51	1720	1143	0.178	203	201	0.8	0.3	4.790	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	782	195	1720	1145	0.683	780	785	1.9	1.9	8.690	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	70	1324	758	0.372	282	318	1.0	0.6	7.800	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	112	28	1324	758	0.148	112	119	2.7	0.4	12.400	B
				2	103	26	1324	757	0.136	102	102	2.7	0.2	8.957	A
				3	343	86	1324	758	0.453	343	373	2.7	1.0	12.439	B
		2	1	1	109	27	-	-	-	112	118	24.0	0.2	32.098	D
				2	374	94	-	-	-	385	418	24.0	0.8	30.490	D
				3	335	84	-	-	-	343	370	24.0	0.7	31.334	D
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1068	267	1311	1070	0.998	1068	1048	3.0	3.0	10.301	B
			2	1	241	60	1311	1071	0.225	241	239	0.4	0.3	4.353	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	1064	0.025	26	26	0.5	0.0	3.611	A
				2	260	65	1311	1070	0.243	259	263	0.5	0.4	4.629	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1004	251	-	-	-	1068	1048	107.6	98.4	358.802	F
			2	1	267	67	-	-	-	267	264	0.1	0.0	0.076	A
				2	260	65	-	-	-	260	262	0.1	0.0	0.092	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	260	65	1720	1246	0.209	261	264	0.7	0.3	4.339	A
				2	151	38	1720	1247	0.121	151	154	0.7	0.1	3.696	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	656	164	1720	1247	0.526	656	659	1.9	1.0	5.865	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	214	53	1324	849	0.252	214	216	0.6	0.3	5.407	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	89	22	1324	849	0.105	90	91	1.6	0.2	8.174	A
				2	104	26	1324	851	0.122	104	101	1.6	0.1	5.354	A
				3	273	68	1324	849	0.322	274	280	1.6	0.5	8.159	A
		2	1	1	89	22	-	-	-	89	90	1.7	0.0	1.689	A
				2	318	79	-	-	-	318	316	1.7	0.1	1.111	A
				3	273	68	-	-	-	273	278	1.7	0.1	1.588	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1057	264	1311	1119	0.944	1059	1080	3.0	2.6	9.548	A
			2	1	206	52	1311	1119	0.184	207	203	0.3	0.2	3.939	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1307	1114	0.020	22	22	0.4	0.0	3.293	A
				2	221	55	1311	1118	0.198	222	221	0.4	0.2	4.130	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	848	212	-	-	-	1057	1079	98.4	41.7	221.888	F
			2	1	228	57	-	-	-	228	224	0.0	0.0	0.038	A
				2	221	55	-	-	-	221	221	0.0	0.0	0.049	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	226	56	1720	1321	0.171	226	223	0.4	0.2	3.628	A
				2	115	29	1720	1323	0.087	116	118	0.4	0.1	3.162	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	558	139	1720	1320	0.423	558	561	1.0	0.6	4.415	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	5.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.48	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	444	100.000
2 - World Way (S)		ONE HOUR	✓	866	100.000
3 - M56 EB offslip		ONE HOUR	✓	1337	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	63	227	154
	2 - World Way (S)	204	161	501
	3 - M56 EB offslip	582	755	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.40	6.65	1.2	A	406	608
2 - World Way (S)	0.33	4.98	1.2	A	793	1189
3 - M56 EB offslip	0.56	5.42	2.3	A	1232	1848

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	331	83	692	1507	0.220	329	342	640	0.0	0.4	4.542	A
2 - World Way (S)	675	169	165	3022	0.224	679	663	856	0.0	0.6	3.967	A
3 - M56 EB offslip	999	250	336	2929	0.341	996	1020	508	0.0	1.1	3.624	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	409	102	819	1372	0.298	409	408	772	0.4	0.5	5.195	A
2 - World Way (S)	759	190	202	3078	0.246	760	773	1026	0.6	1.0	4.195	A
3 - M56 EB offslip	1205	301	384	2784	0.433	1207	1213	577	1.1	1.4	4.060	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	495	124	1049	1230	0.402	495	495	944	0.5	1.1	6.649	A
2 - World Way (S)	960	240	246	2923	0.328	961	960	1298	1.0	1.2	4.894	A
3 - M56 EB offslip	1507	377	477	2692	0.559	1515	1512	730	1.4	1.7	5.415	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	489	122	1004	1246	0.393	489	503	924	1.1	0.9	6.462	A
2 - World Way (S)	966	241	236	2985	0.324	965	961	1257	1.2	1.3	4.981	A
3 - M56 EB offslip	1461	365	470	2685	0.544	1458	1476	730	1.7	2.2	5.324	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	385	96	818	1400	0.275	385	401	773	0.9	0.6	5.489	A
2 - World Way (S)	745	186	183	3078	0.243	745	783	1020	1.3	0.8	4.231	A
3 - M56 EB offslip	1216	304	373	2820	0.431	1218	1229	555	2.2	1.4	4.141	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	325	81	695	1512	0.215	323	349	627	0.6	0.3	4.629	A
2 - World Way (S)	652	163	156	3066	0.212	655	655	863	0.8	0.5	3.795	A
3 - M56 EB offslip	1008	252	313	2915	0.346	1010	1029	497	1.4	1.0	3.512	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	99	944	0.105	98	101	0.0	0.2	3.910	A
			2	1, 2, 3	231	935	0.247	231	240	0.0	0.2	4.757	A
		2	1	(1, 2, 3)	331			331	343	0.0	0.0	0.037	A
	Exit	1	1		640			640	643	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	387	1210	0.320	389	387	0.0	0.4	4.160	A
			2	1	140	1222	0.114	140	136	0.0	0.1	3.441	A
			3	(1), 2	149	1207	0.123	150	141	0.0	0.1	3.468	A
		2	1	(3)	387			387	388	0.0	0.0	0.164	A
			2	(1, 2)	289			289	278	0.0	0.0	0.015	A
	Exit	1	1		856			856	874	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	518	1441	0.360	516	525	0.0	0.6	3.686	A
			2	2, 3	480	1450	0.331	480	495	0.0	0.6	3.558	A
	Exit	1	1		508			508	507	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	129	864	0.149	127	125	0.2	0.2	4.649	A
			2	1, 2, 3	281	868	0.324	282	283	0.2	0.3	5.253	A
		2	1	(1, 2, 3)	409			409	408	0.0	0.0	0.127	A
	Exit	1	1		772			772	777	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	436	1188	0.367	439	445	0.4	0.5	4.480	A
			2	1	164	1202	0.136	164	165	0.1	0.2	3.378	A
			3	(1), 2	159	1188	0.134	157	162	0.1	0.3	3.405	A
		2	1	(3)	436			436	446	0.0	0.0	0.305	A
			2	(1, 2)	323			323	328	0.0	0.0	0.003	A
	Exit	1	1		1026			1026	1030	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	621	1412	0.440	622	630	0.6	0.7	4.194	A
			2	2, 3	584	1421	0.411	584	582	0.6	0.7	3.916	A
	Exit	1	1		577			577	586	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	161	750	0.214	161	160	0.2	0.3	5.307	A
			2	1, 2, 3	335	748	0.448	334	334	0.3	0.9	6.817	A
		2	1	(1, 2, 3)	495			496	497	0.0	0.0	0.321	A
	Exit	1	1		944			944	961	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	553	1169	0.473	552	550	0.5	0.8	5.146	A
			2	1	197	1179	0.167	198	203	0.2	0.1	3.642	A
			3	(1), 2	210	1164	0.180	211	206	0.3	0.2	3.793	A
		2	1	(3)	553			553	551	0.0	0.1	0.599	A
			2	(1, 2)	407			407	409	0.0	0.0	0.035	A
	Exit	1	1		1298			1298	1283	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	762	1342	0.567	767	776	0.7	0.7	5.686	A
			2	2, 3	745	1348	0.552	748	736	0.7	1.0	5.132	A
	Exit	1	1		730			730	723	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	158	770	0.205	157	165	0.3	0.2	5.444	A
			2	1, 2, 3	332	769	0.432	332	338	0.9	0.6	6.563	A
		2	1	(1, 2, 3)	489			489	502	0.0	0.0	0.265	A
	Exit	1	1		924			924	940	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	564	1176	0.480	565	563	0.8	0.5	5.294	A
			2	1	196	1183	0.166	194	199	0.1	0.3	3.526	A
			3	(1), 2	204	1172	0.174	205	199	0.2	0.3	3.641	A
		2	1	(3)	565			564	562	0.1	0.1	0.664	A
			2	(1, 2)	401			401	399	0.0	0.0	0.035	A
	Exit	1	1		1257			1257	1265	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	751	1342	0.559	748	764	0.7	1.4	5.449	A
			2	2, 3	710	1355	0.524	709	712	1.0	0.9	5.191	A
	Exit	1	1		730			730	734	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	115	869	0.132	117	124	0.2	0.1	4.636	A
			2	1, 2, 3	269	868	0.310	268	277	0.6	0.4	5.581	A
		2	1	(1, 2, 3)	385			384	399	0.0	0.0	0.203	A
	Exit	1	1		773			773	781	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	426	1201	0.354	424	453	0.5	0.5	4.504	A
			2	1	164	1212	0.135	164	165	0.3	0.1	3.494	A
			3	(1), 2	156	1196	0.131	157	165	0.3	0.1	3.478	A
		2	1	(3)	426			426	453	0.1	0.0	0.266	A
			2	(1, 2)	321			321	328	0.0	0.0	0.006	A
	Exit	1	1		1020			1020	1042	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	633	1418	0.446	634	636	1.4	0.6	4.414	A
			2	2, 3	583	1425	0.409	583	593	0.9	0.8	3.851	A
	Exit	1	1		555			555	590	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	92	934	0.098	91	103	0.1	0.1	4.120	A
			2	1, 2, 3	232	927	0.251	231	246	0.4	0.3	4.790	A
		2	1	(1, 2, 3)	325			325	348	0.0	0.0	0.036	A
	Exit	1	1		627			627	643	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	386	1213	0.318	388	381	0.5	0.3	4.010	A
			2	1	134	1226	0.109	134	134	0.1	0.2	3.153	A
			3	(1), 2	132	1213	0.109	133	141	0.1	0.1	3.468	A
		2	1	(3)	385			386	380	0.0	0.0	0.126	A
			2	(1, 2)	266			266	274	0.0	0.0	0.010	A
	Exit	1	1		863			863	889	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	526	1460	0.360	526	535	0.6	0.6	3.624	A
			2	2, 3	482	1474	0.327	483	494	0.8	0.4	3.391	A
	Exit	1	1		497			497	501	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	99	25	1324	944	0.105	98	101	0.0	0.2	3.910	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	46	12	1324	943	0.049	46	49	0.0	0.0	5.084	A
				2	66	17	1324	943	0.070	66	71	0.0	0.1	3.823	A
				3	119	30	1324	923	0.129	119	121	0.0	0.1	5.183	A
		2	1	1	46	12	-	-	-	46	49	0.0	0.0	0.040	A
				2	166	41	-	-	-	166	174	0.0	0.0	0.019	A
				3	119	30	-	-	-	119	121	0.0	0.0	0.064	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	1311	1211	0.320	389	387	0.0	0.4	4.160	A
			2	1	140	35	1311	1220	0.114	140	136	0.0	0.1	3.441	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1311	1221	0.014	17	17	0.0	0.0	3.275	A
				2	132	33	1311	1205	0.110	133	124	0.0	0.1	3.494	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	388	0.0	0.0	0.164	A
			2	1	156	39	-	-	-	156	153	0.0	0.0	0.015	A
				2	132	33	-	-	-	132	124	0.0	0.0	0.015	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	439	110	1720	1439	0.305	437	442	0.0	0.5	3.864	A
				2	79	20	1720	1461	0.054	79	83	0.0	0.1	2.748	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	480	120	1720	1450	0.331	480	495	0.0	0.6	3.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	129	32	1324	863	0.149	127	125	0.2	0.2	4.649	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	64	16	1324	865	0.073	64	60	0.2	0.1	5.692	A
				2	80	20	1324	860	0.093	80	83	0.2	0.1	4.434	A
				3	138	34	1324	862	0.160	138	140	0.2	0.1	5.548	A
		2	1	1	64	16	-	-	-	64	60	0.0	0.0	0.145	A
				2	208	52	-	-	-	208	208	0.0	0.0	0.104	A
				3	138	34	-	-	-	138	141	0.0	0.0	0.152	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	1311	1189	0.366	439	445	0.4	0.5	4.480	A
			2	1	164	41	1311	1203	0.136	164	165	0.1	0.2	3.378	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1311	1206	0.015	18	18	0.0	0.0	3.119	A
				2	141	35	1311	1190	0.118	139	144	0.1	0.2	3.442	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	-	-	-	436	446	0.0	0.0	0.305	A
			2	1	182	45	-	-	-	182	184	0.0	0.0	0.002	A
				2	141	35	-	-	-	141	144	0.0	0.0	0.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	527	132	1720	1409	0.373	527	534	0.6	0.7	4.367	A
				2	95	24	1720	1421	0.067	96	97	0.6	0.0	3.245	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	584	146	1720	1420	0.411	584	582	0.6	0.7	3.916	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	1324	751	0.214	161	160	0.2	0.3	5.307	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	67	17	1324	760	0.089	69	70	0.3	0.1	7.352	A
				2	89	22	1324	739	0.121	88	91	0.3	0.2	5.537	A
				3	178	45	1324	749	0.238	177	172	0.3	0.5	7.272	A
		2	1	1	67	17	-	-	-	67	70	0.0	0.0	0.336	A
				2	250	62	-	-	-	250	253	0.0	0.0	0.211	A
				3	177	44	-	-	-	178	174	0.0	0.0	0.474	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	553	138	1311	1168	0.473	552	550	0.5	0.8	5.146	A
			2	1	197	49	1311	1179	0.167	198	203	0.2	0.1	3.642	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1288	1157	0.019	23	24	0.3	0.0	3.245	A
				2	188	47	1311	1162	0.161	188	182	0.3	0.2	3.866	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	553	138	-	-	-	553	551	0.0	0.1	0.599	A
			2	1	220	55	-	-	-	220	227	0.0	0.0	0.033	A
				2	187	47	-	-	-	188	182	0.0	0.0	0.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	652	163	1720	1342	0.486	655	663	0.7	0.6	5.969	A
				2	110	28	1720	1354	0.082	112	113	0.7	0.1	4.032	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	745	186	1720	1347	0.553	748	736	0.7	1.0	5.132	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	158	39	1324	773	0.204	157	165	0.3	0.2	5.444	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	70	18	1324	770	0.091	71	73	0.9	0.1	6.889	A
				2	96	24	1324	774	0.123	95	94	0.9	0.2	5.470	A
				3	166	41	1324	766	0.216	165	171	0.9	0.4	7.030	A
		2	1	1	70	18	-	-	-	70	73	0.0	0.0	0.362	A
				2	253	63	-	-	-	253	258	0.0	0.0	0.179	A
				3	165	41	-	-	-	166	171	0.0	0.0	0.356	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	564	141	1311	1176	0.480	565	563	0.8	0.5	5.294	A
			2	1	196	49	1311	1184	0.166	194	199	0.1	0.3	3.526	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1311	1185	0.019	22	22	0.0	0.0	3.085	A
				2	182	46	1311	1172	0.155	183	177	0.2	0.2	3.710	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	565	141	-	-	-	564	562	0.1	0.1	0.664	A
			2	1	218	55	-	-	-	218	222	0.0	0.0	0.030	A
				2	182	46	-	-	-	182	177	0.0	0.0	0.040	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	639	160	1720	1340	0.476	636	646	0.7	1.2	5.745	A
				2	113	28	1720	1351	0.083	112	118	0.7	0.2	3.837	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	710	177	1720	1355	0.524	709	712	1.0	0.9	5.191	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	115	29	1324	866	0.133	117	124	0.2	0.1	4.636	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	51	13	1324	871	0.059	52	55	0.6	0.1	6.031	A
				2	86	22	1324	875	0.098	85	85	0.6	0.1	4.370	A
				3	132	33	1324	864	0.153	131	137	0.6	0.2	6.143	A
		2	1	1	51	13	-	-	-	51	55	0.0	0.0	0.325	A
				2	202	50	-	-	-	201	208	0.0	0.0	0.153	A
				3	132	33	-	-	-	132	136	0.0	0.0	0.228	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	426	107	1311	1202	0.354	424	453	0.5	0.5	4.504	A
			2	1	164	41	1311	1213	0.135	164	165	0.3	0.1	3.494	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1213	0.016	19	20	0.3	0.0	3.336	A
				2	137	34	1311	1195	0.115	138	145	0.3	0.1	3.497	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	426	106	-	-	-	426	453	0.1	0.0	0.266	A
			2	1	183	46	-	-	-	183	184	0.0	0.0	0.007	A
				2	137	34	-	-	-	137	145	0.0	0.0	0.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	535	134	1720	1415	0.379	538	541	1.4	0.6	4.614	A
				2	97	24	1720	1429	0.068	97	95	1.4	0.1	3.281	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	583	146	1720	1424	0.409	583	593	0.9	0.8	3.851	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	92	23	1324	935	0.098	91	103	0.1	0.1	4.120	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	46	11	1324	924	0.050	46	49	0.4	0.0	4.813	A
				2	75	19	1324	934	0.081	76	76	0.4	0.1	4.126	A
				3	111	28	1324	928	0.120	110	121	0.4	0.2	5.200	A
		2	1	1	46	11	-	-	-	46	49	0.0	0.0	0.052	A
				2	168	42	-	-	-	168	179	0.0	0.0	0.022	A
				3	111	28	-	-	-	111	121	0.0	0.0	0.051	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	386	96	1311	1213	0.318	388	381	0.5	0.3	4.010	A
			2	1	134	33	1311	1224	0.109	134	134	0.1	0.2	3.153	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	12	3	1288	1198	0.010	12	15	0.0	0.0	2.928	A
				2	120	30	1311	1209	0.099	121	125	0.1	0.1	3.533	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	385	96	-	-	-	386	380	0.0	0.0	0.126	A
			2	1	146	36	-	-	-	146	149	0.0	0.0	0.005	A
				2	120	30	-	-	-	120	125	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	435	109	1720	1458	0.298	435	445	0.6	0.6	3.809	A
				2	91	23	1720	1461	0.062	91	90	0.6	0.0	2.722	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	482	120	1720	1473	0.327	483	494	0.8	0.4	3.391	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	64.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.82	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	967	100.000
2 - World Way (S)		ONE HOUR	✓	1431	100.000
3 - M56 EB offslip		ONE HOUR	✓	1043	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	123	335	509
	2 - World Way (S)	241	267	923
	3 - M56 EB offslip	299	744	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.02	106.32	35.5	F	889	1333
2 - World Way (S)	0.65	80.21	40.8	F	1313	1969
3 - M56 EB offslip	0.47	5.34	1.8	A	959	1439

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	719	180	766	1300	0.553	720	720	497	0.0	1.5	7.681	A
2 - World Way (S)	1073	268	470	2699	0.398	1074	1067	1016	0.0	2.4	7.596	A
3 - M56 EB offslip	790	197	474	2775	0.285	789	784	1070	0.0	0.8	3.572	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	867	217	907	1205	0.719	865	860	596	1.5	3.5	12.839	B
2 - World Way (S)	1286	321	567	2539	0.506	1284	1278	1205	2.4	5.1	13.413	B
3 - M56 EB offslip	939	235	564	2601	0.361	939	939	1287	0.8	1.1	4.079	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1063	266	1117	1039	1.024	1006	991	729	3.5	22.0	50.693	F
2 - World Way (S)	1566	392	657	2521	0.621	1502	1494	1466	5.1	24.9	41.063	E
3 - M56 EB offslip	1161	290	687	2491	0.466	1159	1145	1472	1.1	1.8	5.201	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1065	266	1110	1049	1.015	1013	1010	724	22.0	35.5	106.322	F
2 - World Way (S)	1583	396	663	2433	0.650	1508	1514	1460	24.9	40.8	80.207	F
3 - M56 EB offslip	1140	285	693	2469	0.462	1140	1146	1478	1.8	1.7	5.345	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	885	221	914	1208	0.732	935	986	607	35.5	7.5	60.977	F
2 - World Way (S)	1286	322	617	2543	0.506	1365	1373	1233	40.8	19.3	73.253	F
3 - M56 EB offslip	942	236	579	2610	0.361	942	943	1403	1.7	1.2	4.318	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	733	183	761	1351	0.543	735	753	500	7.5	1.5	10.516	B
2 - World Way (S)	1080	270	483	2712	0.398	1095	1142	1014	19.3	2.9	20.052	C
3 - M56 EB offslip	785	196	476	2748	0.286	785	790	1101	1.2	0.8	3.605	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	178	918	0.194	179	181	0.0	0.2	4.547	A
			2	1, 2, 3	541	918	0.589	541	540	0.0	1.1	7.094	A
		2	1	(1, 2, 3)	719			719	725	0.0	0.2	1.218	A
	Exit	1	1		497			497	497	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	691	1062	0.651	692	686	0.0	1.4	6.931	A
			2	1	165	1062	0.155	165	164	0.0	0.2	3.956	A
			3	(1), 2	217	1062	0.204	217	217	0.0	0.3	4.166	A
		2	1	(3)	692			691	691	0.0	0.6	2.577	A
			2	(1, 2)	382			382	383	0.0	0.0	0.033	A
	Exit	1	1		1016			1016	1011	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	318	1369	0.233	318	319	0.0	0.3	3.299	A
			2	2, 3	471	1369	0.344	471	466	0.0	0.5	3.759	A
	Exit	1	1		1070			1070	1063	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	234	843	0.278	235	232	0.2	0.3	5.411	A
			2	1, 2, 3	630	843	0.748	631	628	1.1	1.7	9.157	A
		2	1	(1, 2, 3)	867			865	863	0.2	1.4	4.677	A
	Exit	1	1		596			596	597	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	830	1011	0.821	831	821	1.4	2.0	8.692	A
			2	1	196	1011	0.194	195	197	0.2	0.3	4.283	A
			3	(1), 2	259	1011	0.256	259	260	0.3	0.4	4.572	A
		2	1	(3)	830			830	823	0.6	2.5	9.607	A
			2	(1, 2)	455			455	458	0.0	0.0	0.059	A
	Exit	1	1		1205			1205	1207	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	386	1302	0.297	386	385	0.3	0.4	3.661	A
			2	2, 3	553	1302	0.424	553	554	0.5	0.7	4.370	A
	Exit	1	1		1287			1287	1273	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	297	732	0.406	297	289	0.3	0.6	7.263	A
			2	1, 2, 3	709	732	0.969	709	701	1.7	2.7	12.914	B
		2	1	(1, 2, 3)	1063			1006	996	1.4	18.6	39.327	E
	Exit	1	1		729			729	722	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	944	963	0.980	944	935	2.0	2.9	10.560	B
			2	1	241	963	0.250	242	242	0.3	0.3	4.769	A
			3	(1), 2	317	963	0.329	317	317	0.4	0.5	5.162	A
		2	1	(3)	1009			944	938	2.5	21.3	50.303	F
			2	(1, 2)	558			558	560	0.0	0.0	0.137	A
	Exit	1	1		1466			1466	1451	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	488	1211	0.403	487	478	0.4	0.7	4.412	A
			2	2, 3	673	1211	0.555	672	667	0.7	1.1	5.767	A
	Exit	1	1		1472			1472	1457	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	300	735	0.408	301	301	0.6	0.6	7.720	A
			2	1, 2, 3	713	735	0.969	712	709	2.7	2.8	14.126	B
		2	1	(1, 2, 3)	1065			1013	1010	18.6	32.1	94.157	F
	Exit	1	1		724			724	722	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	944	960	0.983	944	952	2.9	2.9	11.036	B
			2	1	245	960	0.256	245	242	0.3	0.4	4.828	A
			3	(1), 2	320	960	0.333	319	320	0.5	0.5	5.309	A
		2	1	(3)	1018			944	952	21.3	37.0	110.684	F
			2	(1, 2)	565			565	562	0.0	0.0	0.180	A
	Exit	1	1		1460			1460	1464	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	473	1207	0.392	472	477	0.7	0.6	4.449	A
			2	2, 3	668	1207	0.553	668	669	1.1	1.1	5.984	A
	Exit	1	1		1478			1478	1484	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	257	839	0.306	257	280	0.6	0.4	6.385	A
			2	1, 2, 3	677	839	0.806	678	706	2.8	1.9	11.422	B
		2	1	(1, 2, 3)	885			934	981	32.1	5.2	51.269	F
	Exit	1	1		607			607	612	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	905	985	0.919	907	917	2.9	2.5	10.788	B
			2	1	198	985	0.201	198	195	0.4	0.2	4.547	A
			3	(1), 2	260	985	0.264	260	262	0.5	0.4	4.972	A
		2	1	(3)	828			905	915	37.0	16.1	100.001	F
			2	(1, 2)	458			458	456	0.0	0.0	0.072	A
	Exit	1	1		1233			1233	1254	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	386	1291	0.299	386	388	0.6	0.4	3.804	A
			2	2, 3	556	1291	0.431	555	556	1.1	0.8	4.676	A
	Exit	1	1		1403			1403	1437	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	182	920	0.198	183	191	0.4	0.2	4.856	A
			2	1, 2, 3	552	920	0.600	553	562	1.9	1.0	7.625	A
		2	1	(1, 2, 3)	733			734	748	5.2	0.2	3.692	A
	Exit	1	1		500			500	504	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	709	1056	0.672	710	758	2.5	1.4	8.195	A
			2	1	166	1056	0.157	166	165	0.2	0.2	4.099	A
			3	(1), 2	219	1056	0.207	219	219	0.4	0.3	4.227	A
		2	1	(3)	696			709	753	16.1	1.1	20.840	C
			2	(1, 2)	384			384	383	0.0	0.0	0.031	A
	Exit	1	1		1014			1014	1024	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	318	1367	0.232	318	321	0.4	0.3	3.310	A
			2	2, 3	467	1367	0.342	467	469	0.8	0.5	3.808	A
	Exit	1	1		1101			1101	1156	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	45	1324	917	0.194	179	181	0.0	0.2	4.547	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	92	23	1324	917	0.101	92	92	0.0	0.2	7.535	A
				2	71	18	1324	918	0.077	71	71	0.0	0.1	4.616	A
				3	378	94	1324	917	0.412	378	377	0.0	0.8	7.452	A
		2	1	1	92	23	-	-	-	92	93	0.0	0.0	1.367	A
				2	249	62	-	-	-	249	253	0.0	0.1	0.968	A
				3	378	94	-	-	-	378	380	0.0	0.1	1.348	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	691	173	1311	1062	0.651	692	686	0.0	1.4	6.931	A
			2	1	165	41	1311	1062	0.155	165	164	0.0	0.2	3.956	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1294	1050	0.016	17	17	0.0	0.0	3.582	A
				2	200	50	1311	1062	0.188	200	200	0.0	0.2	4.216	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	692	173	-	-	-	691	691	0.0	0.6	2.577	A
			2	1	182	46	-	-	-	182	182	0.0	0.0	0.025	A
				2	200	50	-	-	-	200	200	0.0	0.0	0.041	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	223	56	1720	1368	0.163	223	224	0.0	0.2	3.442	A
				2	96	24	1720	1368	0.070	96	95	0.0	0.1	2.957	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	471	118	1720	1368	0.344	471	466	0.0	0.5	3.759	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	234	59	1324	843	0.278	235	232	0.2	0.3	5.411	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	110	27	1324	843	0.130	110	109	1.1	0.3	9.531	A
				2	64	16	1324	844	0.076	64	67	1.1	0.1	5.706	A
				3	457	114	1324	843	0.542	457	452	1.1	1.3	9.574	A
		2	1	1	110	27	-	-	-	110	109	0.2	0.2	4.956	A
				2	299	75	-	-	-	298	300	0.2	0.4	4.046	A
				3	458	114	-	-	-	457	454	0.2	0.8	5.025	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	830	208	1311	1011	0.821	831	821	1.4	2.0	8.692	A
			2	1	196	49	1311	1011	0.194	195	197	0.2	0.3	4.283	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1302	1006	0.020	20	20	0.3	0.0	3.788	A
				2	239	60	1311	1011	0.237	239	240	0.3	0.3	4.638	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	830	208	-	-	-	830	823	0.6	2.5	9.607	A
			2	1	216	54	-	-	-	216	217	0.0	0.0	0.044	A
				2	239	60	-	-	-	239	240	0.0	0.0	0.073	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	271	68	1720	1303	0.208	271	271	0.3	0.3	3.851	A
				2	115	29	1720	1301	0.089	115	115	0.3	0.1	3.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	553	138	1720	1302	0.424	553	554	0.5	0.7	4.370	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1324	731	0.406	297	289	0.3	0.6	7.263	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	129	32	1324	734	0.175	128	125	1.7	0.5	13.217	B
				2	52	13	1324	734	0.071	52	54	1.7	0.1	9.191	A
				3	529	132	1324	732	0.723	528	522	1.7	2.1	13.227	B
		2	1	1	135	34	-	-	-	129	126	1.4	2.4	39.854	E
				2	369	92	-	-	-	349	345	1.4	6.3	38.189	E
				3	559	140	-	-	-	529	525	1.4	9.9	39.947	E
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	944	236	1311	963	0.980	944	935	2.0	2.9	10.560	B
			2	1	241	60	1311	964	0.250	242	242	0.3	0.3	4.769	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1307	964	0.025	24	24	0.4	0.0	4.068	A
				2	293	73	1311	963	0.304	293	293	0.4	0.4	5.253	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1009	252	-	-	-	944	938	2.5	21.3	50.303	F
			2	1	265	66	-	-	-	265	267	0.0	0.0	0.110	A
				2	293	73	-	-	-	293	293	0.0	0.0	0.162	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	336	84	1720	1211	0.278	335	330	0.4	0.5	4.673	A
				2	152	38	1720	1209	0.126	152	148	0.4	0.2	3.827	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	673	168	1720	1211	0.555	672	667	0.7	1.1	5.767	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1324	736	0.408	301	301	0.6	0.6	7.720	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	130	32	1324	736	0.176	129	127	2.7	0.5	14.275	B
				2	49	12	1324	738	0.066	49	49	2.7	0.2	10.907	B
				3	534	133	1324	735	0.726	534	533	2.7	2.1	14.388	B
		2	1	1	136	34	-	-	-	130	128	18.6	4.1	94.916	F
				2	367	92	-	-	-	349	350	18.6	10.9	92.836	F
				3	561	140	-	-	-	534	533	18.6	17.1	94.840	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	944	236	1311	960	0.984	944	952	2.9	2.9	11.036	B
			2	1	245	61	1311	959	0.256	245	242	0.3	0.4	4.828	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1309	958	0.026	25	25	0.5	0.0	4.046	A
				2	295	74	1311	960	0.307	294	296	0.5	0.5	5.413	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1018	254	-	-	-	944	952	21.3	37.0	110.684	F
			2	1	270	67	-	-	-	270	267	0.0	0.0	0.149	A
				2	295	74	-	-	-	295	296	0.0	0.0	0.207	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	325	81	1720	1207	0.269	325	328	0.7	0.4	4.702	A
				2	148	37	1720	1208	0.122	148	149	0.7	0.2	3.895	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	668	167	1720	1206	0.553	668	669	1.1	1.1	5.984	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	1324	839	0.306	257	280	0.6	0.4	6.385	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	121	30	1324	840	0.144	121	128	2.8	0.3	11.702	B
				2	61	15	1322	839	0.073	61	58	2.8	0.1	7.627	A
				3	495	124	1324	839	0.589	496	521	2.8	1.4	11.775	B
		2	1	1	114	28	-	-	-	121	127	32.1	0.7	51.981	F
				2	302	76	-	-	-	318	336	32.1	1.8	50.375	F
				3	469	117	-	-	-	495	518	32.1	2.8	51.677	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	905	226	1311	985	0.919	907	917	2.9	2.5	10.788	B
			2	1	198	49	1311	984	0.201	198	195	0.4	0.2	4.547	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1298	967	0.020	20	20	0.5	0.0	3.901	A
				2	241	60	1311	984	0.245	241	242	0.5	0.3	5.061	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	828	207	-	-	-	905	915	37.0	16.1	100.001	F
			2	1	218	54	-	-	-	218	215	0.0	0.0	0.047	A
				2	241	60	-	-	-	241	241	0.0	0.0	0.093	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	268	67	1720	1292	0.208	268	269	0.6	0.3	4.003	A
				2	118	29	1720	1292	0.091	118	119	0.6	0.1	3.353	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	556	139	1720	1291	0.431	555	556	1.1	0.8	4.676	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	46	1324	920	0.198	183	191	0.4	0.2	4.856	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	91	23	1324	920	0.099	91	94	1.9	0.2	8.022	A
				2	70	18	1324	919	0.076	70	69	1.9	0.1	4.921	A
				3	391	98	1324	920	0.425	391	398	1.9	0.8	8.003	A
		2	1	1	91	23	-	-	-	91	94	5.2	0.0	3.704	A
				2	252	63	-	-	-	252	259	5.2	0.1	3.399	A
				3	390	98	-	-	-	391	396	5.2	0.1	3.880	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	709	177	1311	1056	0.672	710	758	2.5	1.4	8.195	A
			2	1	166	41	1311	1055	0.157	166	165	0.2	0.2	4.099	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1298	1043	0.016	17	17	0.4	0.0	3.492	A
				2	202	50	1311	1055	0.191	202	201	0.4	0.2	4.290	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	696	174	-	-	-	709	753	16.1	1.1	20.840	C
			2	1	183	46	-	-	-	183	182	0.0	0.0	0.024	A
				2	202	50	-	-	-	202	201	0.0	0.0	0.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	226	56	1720	1368	0.165	226	227	0.4	0.2	3.468	A
				2	92	23	1720	1367	0.067	92	94	0.4	0.1	2.926	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	467	117	1720	1367	0.342	467	469	0.8	0.5	3.808	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	10.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.02	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	575	100.000
2 - World Way (S)		ONE HOUR	✓	956	100.000
3 - M56 EB offslip		ONE HOUR	✓	1801	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	73	258	244
	2 - World Way (S)	228	169	559
	3 - M56 EB offslip	962	839	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.59	9.76	2.1	A	528	791
2 - World Way (S)	0.36	5.95	1.7	A	883	1325
3 - M56 EB offslip	0.77	12.27	7.2	B	1654	2481

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	424	106	765	1421	0.299	426	436	945	0.0	0.5	5.251	A
2 - World Way (S)	718	180	226	2989	0.240	718	713	966	0.0	0.8	4.253	A
3 - M56 EB offslip	1353	338	351	2939	0.461	1359	1385	592	0.0	1.6	4.838	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	559	140	895	1265	0.442	556	547	1152	0.5	1.2	6.417	A
2 - World Way (S)	872	218	312	2977	0.293	874	877	1139	0.8	0.9	4.827	A
3 - M56 EB offslip	1604	401	435	2784	0.576	1610	1643	751	1.6	2.8	6.565	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	634	159	1109	1074	0.590	629	641	1377	1.2	2.1	9.757	A
2 - World Way (S)	1061	265	353	2941	0.361	1058	1060	1384	0.9	1.7	5.951	A
3 - M56 EB offslip	1992	498	506	2601	0.767	1980	1979	906	2.8	7.1	10.361	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	626	156	1094	1081	0.579	634	654	1381	2.1	1.7	9.573	A
2 - World Way (S)	1054	264	349	2894	0.364	1058	1057	1379	1.7	1.6	5.857	A
3 - M56 EB offslip	1954	488	522	2616	0.747	1954	1978	885	7.1	6.7	12.266	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	494	123	917	1249	0.395	495	521	1155	1.7	0.9	6.671	A
2 - World Way (S)	862	215	276	2903	0.297	862	871	1136	1.6	1.1	4.841	A
3 - M56 EB offslip	1668	417	406	2657	0.628	1665	1668	731	6.7	3.5	6.706	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	430	108	781	1412	0.305	430	440	948	0.9	0.6	5.339	A
2 - World Way (S)	732	183	232	3038	0.241	733	728	980	1.1	0.7	4.178	A
3 - M56 EB offslip	1352	338	379	2900	0.466	1351	1385	586	3.5	1.9	4.707	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	124	895	0.138	123	123	0.0	0.1	4.293	A
			2	1, 2, 3	301	896	0.336	304	314	0.0	0.3	5.466	A
		2	1	(1, 2, 3)	424			424	438	0.0	0.0	0.115	A
	Exit	1	1		945			945	959	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	422	1176	0.359	422	421	0.0	0.6	4.636	A
			2	1	152	1189	0.128	152	149	0.0	0.2	3.356	A
			3	(1), 2	144	1180	0.122	144	144	0.0	0.1	3.431	A
		2	1	(3)	422			422	423	0.0	0.0	0.219	A
			2	(1, 2)	296			296	294	0.0	0.0	0.001	A
	Exit	1	1		966			966	976	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	794	1429	0.556	797	815	0.0	1.0	5.420	A
			2	2, 3	559	1440	0.388	562	569	0.0	0.5	4.010	A
	Exit	1	1		592			592	600	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	166	825	0.201	164	157	0.1	0.3	4.888	A
			2	1, 2, 3	393	825	0.476	392	390	0.3	0.8	6.540	A
		2	1	(1, 2, 3)	559			559	549	0.0	0.1	0.348	A
	Exit	1	1		1152			1152	1173	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	508	1131	0.450	510	510	0.6	0.5	5.217	A
			2	1	191	1142	0.167	191	190	0.2	0.2	3.555	A
			3	(1), 2	173	1131	0.153	174	177	0.1	0.2	3.564	A
		2	1	(3)	508			508	510	0.0	0.1	0.514	A
			2	(1, 2)	364			364	367	0.0	0.0	0.012	A
	Exit	1	1		1139			1139	1149	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	940	1367	0.687	946	970	1.0	2.1	7.811	A
			2	2, 3	664	1380	0.482	666	673	0.5	0.7	4.779	A
	Exit	1	1		751			751	746	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	198	712	0.279	195	199	0.3	0.5	6.209	A
			2	1, 2, 3	435	717	0.606	433	442	0.8	1.2	8.802	A
		2	1	(1, 2, 3)	634			633	643	0.1	0.4	1.753	A
	Exit	1	1		1377			1377	1385	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	635	1111	0.571	633	625	0.5	1.1	6.017	A
			2	1	218	1121	0.194	218	221	0.2	0.3	3.933	A
			3	(1), 2	209	1118	0.187	208	214	0.2	0.3	3.846	A
		2	1	(3)	635			635	627	0.1	0.1	1.355	A
			2	(1, 2)	426			426	436	0.0	0.0	0.029	A
	Exit	1	1		1384			1384	1400	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1147	1316	0.873	1132	1132	2.1	5.5	13.147	B
			2	2, 3	846	1331	0.635	848	848	0.7	1.5	6.643	A
	Exit	1	1		906			906	896	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	196	726	0.269	197	205	0.5	0.3	5.972	A
			2	1, 2, 3	434	724	0.600	437	449	1.2	1.0	8.806	A
		2	1	(1, 2, 3)	626			629	653	0.4	0.4	1.654	A
	Exit	1	1		1381			1381	1399	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	614	1112	0.552	614	615	1.1	1.1	6.085	A
			2	1	232	1122	0.206	234	227	0.3	0.1	3.973	A
			3	(1), 2	210	1115	0.188	210	215	0.3	0.2	3.832	A
		2	1	(3)	613			614	615	0.1	0.1	1.167	A
			2	(1, 2)	441			441	441	0.0	0.0	0.024	A
	Exit	1	1		1379			1379	1401	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1107	1305	0.848	1113	1135	5.5	4.9	16.464	C
			2	2, 3	847	1320	0.641	841	843	1.5	1.8	6.698	A
	Exit	1	1		885			885	890	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	147	812	0.180	144	155	0.3	0.4	5.076	A
			2	1, 2, 3	348	818	0.425	351	367	1.0	0.5	6.815	A
		2	1	(1, 2, 3)	494			494	519	0.4	0.0	0.396	A
	Exit	1	1		1155			1155	1163	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	517	1151	0.449	515	515	1.1	0.9	5.116	A
			2	1	179	1163	0.154	180	182	0.1	0.1	3.563	A
			3	(1), 2	165	1151	0.143	167	174	0.2	0.1	3.488	A
		2	1	(3)	517			517	514	0.1	0.0	0.637	A
			2	(1, 2)	344			344	355	0.0	0.0	0.005	A
	Exit	1	1		1136			1136	1156	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	979	1383	0.708	976	975	4.9	2.6	8.014	A
			2	2, 3	689	1402	0.491	689	693	1.8	0.9	4.890	A
	Exit	1	1		731			731	742	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	121	894	0.136	122	120	0.4	0.1	4.470	A
			2	1, 2, 3	310	890	0.348	309	321	0.5	0.5	5.497	A
		2	1	(1, 2, 3)	430			430	440	0.0	0.0	0.121	A
	Exit	1	1		948			948	979	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	409	1178	0.347	411	424	0.9	0.4	4.509	A
			2	1	162	1186	0.137	163	159	0.1	0.2	3.428	A
			3	(1), 2	159	1177	0.135	159	145	0.1	0.1	3.334	A
		2	1	(3)	410			409	422	0.0	0.1	0.247	A
			2	(1, 2)	322			322	305	0.0	0.0	0.005	A
	Exit	1	1		980			980	965	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	786	1411	0.556	787	817	2.6	1.3	5.291	A
			2	2, 3	566	1427	0.397	564	568	0.9	0.7	3.877	A
	Exit	1	1		586			586	610	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	124	31	1324	895	0.138	123	123	0.0	0.1	4.293	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	55	14	1324	883	0.062	55	55	0.0	0.0	6.285	A
				2	77	19	1324	892	0.087	78	79	0.0	0.0	4.211	A
				3	169	42	1324	902	0.187	170	179	0.0	0.3	5.764	A
		2	1	1	55	14	-	-	-	55	55	0.0	0.0	0.110	A
				2	201	50	-	-	-	201	203	0.0	0.0	0.049	A
				3	168	42	-	-	-	169	180	0.0	0.0	0.190	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	106	1311	1175	0.360	422	421	0.0	0.6	4.636	A
			2	1	152	38	1311	1190	0.128	152	149	0.0	0.2	3.356	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	4	1285	1162	0.015	18	17	0.0	0.0	2.877	A
				2	126	32	1311	1179	0.107	126	127	0.0	0.1	3.507	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	106	-	-	-	422	423	0.0	0.0	0.219	A
			2	1	170	42	-	-	-	170	166	0.0	0.0	0.000	A
				2	126	32	-	-	-	126	127	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	716	179	1720	1427	0.502	719	738	0.0	0.9	5.642	A
				2	78	19	1720	1449	0.054	77	78	0.0	0.1	3.324	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	559	140	1720	1441	0.388	562	569	0.0	0.5	4.010	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	166	42	1324	822	0.202	164	157	0.1	0.3	4.888	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	71	18	1324	820	0.086	71	70	0.3	0.1	6.895	A
				2	80	20	1324	815	0.098	80	85	0.3	0.1	4.813	A
				3	242	61	1324	825	0.295	241	236	0.3	0.5	7.053	A
		2	1	1	71	18	-	-	-	71	70	0.0	0.0	0.524	A
				2	246	62	-	-	-	246	243	0.0	0.0	0.217	A
				3	242	61	-	-	-	242	237	0.0	0.0	0.431	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	508	127	1311	1132	0.449	510	510	0.6	0.5	5.217	A
			2	1	191	48	1311	1142	0.167	191	190	0.2	0.2	3.555	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1311	1144	0.015	18	19	0.0	0.0	3.298	A
				2	156	39	1311	1129	0.138	156	158	0.1	0.2	3.597	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	508	127	-	-	-	508	510	0.0	0.1	0.514	A
			2	1	208	52	-	-	-	208	209	0.0	0.0	0.014	A
				2	156	39	-	-	-	156	158	0.0	0.0	0.010	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	867	217	1720	1368	0.634	872	894	1.0	2.0	8.130	A
				2	73	18	1720	1369	0.053	73	76	1.0	0.1	4.067	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	664	166	1720	1381	0.481	666	673	0.5	0.7	4.779	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	198	50	1324	711	0.279	195	199	0.3	0.5	6.209	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	80	20	1324	713	0.111	80	83	0.8	0.2	9.338	A
				2	80	20	1324	699	0.114	80	88	0.8	0.2	6.285	A
				3	275	69	1324	716	0.383	273	271	0.8	0.7	9.451	A
		2	1	1	80	20	-	-	-	80	83	0.1	0.0	2.068	A
				2	280	70	-	-	-	279	289	0.1	0.2	1.489	A
				3	275	69	-	-	-	275	271	0.1	0.2	1.935	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	635	159	1311	1111	0.571	633	625	0.5	1.1	6.017	A
			2	1	218	54	1311	1122	0.194	218	221	0.2	0.3	3.933	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	1125	0.022	24	25	0.0	0.0	3.140	A
				2	184	46	1311	1120	0.164	183	189	0.2	0.3	3.938	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	635	159	-	-	-	635	627	0.1	0.1	1.355	A
			2	1	242	61	-	-	-	242	247	0.0	0.0	0.030	A
				2	184	46	-	-	-	184	189	0.0	0.0	0.027	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1071	268	1720	1314	0.816	1054	1056	2.1	5.5	13.663	B
				2	76	19	1720	1339	0.057	78	76	2.1	0.1	5.977	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	846	211	1720	1331	0.636	848	848	0.7	1.5	6.643	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	196	49	1324	725	0.270	197	205	0.5	0.3	5.972	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	77	19	1324	727	0.106	78	82	1.2	0.2	9.144	A
				2	87	22	1324	724	0.120	88	92	1.2	0.1	6.112	A
				3	269	67	1324	726	0.372	272	274	1.2	0.8	9.605	A
		2	1	1	77	19	-	-	-	77	82	0.4	0.1	1.536	A
				2	281	70	-	-	-	283	296	0.4	0.2	1.339	A
				3	268	67	-	-	-	269	275	0.4	0.1	2.031	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	614	153	1311	1112	0.552	614	615	1.1	1.1	6.085	A
			2	1	232	58	1311	1125	0.206	234	227	0.3	0.1	3.973	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	28	7	1311	1126	0.025	27	24	0.0	0.1	3.440	A
				2	181	45	1311	1115	0.163	182	191	0.3	0.1	3.883	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	613	153	-	-	-	614	615	0.1	0.1	1.167	A
			2	1	260	65	-	-	-	260	251	0.0	0.0	0.020	A
				2	181	45	-	-	-	181	191	0.0	0.0	0.029	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1036	259	1720	1305	0.793	1042	1066	5.5	4.8	17.166	C
				2	72	18	1686	1291	0.056	71	69	5.5	0.1	5.714	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	847	212	1720	1320	0.641	841	843	1.5	1.8	6.698	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	147	37	1324	812	0.180	144	155	0.3	0.4	5.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	58	15	1324	800	0.073	59	62	1.0	0.1	7.548	A
				2	76	19	1324	822	0.092	75	79	1.0	0.1	5.095	A
				3	214	53	1324	821	0.260	216	227	1.0	0.3	7.220	A
		2	1	1	58	15	-	-	-	58	61	0.4	0.0	0.604	A
				2	222	56	-	-	-	222	233	0.4	0.0	0.279	A
				3	213	53	-	-	-	214	224	0.4	0.0	0.462	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	517	129	1311	1151	0.450	515	515	1.1	0.9	5.116	A
			2	1	179	45	1311	1164	0.154	180	182	0.1	0.1	3.563	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1160	0.016	20	22	0.2	0.0	3.105	A
				2	146	37	1311	1150	0.127	147	152	0.2	0.1	3.542	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	517	129	-	-	-	517	514	0.1	0.0	0.637	A
			2	1	198	50	-	-	-	198	203	0.0	0.0	0.005	A
				2	146	37	-	-	-	146	152	0.0	0.0	0.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	899	225	1720	1383	0.650	896	898	4.9	2.5	8.353	A
				2	81	20	1720	1377	0.059	80	77	4.9	0.1	4.139	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	689	172	1720	1401	0.492	689	693	1.8	0.9	4.890	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	1324	891	0.136	122	120	0.4	0.1	4.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	57	14	1324	900	0.063	57	58	0.5	0.0	5.662	A
				2	77	19	1324	879	0.088	77	77	0.5	0.2	4.320	A
				3	176	44	1324	890	0.197	175	186	0.5	0.3	5.931	A
		2	1	1	57	14	-	-	-	57	58	0.0	0.0	0.106	A
				2	199	50	-	-	-	199	196	0.0	0.0	0.073	A
				3	176	44	-	-	-	176	186	0.0	0.0	0.178	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	409	102	1311	1178	0.347	411	424	0.9	0.4	4.509	A
			2	1	162	41	1311	1184	0.137	163	159	0.1	0.2	3.428	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	1178	0.017	20	19	0.1	0.0	2.757	A
				2	140	35	1311	1175	0.119	139	126	0.1	0.1	3.423	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	410	102	-	-	-	409	422	0.0	0.1	0.247	A
			2	1	182	46	-	-	-	182	179	0.0	0.0	0.002	A
				2	140	35	-	-	-	140	126	0.0	0.0	0.009	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	706	177	1720	1411	0.500	708	742	2.6	1.2	5.519	A
				2	79	20	1720	1423	0.056	79	75	2.6	0.1	3.064	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	566	142	1720	1427	0.398	564	568	0.9	0.7	3.877	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - Enterprise Way (N)	Arm 1: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - World Way (S)	Arm 2: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	498.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	498.02	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

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	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	1368	100.000
2 - World Way (S)		ONE HOUR	✓	1580	100.000
3 - M56 EB offslip		ONE HOUR	✓	1204	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	153	378	837
	2 - World Way (S)	269	281	1030
	3 - M56 EB offslip	379	825	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.70	1173.38	395.0	F	1256	1884
2 - World Way (S)	0.70	287.84	111.8	F	1450	2176
3 - M56 EB offslip	0.54	6.17	2.3	A	1105	1657

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1048	262	834	1188	0.882	1025	996	610	0.0	9.4	24.579	C
2 - World Way (S)	1180	295	750	2374	0.497	1185	1169	1109	0.0	5.6	15.626	C
3 - M56 EB offslip	912	228	532	2709	0.337	912	908	1402	0.0	1.0	3.917	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1229	307	994	1057	1.163	1057	1063	698	9.4	52.2	107.904	F
2 - World Way (S)	1408	352	764	2383	0.591	1369	1349	1287	5.6	21.4	42.593	E
3 - M56 EB offslip	1084	271	607	2566	0.423	1086	1078	1527	1.0	1.4	4.568	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1498	375	1213	891	1.682	897	934	816	52.2	194.6	481.878	F
2 - World Way (S)	1748	437	647	2480	0.705	1578	1543	1463	21.4	69.3	117.387	F
3 - M56 EB offslip	1322	331	708	2451	0.539	1321	1319	1516	1.4	2.3	6.143	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1491	373	1220	877	1.699	905	908	817	194.6	343.5	1000.391	F
2 - World Way (S)	1748	437	649	2518	0.694	1586	1578	1476	69.3	111.1	223.491	F
3 - M56 EB offslip	1324	331	712	2457	0.539	1325	1323	1522	2.3	2.1	6.171	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1231	308	996	1088	1.132	1051	1029	711	343.5	395.0	1173.381	F
2 - World Way (S)	1419	355	754	2388	0.594	1414	1418	1293	111.1	111.8	287.837	F
3 - M56 EB offslip	1085	271	620	2589	0.419	1087	1086	1547	2.1	1.3	4.774	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1038	260	830	1138	0.912	1188	1153	617	395.0	365.2	866.416	F
2 - World Way (S)	1199	300	857	2214	0.541	1259	1290	1161	111.8	86.8	211.085	F
3 - M56 EB offslip	901	225	548	2644	0.341	899	910	1568	1.3	1.1	3.976	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	236	882	0.268	236	231	0.0	0.4	5.276	A
			2	1, 2, 3	790	882	0.896	789	766	0.0	2.3	10.155	B
		2	1	(1, 2, 3)	1048			1026	1007	0.0	6.8	15.522	C
	Exit	1	1		610			610	605	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	770	914	0.843	771	755	0.0	2.1	9.456	A
			2	1	180	914	0.197	180	184	0.0	0.2	4.652	A
			3	(1), 2	234	914	0.256	234	230	0.0	0.3	4.978	A
		2	1	(3)	767			770	763	0.0	3.0	11.884	B
			2	(1, 2)	414			414	416	0.0	0.0	0.066	A
	Exit	1	1		1109			1109	1103	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	398	1326	0.300	397	390	0.0	0.4	3.552	A
			2	2, 3	515	1326	0.388	515	518	0.0	0.6	4.192	A
	Exit	1	1		1402			1402	1364	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	263	797	0.330	264	262	0.4	0.4	6.250	A
			2	1, 2, 3	794	797	0.996	793	800	2.3	3.0	12.752	B
		2	1	(1, 2, 3)	1229			1057	1066	6.8	48.8	96.518	F
	Exit	1	1		698			698	695	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	878	906	0.969	878	860	2.1	2.8	11.383	B
			2	1	219	906	0.241	218	216	0.2	0.3	5.130	A
			3	(1), 2	275	906	0.303	273	272	0.3	0.5	5.454	A
		2	1	(3)	915			878	864	3.0	17.7	50.890	F
			2	(1, 2)	493			493	489	0.0	0.0	0.120	A
	Exit	1	1		1287			1287	1281	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	470	1271	0.370	470	464	0.4	0.5	4.049	A
			2	2, 3	614	1271	0.483	616	614	0.6	0.8	4.961	A
	Exit	1	1		1527			1527	1513	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	225	681	0.331	227	232	0.4	0.5	7.645	A
			2	1, 2, 3	670	681	0.985	670	702	3.0	3.0	15.152	C
		2	1	(1, 2, 3)	1498			896	934	48.8	191.2	468.242	F
	Exit	1	1		816			816	814	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	968	969	1.000	968	941	2.8	3.0	11.407	B
			2	1	272	969	0.281	271	269	0.3	0.4	5.160	A
			3	(1), 2	338	969	0.349	338	333	0.5	0.5	5.592	A
		2	1	(3)	1137			968	941	17.7	65.3	165.522	F
			2	(1, 2)	610			610	602	0.0	0.1	0.247	A
	Exit	1	1		1463			1463	1466	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	583	1196	0.488	584	581	0.5	0.8	5.119	A
			2	2, 3	739	1196	0.618	737	738	0.8	1.5	6.947	A
	Exit	1	1		1516			1516	1515	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	232	677	0.343	232	230	0.5	0.6	7.926	A
			2	1, 2, 3	672	677	0.993	672	678	3.0	2.9	15.676	C
		2	1	(1, 2, 3)	1491			904	908	191.2	340.0	988.476	F
	Exit	1	1		817			817	818	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	977	968	1.009	977	968	3.0	3.0	11.150	B
			2	1	276	968	0.285	275	273	0.4	0.4	5.049	A
			3	(1), 2	333	968	0.345	334	336	0.5	0.5	5.445	A
		2	1	(3)	1139			977	968	65.3	107.1	329.240	F
			2	(1, 2)	609			609	610	0.1	0.0	0.263	A
	Exit	1	1		1476			1476	1468	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	573	1193	0.481	574	579	0.8	0.8	5.237	A
			2	2, 3	750	1193	0.629	751	744	1.5	1.3	6.899	A
	Exit	1	1		1522			1522	1521	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	265	796	0.333	266	259	0.6	0.4	6.718	A
			2	1, 2, 3	785	796	0.986	785	770	2.9	3.0	13.726	B
		2	1	(1, 2, 3)	1231			1050	1029	340.0	391.6	1163.838	F
	Exit	1	1		711			711	698	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	909	912	0.997	909	920	3.0	3.0	11.733	B
			2	1	226	912	0.248	226	221	0.4	0.4	5.030	A
			3	(1), 2	280	912	0.307	279	277	0.5	0.5	5.382	A
		2	1	(3)	913			909	920	107.1	108.0	428.159	F
			2	(1, 2)	506			506	498	0.0	0.0	0.177	A
	Exit	1	1		1293			1293	1287	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	473	1261	0.375	473	470	0.8	0.6	4.259	A
			2	2, 3	612	1261	0.486	614	616	1.3	0.8	5.167	A
	Exit	1	1		1547			1547	1549	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	297	884	0.337	297	288	0.4	0.5	5.927	A
			2	1, 2, 3	892	884	1.009	892	865	3.0	3.0	12.126	B
		2	1	(1, 2, 3)	1038			1190	1153	391.6	361.8	864.620	F
	Exit	1	1		617			617	618	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	840	857	0.979	840	874	3.0	2.9	12.194	B
			2	1	188	857	0.219	188	181	0.4	0.3	5.136	A
			3	(1), 2	231	857	0.269	231	235	0.5	0.4	5.287	A
		2	1	(3)	780			840	874	108.0	83.2	348.899	F
			2	(1, 2)	419			419	415	0.0	0.0	0.076	A
	Exit	1	1		1161			1161	1157	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	385	1314	0.293	384	391	0.6	0.4	3.679	A
			2	2, 3	517	1314	0.393	515	518	0.8	0.7	4.200	A
	Exit	1	1		1568			1568	1577	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	236	59	1324	883	0.267	236	231	0.0	0.4	5.276	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	120	30	1324	882	0.136	119	114	0.0	0.4	10.412	B
				2	40	10	1324	882	0.045	40	42	0.0	0.1	6.100	A
				3	630	158	1324	882	0.715	631	610	0.0	1.8	10.387	B
		2	1	1	123	31	-	-	-	120	115	0.0	0.8	15.667	C
				2	282	70	-	-	-	276	275	0.0	1.7	14.606	B
				3	643	161	-	-	-	630	617	0.0	4.2	15.902	C
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	770	193	1311	914	0.843	771	755	0.0	2.1	9.456	A
			2	1	180	45	1311	914	0.197	180	184	0.0	0.2	4.652	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1299	911	0.021	19	20	0.0	0.0	4.134	A
				2	214	54	1311	914	0.234	214	210	0.0	0.3	5.057	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	767	192	-	-	-	770	763	0.0	3.0	11.884	B
			2	1	199	50	-	-	-	199	204	0.0	0.0	0.043	A
				2	214	54	-	-	-	214	211	0.0	0.0	0.089	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	293	73	1720	1326	0.221	293	288	0.0	0.3	3.712	A
				2	105	26	1720	1325	0.079	104	102	0.0	0.1	3.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	515	129	1720	1326	0.388	515	518	0.0	0.6	4.192	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
			1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	263	66	1324	795	0.331	264	262	0.4	0.4	6.250	A
				1	117	29	1324	793	0.147	116	118	2.3	0.4	12.834	B
1 - Enterprise Way (N)	Entry		2	2	28	7	1312	791	0.036	29	30	2.3	0.1	8.876	A
				3	649	162	1324	796	0.815	648	653	2.3	2.5	12.912	B
		2	1	1	137	34	-	-	-	117	118	6.8	5.3	94.418	F
				2	337	84	-	-	-	292	292	6.8	13.3	95.624	F
				3	755	189	-	-	-	649	655	6.8	30.2	97.293	F
		1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	878	220	1311	906	0.969	878	860	2.1	2.8	11.383	B
			2	1	219	55	1311	905	0.241	218	216	0.2	0.3	5.130	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2 - World Way (S)	Entry		3	1	21	5	1305	903	0.024	22	23	0.3	0.0	4.212	A
				2	253	63	1311	906	0.280	251	249	0.3	0.5	5.568	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	915	229	-	-	-	878	864	3.0	17.7	50.890	F
			2	1	240	60	-	-	-	240	240	0.0	0.0	0.097	A
				2	253	63	-	-	-	253	250	0.0	0.0	0.143	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	1	342	86	1720	1271	0.269	343	337	0.4	0.4	4.290	A
				2	128	32	1720	1269	0.101	127	127	0.4	0.1	3.410	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	614	154	1720	1271	0.483	616	614	0.6	0.8	4.961	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	225	56	1324	680	0.331	227	232	0.4	0.5	7.645	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	100	25	1324	680	0.146	99	103	3.0	0.5	15.111	C
				2	23	6	1318	686	0.034	23	25	3.0	0.1	11.588	B
				3	547	137	1324	680	0.805	548	574	3.0	2.5	15.311	C
		2	1	1	164	41	-	-	-	100	103	48.8	21.1	470.201	F
				2	420	105	-	-	-	249	256	48.8	53.3	469.503	F
				3	914	229	-	-	-	547	574	48.8	116.8	467.317	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	968	242	1311	969	1.000	968	941	2.8	3.0	11.407	B
			2	1	272	68	1311	968	0.281	271	269	0.3	0.4	5.160	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	963	0.027	26	26	0.5	0.0	4.374	A
				2	312	78	1311	968	0.323	312	306	0.5	0.4	5.696	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1137	284	-	-	-	968	941	17.7	65.3	165.522	F
			2	1	298	74	-	-	-	298	296	0.0	0.0	0.208	A
				2	313	78	-	-	-	312	306	0.0	0.0	0.286	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	419	105	1720	1196	0.350	419	416	0.5	0.6	5.416	A
				2	164	41	1720	1197	0.137	165	165	0.5	0.2	4.371	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	739	185	1720	1195	0.618	737	738	0.8	1.5	6.947	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1324	679	0.342	232	230	0.5	0.6	7.926	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	104	26	1324	679	0.153	103	101	3.0	0.4	15.801	C
				2	23	6	1301	671	0.035	23	24	3.0	0.1	12.550	B
				3	545	136	1324	677	0.805	546	553	3.0	2.4	15.790	C
		2	1	1	165	41	-	-	-	104	101	191.2	37.6	988.377	F
				2	419	105	-	-	-	256	254	191.2	94.6	986.740	F
				3	907	227	-	-	-	545	553	191.2	207.8	989.288	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	977	244	1311	968	1.009	977	968	3.0	3.0	11.150	B
			2	1	276	69	1311	967	0.285	275	273	0.4	0.4	5.049	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	967	0.027	26	26	0.5	0.0	4.391	A
				2	307	77	1311	967	0.318	308	310	0.5	0.5	5.535	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1139	285	-	-	-	977	968	65.3	107.1	329.240	F
			2	1	302	76	-	-	-	302	300	0.1	0.0	0.223	A
				2	307	77	-	-	-	307	310	0.1	0.0	0.301	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	412	103	1720	1193	0.345	412	418	0.8	0.6	5.533	A
				2	161	40	1720	1195	0.135	162	161	0.8	0.2	4.470	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	750	188	1720	1193	0.629	751	744	1.5	1.3	6.899	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	265	66	1324	795	0.333	266	259	0.6	0.4	6.718	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	116	29	1324	795	0.146	115	114	2.9	0.5	14.076	B
				2	31	8	1318	797	0.039	31	28	2.9	0.1	10.036	B
				3	638	160	1324	796	0.802	638	629	2.9	2.4	13.826	B
		2	1	1	142	35	-	-	-	116	114	340.0	44.4	1163.670	F
				2	338	85	-	-	-	296	286	340.0	108.5	1162.913	F
				3	751	188	-	-	-	638	628	340.0	238.8	1164.282	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	909	227	1311	912	0.997	909	920	3.0	3.0	11.733	B
			2	1	226	57	1311	913	0.248	226	221	0.4	0.4	5.030	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1299	904	0.027	25	23	0.5	0.0	4.402	A
				2	255	64	1311	911	0.280	254	254	0.5	0.4	5.471	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	913	228	-	-	-	909	920	107.1	108.0	428.159	F
			2	1	251	63	-	-	-	251	244	0.0	0.0	0.137	A
				2	255	64	-	-	-	255	254	0.0	0.0	0.215	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	345	86	1720	1262	0.274	345	340	0.8	0.5	4.479	A
				2	128	32	1720	1260	0.101	128	129	0.8	0.1	3.682	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	612	153	1720	1260	0.486	614	616	1.3	0.8	5.167	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	297	74	1324	883	0.337	297	288	0.4	0.5	5.927	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	128	32	1324	883	0.145	129	129	3.0	0.4	12.324	B
				2	34	9	1318	880	0.039	35	32	3.0	0.1	8.881	A
				3	730	182	1324	884	0.825	728	703	3.0	2.5	12.239	B
		2	1	1	122	31	-	-	-	128	129	391.6	41.7	860.435	F
				2	287	72	-	-	-	332	320	391.6	99.5	865.816	F
				3	628	157	-	-	-	730	704	391.6	220.6	865.281	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	840	210	1311	857	0.979	840	874	3.0	2.9	12.194	B
			2	1	188	47	1311	858	0.219	188	181	0.4	0.3	5.136	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1299	855	0.022	19	20	0.5	0.0	4.312	A
				2	212	53	1311	858	0.247	212	215	0.5	0.3	5.376	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	780	195	-	-	-	840	874	108.0	83.2	348.899	F
			2	1	207	52	-	-	-	207	200	0.0	0.0	0.062	A
				2	212	53	-	-	-	212	215	0.0	0.0	0.090	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	281	70	1720	1314	0.214	281	288	0.6	0.3	3.832	A
				2	103	26	1720	1313	0.079	103	104	0.6	0.1	3.254	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	517	129	1720	1314	0.393	515	518	0.8	0.7	4.200	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	12.84	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.84	B

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	609	100.000
2 - World Way (S)		ONE HOUR	✓	1036	100.000
3 - M56 EB offslip		ONE HOUR	✓	1888	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	75	286	248
	2 - World Way (S)	249	176	611
	3 - M56 EB offslip	975	913	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.65	12.34	2.9	B	561	841
2 - World Way (S)	0.40	6.76	2.1	A	952	1427
3 - M56 EB offslip	0.82	16.30	10.5	C	1737	2605

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	447	112	807	1372	0.326	449	475	987	0.0	0.4	5.735	A
2 - World Way (S)	786	196	238	2974	0.264	786	784	1019	0.0	0.9	4.518	A
3 - M56 EB offslip	1414	353	381	2915	0.485	1413	1438	643	0.0	1.9	4.980	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	554	139	960	1190	0.466	550	553	1168	0.4	1.3	6.838	A
2 - World Way (S)	926	231	289	2932	0.316	931	930	1221	0.9	1.1	5.041	A
3 - M56 EB offslip	1686	421	444	2710	0.622	1684	1717	777	1.9	2.9	6.598	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	680	170	1208	1079	0.631	673	686	1436	1.3	2.8	11.428	B
2 - World Way (S)	1162	291	357	2888	0.402	1163	1155	1525	1.1	2.1	6.762	A
3 - M56 EB offslip	2098	524	553	2568	0.816	2090	2070	967	2.9	10.5	14.622	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	676	169	1202	1037	0.652	671	690	1433	2.8	2.8	12.344	B
2 - World Way (S)	1138	285	358	2815	0.404	1140	1155	1515	2.1	1.9	6.569	A
3 - M56 EB offslip	2079	520	556	2587	0.804	2079	2119	943	10.5	8.3	16.301	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	547	137	978	1267	0.432	547	568	1166	2.8	1.0	7.924	A
2 - World Way (S)	924	231	281	2990	0.309	921	931	1244	1.9	1.6	5.138	A
3 - M56 EB offslip	1707	427	435	2763	0.618	1709	1742	768	8.3	3.5	7.704	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	458	115	823	1338	0.342	456	472	990	1.0	0.8	5.873	A
2 - World Way (S)	774	194	241	3036	0.255	774	787	1039	1.6	0.9	4.471	A
3 - M56 EB offslip	1439	360	376	2851	0.505	1437	1456	639	3.5	1.8	4.978	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	130	875	0.149	131	139	0.0	0.1	4.403	A
			2	1, 2, 3	317	876	0.361	318	336	0.0	0.3	5.871	A
		2	1	(1, 2, 3)	447			447	476	0.0	0.0	0.293	A
	Exit	1	1		987			987	989	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	456	1168	0.390	457	465	0.0	0.5	4.853	A
			2	1	174	1183	0.147	173	169	0.0	0.2	3.526	A
			3	(1), 2	156	1180	0.132	157	150	0.0	0.1	3.467	A
		2	1	(3)	456			456	467	0.0	0.0	0.363	A
			2	(1, 2)	330			330	320	0.0	0.0	0.009	A
	Exit	1	1		1019			1019	1046	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	826	1413	0.585	825	828	0.0	1.2	5.607	A
			2	2, 3	588	1421	0.414	588	610	0.0	0.7	4.135	A
	Exit	1	1		643			643	662	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	174	786	0.221	173	171	0.1	0.3	5.175	A
			2	1, 2, 3	379	798	0.475	377	382	0.3	0.9	6.927	A
		2	1	(1, 2, 3)	554			553	556	0.0	0.1	0.443	A
	Exit	1	1		1168			1168	1180	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	548	1145	0.478	552	550	0.5	0.6	5.334	A
			2	1	201	1155	0.174	202	198	0.2	0.2	3.493	A
			3	(1), 2	178	1148	0.155	178	182	0.1	0.2	3.579	A
		2	1	(3)	547			548	550	0.0	0.0	0.738	A
			2	(1, 2)	379			379	380	0.0	0.0	0.021	A
	Exit	1	1		1221			1221	1247	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	961	1367	0.703	959	977	1.2	2.1	7.868	A
			2	2, 3	724	1377	0.526	725	739	0.7	0.8	4.928	A
	Exit	1	1		777			777	772	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	228	661	0.345	228	227	0.3	0.5	6.766	A
			2	1, 2, 3	446	659	0.677	445	459	0.9	1.5	9.924	A
		2	1	(1, 2, 3)	680			675	689	0.1	0.9	2.524	A
	Exit	1	1		1436			1436	1425	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	690	1103	0.625	689	687	0.6	1.2	6.367	A
			2	1	245	1117	0.219	246	244	0.2	0.3	4.093	A
			3	(1), 2	228	1106	0.206	228	225	0.2	0.2	3.960	A
		2	1	(3)	689			690	689	0.0	0.4	2.207	A
			2	(1, 2)	473			473	469	0.0	0.0	0.073	A
	Exit	1	1		1525			1525	1516	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1156	1284	0.900	1149	1150	2.1	7.7	19.111	C
			2	2, 3	942	1292	0.729	941	920	0.8	2.7	8.991	A
	Exit	1	1		967			967	971	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	217	666	0.326	215	226	0.5	0.4	7.272	A
			2	1, 2, 3	455	665	0.685	457	464	1.5	1.3	10.248	B
		2	1	(1, 2, 3)	676			672	689	0.9	1.0	3.078	A
	Exit	1	1		1433			1433	1460	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	672	1105	0.608	673	684	1.2	1.1	6.472	A
			2	1	243	1118	0.217	242	243	0.3	0.3	4.117	A
			3	(1), 2	225	1109	0.203	226	227	0.2	0.2	3.798	A
		2	1	(3)	671			672	684	0.4	0.3	1.856	A
			2	(1, 2)	468			468	471	0.0	0.0	0.070	A
	Exit	1	1		1515			1515	1539	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1138	1284	0.886	1145	1171	7.7	5.6	21.827	C
			2	2, 3	941	1291	0.729	934	949	2.7	2.7	9.578	A
	Exit	1	1		943			943	965	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	169	782	0.216	170	175	0.4	0.2	5.520	A
			2	1, 2, 3	378	790	0.479	377	393	1.3	0.8	7.617	A
		2	1	(1, 2, 3)	547			547	565	1.0	0.0	0.993	A
	Exit	1	1		1166			1166	1197	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	548	1148	0.478	548	550	1.1	0.9	5.389	A
			2	1	198	1160	0.171	197	198	0.3	0.2	3.695	A
			3	(1), 2	177	1157	0.153	177	183	0.2	0.3	3.695	A
		2	1	(3)	549			548	549	0.3	0.1	0.753	A
			2	(1, 2)	375			375	381	0.0	0.0	0.013	A
	Exit	1	1		1244			1244	1258	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	970	1372	0.707	973	995	5.6	2.2	9.369	A
			2	2, 3	737	1384	0.533	736	746	2.7	1.2	5.519	A
	Exit	1	1		768			768	785	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	133	865	0.153	132	138	0.2	0.2	4.788	A
			2	1, 2, 3	325	865	0.376	323	334	0.8	0.6	6.004	A
		2	1	(1, 2, 3)	458			458	471	0.0	0.0	0.228	A
	Exit	1	1		990			990	1000	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	454	1169	0.388	454	467	0.9	0.6	4.832	A
			2	1	166	1181	0.140	165	166	0.2	0.2	3.453	A
			3	(1), 2	154	1173	0.132	155	154	0.3	0.1	3.423	A
		2	1	(3)	454			454	465	0.1	0.0	0.357	A
			2	(1, 2)	320			320	319	0.0	0.0	0.006	A
	Exit	1	1		1039			1039	1060	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	828	1414	0.586	826	837	2.2	1.1	5.613	A
			2	2, 3	611	1426	0.428	611	619	1.2	0.7	4.129	A
	Exit	1	1		639			639	655	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	130	33	1324	875	0.149	131	139	0.0	0.1	4.403	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	51	13	1324	859	0.059	51	56	0.0	0.1	6.425	A
				2	80	20	1324	878	0.091	80	82	0.0	0.1	4.343	A
				3	185	46	1324	880	0.211	186	197	0.0	0.2	6.354	A
		2	1	1	51	13	-	-	-	51	56	0.0	0.0	0.300	A
				2	211	53	-	-	-	211	222	0.0	0.0	0.197	A
				3	185	46	-	-	-	185	198	0.0	0.0	0.400	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	1311	1168	0.390	457	465	0.0	0.5	4.853	A
			2	1	174	43	1311	1183	0.147	173	169	0.0	0.2	3.526	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1297	1164	0.016	18	18	0.0	0.0	3.255	A
				2	138	34	1311	1181	0.117	138	132	0.0	0.1	3.496	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	-	-	-	456	467	0.0	0.0	0.363	A
			2	1	192	48	-	-	-	192	188	0.0	0.0	0.013	A
				2	138	34	-	-	-	138	133	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	745	186	1720	1412	0.528	744	746	0.0	1.2	5.851	A
				2	81	20	1720	1424	0.057	81	82	0.0	0.1	3.392	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	588	147	1720	1422	0.413	588	610	0.0	0.7	4.135	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	174	43	1324	788	0.221	173	171	0.1	0.3	5.175	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	66	17	1324	809	0.082	64	67	0.3	0.2	7.354	A
				2	87	22	1324	803	0.109	88	93	0.3	0.1	5.129	A
				3	226	56	1324	797	0.283	225	222	0.3	0.5	7.546	A
		2	1	1	66	17	-	-	-	66	67	0.0	0.0	0.525	A
				2	262	65	-	-	-	261	265	0.0	0.1	0.329	A
				3	226	57	-	-	-	226	224	0.0	0.1	0.553	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	548	137	1311	1143	0.479	552	550	0.5	0.6	5.334	A
			2	1	201	50	1311	1154	0.174	202	198	0.2	0.2	3.493	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1311	1153	0.019	22	21	0.1	0.0	3.055	A
				2	155	39	1311	1147	0.136	155	160	0.1	0.2	3.650	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	547	137	-	-	-	548	550	0.0	0.0	0.738	A
			2	1	224	56	-	-	-	224	220	0.0	0.0	0.019	A
				2	155	39	-	-	-	155	161	0.0	0.0	0.023	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	881	220	1720	1366	0.646	879	894	1.2	2.0	8.220	A
				2	80	20	1720	1375	0.058	79	83	1.2	0.1	4.138	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	724	181	1720	1376	0.526	725	739	0.7	0.8	4.928	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	1324	661	0.345	228	227	0.3	0.5	6.766	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	80	20	1324	661	0.122	80	83	0.9	0.3	10.722	B
				2	89	22	1324	667	0.133	88	93	0.9	0.2	7.093	A
				3	277	69	1324	658	0.421	277	284	0.9	0.9	10.622	B
		2	1	1	81	20	-	-	-	80	83	0.1	0.1	3.187	A
				2	319	80	-	-	-	317	321	0.1	0.4	2.071	A
				3	281	70	-	-	-	277	285	0.1	0.5	2.842	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	690	172	1311	1102	0.626	689	687	0.6	1.2	6.367	A
			2	1	245	61	1311	1117	0.219	246	244	0.2	0.3	4.093	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	33	8	1311	1113	0.030	33	31	0.2	0.0	3.350	A
				2	195	49	1311	1104	0.177	195	194	0.2	0.2	4.058	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	689	172	-	-	-	690	689	0.0	0.4	2.207	A
			2	1	278	69	-	-	-	278	275	0.0	0.0	0.070	A
				2	195	49	-	-	-	195	194	0.0	0.0	0.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1084	271	1720	1283	0.845	1077	1067	2.1	7.6	20.001	C
				2	71	18	1702	1288	0.056	72	83	2.1	0.1	7.575	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	942	236	1720	1292	0.729	941	920	0.8	2.7	8.991	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	217	54	1324	666	0.326	215	226	0.5	0.4	7.272	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	88	22	1324	670	0.131	88	87	1.5	0.2	10.778	B
				2	99	25	1324	664	0.149	98	97	1.5	0.2	7.209	A
				3	269	67	1324	665	0.405	270	281	1.5	0.9	11.127	B
		2	1	1	87	22	-	-	-	88	86	0.9	0.1	3.223	A
				2	317	79	-	-	-	316	322	0.9	0.4	2.626	A
				3	272	68	-	-	-	269	281	0.9	0.5	3.554	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	672	168	1311	1105	0.608	673	684	1.2	1.1	6.472	A
			2	1	243	61	1311	1117	0.218	242	243	0.3	0.3	4.117	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	28	7	1311	1118	0.025	27	27	0.2	0.0	3.197	A
				2	197	49	1311	1107	0.178	199	201	0.2	0.2	3.879	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	671	168	-	-	-	672	684	0.4	0.3	1.856	A
			2	1	271	68	-	-	-	271	270	0.0	0.0	0.079	A
				2	197	49	-	-	-	197	201	0.0	0.0	0.058	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1069	267	1720	1283	0.833	1076	1103	7.7	5.4	22.670	C
				2	70	17	1683	1259	0.055	70	67	7.7	0.2	8.273	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	941	235	1720	1291	0.729	934	949	2.7	2.7	9.578	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	169	42	1324	780	0.217	170	175	0.4	0.2	5.520	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	61	15	1324	778	0.079	61	66	1.3	0.1	8.156	A
				2	95	24	1324	791	0.121	96	91	1.3	0.2	5.710	A
				3	222	55	1324	791	0.281	220	236	1.3	0.5	8.210	A
		2	1	1	61	15	-	-	-	61	66	1.0	0.0	1.259	A
				2	265	66	-	-	-	265	265	1.0	0.0	0.757	A
				3	222	55	-	-	-	222	234	1.0	0.0	1.187	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	548	137	1311	1149	0.477	548	550	1.1	0.9	5.389	A
			2	1	198	50	1311	1159	0.171	197	198	0.3	0.2	3.695	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1297	1143	0.019	21	22	0.2	0.0	2.982	A
				2	156	39	1311	1156	0.135	156	161	0.2	0.3	3.791	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	549	137	-	-	-	548	549	0.3	0.1	0.753	A
			2	1	219	55	-	-	-	219	219	0.0	0.0	0.008	A
				2	156	39	-	-	-	156	162	0.0	0.0	0.020	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	883	221	1720	1370	0.645	887	911	5.6	2.1	9.831	A
				2	87	22	1720	1379	0.063	86	84	5.6	0.1	4.490	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	737	184	1720	1384	0.533	736	746	2.7	1.2	5.519	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	133	33	1324	861	0.154	132	138	0.2	0.2	4.788	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	57	14	1324	863	0.065	56	60	0.8	0.0	6.507	A
				2	82	21	1324	866	0.095	83	85	0.8	0.1	4.461	A
				3	186	47	1324	863	0.216	184	188	0.8	0.4	6.547	A
		2	1	1	57	14	-	-	-	57	60	0.0	0.0	0.263	A
				2	215	54	-	-	-	215	224	0.0	0.0	0.130	A
				3	187	47	-	-	-	186	188	0.0	0.0	0.334	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	454	114	1311	1169	0.388	454	467	0.9	0.6	4.832	A
			2	1	166	41	1311	1180	0.141	165	166	0.2	0.2	3.453	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	1177	0.017	20	19	0.3	0.0	3.080	A
				2	135	34	1311	1169	0.115	135	135	0.3	0.1	3.472	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	454	113	-	-	-	454	465	0.1	0.0	0.357	A
			2	1	185	46	-	-	-	185	185	0.0	0.0	0.005	A
				2	135	34	-	-	-	135	134	0.0	0.0	0.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	749	187	1720	1412	0.531	749	755	2.2	1.0	5.851	A
				2	78	20	1720	1414	0.055	78	82	2.2	0.1	3.437	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	611	153	1720	1425	0.429	611	619	1.2	0.7	4.129	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - Enterprise Way (N)	Arm 1: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - World Way (S)	Arm 2: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	623.85	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	623.85	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

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	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	1421	100.000
2 - World Way (S)		ONE HOUR	✓	1711	100.000
3 - M56 EB offslip		ONE HOUR	✓	1286	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	156	418	847
	2 - World Way (S)	294	291	1126
	3 - M56 EB offslip	389	897	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.97	1382.78	475.5	F	1313	1970
2 - World Way (S)	0.74	449.49	184.5	F	1564	2346
3 - M56 EB offslip	0.59	6.92	2.7	A	1173	1760

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1095	274	895	1179	0.929	1067	1017	632	0.0	14.5	36.355	E
2 - World Way (S)	1278	319	742	2357	0.542	1266	1248	1220	0.0	8.5	19.127	C
3 - M56 EB offslip	976	244	551	2600	0.375	976	967	1458	0.0	1.1	4.173	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1282	320	1044	1041	1.231	1040	1056	729	14.5	68.6	141.947	F
2 - World Way (S)	1543	386	738	2336	0.661	1429	1417	1346	8.5	38.0	65.182	F
3 - M56 EB offslip	1142	286	634	2617	0.437	1140	1143	1533	1.1	1.8	4.886	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1541	385	1293	875	1.761	852	903	865	68.6	230.4	608.409	F
2 - World Way (S)	1874	469	601	2527	0.742	1639	1613	1545	38.0	104.8	179.270	F
3 - M56 EB offslip	1411	353	740	2394	0.589	1418	1398	1500	1.8	2.5	6.916	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1594	398	1287	810	1.967	876	870	843	230.4	406.1	1198.267	F
2 - World Way (S)	1879	470	619	2559	0.734	1614	1619	1544	104.8	167.9	332.639	F
3 - M56 EB offslip	1391	348	742	2347	0.593	1388	1391	1490	2.5	2.7	6.874	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1287	322	1060	1023	1.258	1036	1004	725	406.1	475.5	1382.776	F
2 - World Way (S)	1540	385	732	2343	0.657	1430	1473	1364	167.9	184.5	449.488	F
3 - M56 EB offslip	1148	287	638	2558	0.449	1147	1161	1524	2.7	1.8	5.163	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1081	270	886	1150	0.939	1148	1120	647	475.5	466.4	899.470	F
2 - World Way (S)	1271	318	807	2265	0.561	1324	1335	1228	184.5	171.2	313.941	F
3 - M56 EB offslip	971	243	560	2654	0.366	973	978	1570	1.8	1.0	4.227	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	286	849	0.337	284	260	0.0	0.6	5.638	A
			2	1, 2, 3	785	849	0.925	784	757	0.0	2.6	11.200	B
		2	1	(1, 2, 3)	1095			1072	1030	0.0	11.3	26.525	D
	Exit	1	1		632			632	628	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	835	918	0.910	834	812	0.0	2.5	9.865	A
			2	1	196	918	0.214	197	198	0.0	0.2	4.811	A
			3	(1), 2	235	918	0.256	236	238	0.0	0.3	4.781	A
		2	1	(3)	846			835	822	0.0	5.5	16.609	C
			2	(1, 2)	431			431	438	0.0	0.0	0.074	A
	Exit	1	1		1220			1220	1192	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	409	1312	0.312	409	412	0.0	0.4	3.756	A
			2	2, 3	567	1312	0.432	567	554	0.0	0.7	4.482	A
	Exit	1	1		1458			1458	1410	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	268	770	0.349	269	279	0.6	0.5	6.869	A
			2	1, 2, 3	771	770	1.001	770	777	2.6	2.9	13.294	B
		2	1	(1, 2, 3)	1282			1040	1057	11.3	65.2	130.007	F
	Exit	1	1		729			729	728	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	909	920	0.988	909	897	2.5	3.0	11.648	B
			2	1	237	920	0.258	236	241	0.2	0.3	5.174	A
			3	(1), 2	285	920	0.310	284	279	0.3	0.5	5.377	A
		2	1	(3)	1020			909	899	5.5	34.1	84.246	F
			2	(1, 2)	523			522	521	0.0	0.1	0.150	A
	Exit	1	1		1346			1346	1363	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	488	1251	0.390	487	485	0.4	0.7	4.326	A
			2	2, 3	655	1251	0.523	652	659	0.7	1.1	5.297	A
	Exit	1	1		1533			1533	1525	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	227	638	0.356	230	242	0.5	0.5	8.189	A
			2	1, 2, 3	622	638	0.975	622	661	2.9	3.0	16.110	C
		2	1	(1, 2, 3)	1541			850	903	65.2	226.9	594.011	F
	Exit	1	1		865			865	850	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	997	993	1.003	997	965	3.0	3.0	11.180	B
			2	1	299	993	0.301	299	295	0.3	0.4	5.223	A
			3	(1), 2	344	993	0.347	344	353	0.5	0.5	5.597	A
		2	1	(3)	1231			997	965	34.1	100.9	259.459	F
			2	(1, 2)	643			643	648	0.1	0.0	0.302	A
	Exit	1	1		1545			1545	1564	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	620	1172	0.529	622	611	0.7	0.9	5.599	A
			2	2, 3	791	1172	0.675	796	787	1.1	1.6	7.937	A
	Exit	1	1		1500			1500	1501	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	232	641	0.362	232	230	0.5	0.6	8.869	A
			2	1, 2, 3	642	641	1.001	643	640	3.0	2.9	16.612	C
		2	1	(1, 2, 3)	1594			875	870	226.9	402.6	1186.286	F
	Exit	1	1		843			843	830	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	967	984	0.983	967	983	3.0	3.0	10.978	B
			2	1	294	984	0.298	293	287	0.4	0.4	4.834	A
			3	(1), 2	354	984	0.360	354	349	0.5	0.5	5.428	A
		2	1	(3)	1232			967	983	100.9	163.9	490.143	F
			2	(1, 2)	647			647	636	0.0	0.0	0.222	A
	Exit	1	1		1544			1544	1546	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	600	1170	0.513	601	598	0.9	0.9	5.615	A
			2	2, 3	791	1170	0.676	787	793	1.6	1.8	7.823	A
	Exit	1	1		1490			1490	1505	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	273	762	0.358	273	265	0.6	0.5	7.246	A
			2	1, 2, 3	762	762	1.000	763	739	2.9	2.9	14.272	B
		2	1	(1, 2, 3)	1287			1035	1003	402.6	472.1	1373.596	F
	Exit	1	1		725			725	732	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	909	924	0.985	909	947	3.0	3.0	11.405	B
			2	1	237	924	0.257	236	241	0.4	0.4	5.003	A
			3	(1), 2	286	924	0.309	285	284	0.5	0.4	5.177	A
		2	1	(3)	1016			909	947	163.9	180.7	667.830	F
			2	(1, 2)	524			523	525	0.0	0.1	0.131	A
	Exit	1	1		1364			1364	1364	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	491	1247	0.393	489	496	0.9	0.7	4.438	A
			2	2, 3	658	1247	0.527	658	665	1.8	1.1	5.705	A
	Exit	1	1		1524			1524	1543	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	306	854	0.358	304	292	0.5	0.5	6.426	A
			2	1, 2, 3	844	854	0.989	844	828	2.9	2.9	12.655	B
		2	1	(1, 2, 3)	1081			1150	1120	472.1	463.0	899.470	F
	Exit	1	1		647			647	642	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	888	884	1.004	888	896	3.0	3.0	12.015	B
			2	1	198	884	0.224	198	199	0.4	0.3	4.964	A
			3	(1), 2	239	884	0.270	239	240	0.4	0.4	5.226	A
		2	1	(3)	835			888	896	180.7	167.5	633.349	F
			2	(1, 2)	436			437	438	0.1	0.0	0.117	A
	Exit	1	1		1228			1228	1228	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	415	1305	0.318	416	413	0.7	0.4	3.877	A
			2	2, 3	557	1305	0.427	558	565	1.1	0.6	4.484	A
	Exit	1	1		1570			1570	1563	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	1324	850	0.337	284	260	0.0	0.6	5.638	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	119	30	1324	848	0.141	119	113	0.0	0.4	11.469	B
				2	42	11	1324	850	0.049	41	46	0.0	0.1	6.891	A
				3	624	156	1324	849	0.735	623	599	0.0	2.1	11.476	B
		2	1	1	120	30	-	-	-	119	114	0.0	1.1	26.288	D
				2	337	84	-	-	-	328	308	0.0	3.2	25.598	D
				3	638	159	-	-	-	624	607	0.0	6.9	27.039	D
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	835	209	1311	918	0.910	834	812	0.0	2.5	9.865	A
			2	1	196	49	1311	916	0.214	197	198	0.0	0.2	4.811	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	919	0.022	20	21	0.0	0.0	4.316	A
				2	215	54	1311	918	0.234	215	217	0.0	0.3	4.825	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	846	212	-	-	-	835	822	0.0	5.5	16.609	C
			2	1	216	54	-	-	-	216	219	0.0	0.0	0.058	A
				2	215	54	-	-	-	215	218	0.0	0.0	0.091	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	296	74	1720	1314	0.225	296	297	0.0	0.3	3.968	A
				2	113	28	1720	1311	0.087	113	115	0.0	0.1	3.210	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	567	142	1720	1312	0.432	567	554	0.0	0.7	4.482	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	268	67	1324	768	0.350	269	279	0.6	0.5	6.869	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	114	29	1324	767	0.149	114	115	2.6	0.4	13.322	B
				2	33	8	1324	768	0.042	32	34	2.6	0.1	9.891	A
				3	624	156	1324	770	0.811	624	628	2.6	2.4	13.472	B
		2	1	1	144	36	-	-	-	114	116	11.3	7.2	129.432	F
				2	376	94	-	-	-	301	312	11.3	19.4	127.590	F
				3	761	190	-	-	-	624	629	11.3	38.6	131.319	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	909	227	1311	920	0.988	909	897	2.5	3.0	11.648	B
			2	1	237	59	1311	918	0.259	236	241	0.2	0.3	5.174	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	27	7	1311	921	0.029	27	25	0.3	0.0	4.366	A
				2	259	65	1311	921	0.281	257	254	0.3	0.5	5.476	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1020	255	-	-	-	909	899	5.5	34.1	84.246	F
			2	1	264	66	-	-	-	264	266	0.0	0.0	0.149	A
				2	259	65	-	-	-	259	255	0.0	0.0	0.153	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	353	88	1720	1253	0.281	352	347	0.4	0.5	4.598	A
				2	135	34	1720	1250	0.108	135	138	0.4	0.1	3.642	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	1720	1251	0.523	652	659	0.7	1.1	5.297	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	227	57	1324	639	0.355	230	242	0.5	0.5	8.189	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	96	24	1324	637	0.151	97	99	2.9	0.4	16.078	C
				2	22	5	1324	638	0.034	22	26	2.9	0.1	12.271	B
				3	505	126	1324	638	0.791	503	535	2.9	2.5	16.306	C
		2	1	1	175	44	-	-	-	96	99	65.2	24.7	598.061	F
				2	448	112	-	-	-	249	268	65.2	66.6	590.560	F
				3	918	229	-	-	-	505	535	65.2	135.7	594.974	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	997	249	1311	993	1.003	997	965	3.0	3.0	11.180	B
			2	1	299	75	1311	993	0.301	299	295	0.3	0.4	5.223	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	32	8	1311	990	0.032	32	29	0.5	0.0	4.535	A
				2	313	78	1311	994	0.315	312	323	0.5	0.5	5.693	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1231	308	-	-	-	997	965	34.1	100.9	259.459	F
			2	1	331	83	-	-	-	331	325	0.1	0.0	0.282	A
				2	312	78	-	-	-	313	323	0.1	0.0	0.322	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	435	109	1720	1172	0.371	437	426	0.7	0.6	5.921	A
				2	185	46	1720	1170	0.158	185	185	0.7	0.3	4.858	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	791	198	1720	1173	0.674	796	787	1.1	1.6	7.937	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1324	639	0.364	232	230	0.5	0.6	8.869	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	97	24	1324	642	0.151	95	94	3.0	0.5	17.244	C
				2	24	6	1324	645	0.038	25	25	3.0	0.1	13.839	B
				3	521	130	1324	640	0.814	523	522	3.0	2.2	16.633	C
		2	1	1	180	45	-	-	-	97	94	226.9	44.9	1191.027	F
				2	466	116	-	-	-	257	256	226.9	118.4	1183.535	F
				3	948	237	-	-	-	521	521	226.9	239.3	1186.762	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	967	242	1311	984	0.983	967	983	3.0	3.0	10.978	B
			2	1	294	73	1311	984	0.298	293	287	0.4	0.4	4.834	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	32	8	1311	983	0.033	33	31	0.5	0.0	4.186	A
				2	321	80	1311	985	0.326	321	319	0.5	0.5	5.549	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1232	308	-	-	-	967	983	100.9	163.9	490.143	F
			2	1	326	81	-	-	-	326	318	0.0	0.0	0.178	A
				2	321	80	-	-	-	321	319	0.0	0.0	0.267	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	421	105	1720	1168	0.361	422	419	0.9	0.7	5.982	A
				2	179	45	1720	1172	0.153	179	180	0.9	0.2	4.758	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	791	198	1720	1171	0.676	787	793	1.6	1.8	7.823	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	273	68	1324	763	0.358	273	265	0.6	0.5	7.246	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	117	29	1324	765	0.153	117	112	2.9	0.4	14.385	B
				2	31	8	1324	768	0.041	31	32	2.9	0.1	11.112	B
				3	614	154	1324	763	0.805	615	595	2.9	2.4	14.422	B
		2	1	1	147	37	-	-	-	117	111	402.6	52.8	1376.535	F
				2	380	95	-	-	-	304	296	402.6	139.3	1373.125	F
				3	760	190	-	-	-	614	596	402.6	280.0	1373.285	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	909	227	1311	924	0.985	909	947	3.0	3.0	11.405	B
			2	1	237	59	1311	923	0.257	236	241	0.4	0.4	5.003	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1311	922	0.027	25	25	0.5	0.0	4.190	A
				2	261	65	1311	924	0.282	260	259	0.5	0.4	5.272	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1016	254	-	-	-	909	947	163.9	180.7	667.830	F
			2	1	262	65	-	-	-	262	266	0.0	0.0	0.121	A
				2	262	65	-	-	-	261	259	0.0	0.0	0.141	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	349	87	1720	1248	0.279	347	354	0.9	0.6	4.701	A
				2	142	35	1720	1250	0.114	142	142	0.9	0.1	3.785	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	658	164	1720	1248	0.527	658	665	1.8	1.1	5.705	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	306	76	1324	855	0.357	304	292	0.5	0.5	6.426	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	125	31	1324	854	0.146	124	124	2.9	0.4	12.879	B
				2	38	9	1324	853	0.044	37	37	2.9	0.1	9.204	A
				3	682	170	1324	854	0.799	683	667	2.9	2.4	12.806	B
		2	1	1	121	30	-	-	-	125	124	472.1	51.9	894.623	F
				2	319	80	-	-	-	343	330	472.1	136.8	897.262	F
				3	641	160	-	-	-	682	667	472.1	274.3	899.368	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	888	222	1311	884	1.004	888	896	3.0	3.0	12.015	B
			2	1	198	50	1311	880	0.225	198	199	0.4	0.3	4.964	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	5	1311	888	0.025	23	21	0.4	0.0	4.308	A
				2	217	54	1311	885	0.245	216	219	0.4	0.4	5.311	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	835	209	-	-	-	888	896	180.7	167.5	633.349	F
			2	1	220	55	-	-	-	220	219	0.1	0.0	0.108	A
				2	216	54	-	-	-	217	219	0.1	0.0	0.125	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	303	76	1720	1303	0.232	303	299	0.7	0.3	4.037	A
				2	112	28	1720	1303	0.086	113	114	0.7	0.1	3.461	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	557	139	1720	1304	0.427	558	565	1.1	0.6	4.484	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline + Dev [-10pc], AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	441	100.000
2 - World Way (S)		ONE HOUR	✓	866	100.000
3 - M56 EB offslip		ONE HOUR	✓	1321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	63	227	151
	2 - World Way (S)	204	161	501
	3 - M56 EB offslip	566	755	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	2	2	2
	2 - World Way (S)	0	1	1
	3 - M56 EB offslip	2	1	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.39	6.88	1.1	A	402	603
2 - World Way (S)	0.32	4.91	1.4	A	792	1187
3 - M56 EB offslip	0.55	5.26	2.6	A	1217	1826

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	333	83	676	1497	0.222	336	330	597	0.0	0.4	4.820	A
2 - World Way (S)	637	159	160	3118	0.204	633	643	852	0.0	0.7	3.805	A
3 - M56 EB offslip	963	241	307	2936	0.328	966	996	486	0.0	0.8	3.482	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	392	98	816	1388	0.282	393	392	779	0.4	0.6	5.118	A
2 - World Way (S)	781	195	197	2982	0.262	776	777	1012	0.7	1.0	4.181	A
3 - M56 EB offslip	1197	299	388	2885	0.415	1208	1216	585	0.8	1.3	4.055	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	498	124	1022	1266	0.393	496	500	929	0.6	1.1	6.208	A
2 - World Way (S)	954	239	248	2971	0.321	952	943	1271	1.0	1.4	4.790	A
3 - M56 EB offslip	1466	367	485	2665	0.550	1466	1469	714	1.3	2.6	5.262	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	469	117	1031	1225	0.382	470	492	919	1.1	0.8	6.875	A
2 - World Way (S)	952	238	220	3008	0.317	951	964	1281	1.4	1.3	4.915	A
3 - M56 EB offslip	1484	371	471	2739	0.542	1479	1480	700	2.6	2.4	5.231	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	399	100	828	1438	0.277	399	405	770	0.8	0.4	5.175	A
2 - World Way (S)	789	197	183	3099	0.254	793	797	1044	1.3	0.5	4.455	A
3 - M56 EB offslip	1222	306	386	2788	0.438	1213	1224	590	2.4	1.9	4.159	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	323	81	661	1486	0.217	324	338	630	0.4	0.5	4.483	A
2 - World Way (S)	635	159	152	3109	0.205	634	642	832	0.5	1.0	3.910	A
3 - M56 EB offslip	967	242	321	2993	0.324	969	1009	466	1.9	0.8	3.620	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	99	937	0.106	101	97	0.0	0.1	4.106	A
			2	1, 2, 3	233	939	0.249	234	233	0.0	0.3	4.989	A
		2	1	(1, 2, 3)	333			333	332	0.0	0.0	0.091	A
	Exit	1	1		597			597	619	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	374	1212	0.309	371	371	0.0	0.5	4.178	A
			2	1	138	1224	0.113	138	138	0.0	0.1	3.119	A
			3	(1), 2	125	1220	0.102	124	133	0.0	0.1	3.219	A
		2	1	(3)	374			374	374	0.0	0.0	0.094	A
			2	(1, 2)	263			263	272	0.0	0.0	0.002	A
	Exit	1	1		852			852	863	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	479	1459	0.329	480	505	0.0	0.5	3.533	A
			2	2, 3	484	1481	0.327	486	491	0.0	0.3	3.431	A
	Exit	1	1		486			486	488	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	108	852	0.127	110	121	0.1	0.0	4.500	A
			2	1, 2, 3	285	878	0.325	283	271	0.3	0.5	5.322	A
		2	1	(1, 2, 3)	392			393	393	0.0	0.0	0.046	A
	Exit	1	1		779			779	769	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	453	1193	0.380	450	455	0.5	0.6	4.531	A
			2	1	172	1206	0.143	170	163	0.1	0.2	3.239	A
			3	(1), 2	157	1190	0.132	155	159	0.1	0.2	3.432	A
		2	1	(3)	452			453	455	0.0	0.0	0.221	A
			2	(1, 2)	329			329	323	0.0	0.0	0.047	A
	Exit	1	1		1012			1012	1031	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	612	1406	0.436	617	627	0.5	0.7	4.238	A
			2	2, 3	584	1415	0.413	591	590	0.3	0.5	3.862	A
	Exit	1	1		585			585	586	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	158	751	0.212	157	155	0.0	0.4	5.065	A
			2	1, 2, 3	339	761	0.446	339	346	0.5	0.7	6.202	A
		2	1	(1, 2, 3)	498			498	503	0.0	0.0	0.358	A
	Exit	1	1		929			929	921	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	543	1162	0.467	540	544	0.6	1.1	5.055	A
			2	1	213	1177	0.181	213	196	0.2	0.1	3.615	A
			3	(1), 2	198	1170	0.170	198	203	0.2	0.1	3.548	A
		2	1	(3)	543			543	546	0.0	0.1	0.617	A
			2	(1, 2)	411			411	398	0.0	0.0	0.003	A
	Exit	1	1		1271			1271	1271	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	736	1338	0.550	736	754	0.7	1.5	5.519	A
			2	2, 3	731	1341	0.545	730	714	0.5	1.1	4.993	A
	Exit	1	1		714			714	719	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	143	772	0.185	145	155	0.4	0.0	5.325	A
			2	1, 2, 3	326	755	0.431	325	337	0.7	0.8	7.053	A
		2	1	(1, 2, 3)	469			469	490	0.0	0.0	0.366	A
	Exit	1	1		919			919	938	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	550	1185	0.465	550	568	1.1	0.8	5.132	A
			2	1	194	1192	0.163	197	197	0.1	0.1	3.466	A
			3	(1), 2	205	1182	0.174	204	199	0.1	0.2	3.465	A
		2	1	(3)	553			550	567	0.1	0.2	0.783	A
			2	(1, 2)	400			400	396	0.0	0.0	0.013	A
	Exit	1	1		1281			1281	1262	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	745	1342	0.555	740	766	1.5	1.3	5.331	A
			2	2, 3	738	1355	0.544	738	714	1.1	1.1	5.125	A
	Exit	1	1		700			700	737	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	128	861	0.147	128	123	0.0	0.1	4.509	A
			2	1, 2, 3	273	865	0.315	272	282	0.8	0.4	5.345	A
		2	1	(1, 2, 3)	399			399	404	0.0	0.0	0.084	A
	Exit	1	1		770			770	785	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	460	1198	0.384	462	460	0.8	0.3	4.769	A
			2	1	159	1212	0.131	159	169	0.1	0.1	3.492	A
			3	(1), 2	169	1209	0.140	172	168	0.2	0.0	3.700	A
		2	1	(3)	460			460	458	0.2	0.0	0.328	A
			2	(1, 2)	328			328	337	0.0	0.0	0.005	A
	Exit	1	1		1044			1044	1044	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	634	1414	0.448	628	637	1.3	1.0	4.306	A
			2	2, 3	589	1413	0.417	585	587	1.1	0.8	4.001	A
	Exit	1	1		590			590	597	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	93	944	0.098	94	98	0.1	0.1	4.045	A
			2	1, 2, 3	230	943	0.245	230	240	0.4	0.4	4.608	A
		2	1	(1, 2, 3)	323			324	338	0.0	0.0	0.038	A
	Exit	1	1		630			630	651	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	360	1214	0.297	359	361	0.3	0.8	4.235	A
			2	1	146	1227	0.119	148	144	0.1	0.1	3.229	A
			3	(1), 2	130	1212	0.107	128	138	0.0	0.2	3.353	A
		2	1	(3)	360			360	363	0.0	0.0	0.158	A
			2	(1, 2)	276			276	282	0.0	0.0	0.003	A
	Exit	1	1		832			832	861	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	497	1443	0.345	499	525	1.0	0.5	3.648	A
			2	2, 3	470	1458	0.322	470	484	0.8	0.4	3.590	A
	Exit	1	1		466			466	477	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	99	25	1324	935	0.106	101	97	0.0	0.1	4.106	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	46	11	1324	940	0.049	46	46	0.0	0.0	5.178	A
				2	74	19	1324	932	0.079	74	70	0.0	0.1	4.288	A
				3	114	28	1324	940	0.121	114	117	0.0	0.2	5.332	A
		2	1	1	46	11	-	-	-	46	46	0.0	0.0	0.047	A
				2	174	43	-	-	-	174	168	0.0	0.0	0.077	A
				3	114	28	-	-	-	114	117	0.0	0.0	0.130	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	374	94	1311	1212	0.309	371	371	0.0	0.5	4.178	A
			2	1	138	35	1311	1224	0.113	138	138	0.0	0.1	3.119	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	11	3	1267	1182	0.009	11	15	0.0	0.0	3.152	A
				2	114	28	1311	1221	0.093	113	119	0.0	0.1	3.228	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	374	94	-	-	-	374	374	0.0	0.0	0.094	A
			2	1	150	37	-	-	-	150	153	0.0	0.0	0.001	A
				2	114	28	-	-	-	114	119	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	403	101	1720	1454	0.277	402	419	0.0	0.5	3.690	A
				2	77	19	1720	1468	0.052	77	86	0.0	0.0	2.766	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	484	121	1720	1480	0.327	486	491	0.0	0.3	3.431	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	108	27	1324	854	0.127	110	121	0.1	0.0	4.500	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	64	16	1324	876	0.073	62	57	0.0	0.2	5.743	A
				2	86	22	1324	889	0.097	86	83	0.3	0.1	4.432	A
				3	135	34	1324	881	0.153	134	131	0.3	0.3	5.696	A
		2	1	1	64	16	-	-	-	64	58	0.0	0.0	0.058	A
				2	194	48	-	-	-	194	203	0.0	0.0	0.029	A
				3	134	34	-	-	-	135	132	0.0	0.0	0.066	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	453	113	1311	1193	0.380	450	455	0.5	0.6	4.531	A
			2	1	172	43	1311	1206	0.143	170	163	0.1	0.2	3.239	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1267	1171	0.017	20	20	0.0	0.0	2.847	A
				2	137	34	1311	1189	0.115	135	139	0.1	0.2	3.518	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	452	113	-	-	-	453	455	0.0	0.0	0.221	A
			2	1	192	48	-	-	-	192	184	0.0	0.0	0.040	A
				2	137	34	-	-	-	137	140	0.0	0.0	0.057	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	522	130	1720	1408	0.371	527	528	0.5	0.5	4.457	A
				2	90	23	1720	1413	0.064	90	98	0.5	0.2	3.071	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	584	146	1720	1417	0.412	591	590	0.3	0.5	3.862	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	158	40	1324	749	0.213	157	155	0.0	0.4	5.065	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	72	18	1324	759	0.095	74	71	0.5	0.1	7.127	A
				2	91	23	1324	761	0.119	91	100	0.5	0.1	4.785	A
				3	176	44	1324	763	0.231	175	175	0.5	0.5	6.634	A
		2	1	1	72	18	-	-	-	72	70	0.0	0.0	0.625	A
				2	249	62	-	-	-	249	257	0.0	0.0	0.215	A
				3	176	44	-	-	-	176	175	0.0	0.0	0.457	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	543	136	1311	1164	0.467	540	544	0.6	1.1	5.055	A
			2	1	213	53	1311	1177	0.181	213	196	0.2	0.1	3.615	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	1180	0.020	24	22	0.0	0.0	2.490	A
				2	174	44	1311	1173	0.149	175	181	0.2	0.1	3.679	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	543	136	-	-	-	543	546	0.0	0.1	0.617	A
			2	1	237	59	-	-	-	237	217	0.0	0.0	0.003	A
				2	174	44	-	-	-	174	180	0.0	0.0	0.004	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	620	155	1720	1339	0.463	618	633	0.7	1.4	5.831	A
				2	116	29	1720	1344	0.086	118	121	0.7	0.1	3.889	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	731	183	1720	1340	0.545	730	714	0.5	1.1	4.993	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	1324	777	0.184	145	155	0.4	0.0	5.325	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	70	17	1324	762	0.091	70	69	0.7	0.1	7.592	A
				2	104	26	1324	758	0.137	105	100	0.7	0.1	5.077	A
				3	153	38	1324	760	0.201	150	169	0.7	0.6	7.995	A
		2	1	1	70	17	-	-	-	70	69	0.0	0.0	0.398	A
				2	246	62	-	-	-	246	253	0.0	0.0	0.248	A
				3	153	38	-	-	-	153	169	0.0	0.0	0.532	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	550	138	1311	1184	0.465	550	568	1.1	0.8	5.132	A
			2	1	194	49	1311	1189	0.163	197	197	0.1	0.1	3.466	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1311	1188	0.018	22	22	0.1	0.0	3.216	A
				2	184	46	1311	1178	0.156	183	177	0.1	0.2	3.495	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	553	138	-	-	-	550	567	0.1	0.2	0.783	A
			2	1	216	54	-	-	-	216	219	0.0	0.0	0.008	A
				2	184	46	-	-	-	184	177	0.0	0.0	0.020	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	635	159	1720	1340	0.474	631	650	1.5	1.2	5.583	A
				2	110	27	1720	1351	0.081	110	117	1.5	0.1	3.943	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	738	185	1720	1355	0.545	738	714	1.1	1.1	5.125	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	128	32	1324	863	0.147	128	123	0.0	0.1	4.509	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	55	14	1324	856	0.064	55	60	0.8	0.0	5.680	A
				2	89	22	1324	865	0.104	88	84	0.8	0.2	4.321	A
				3	128	32	1324	856	0.149	128	138	0.8	0.2	5.836	A
		2	1	1	55	14	-	-	-	55	60	0.0	0.0	0.106	A
				2	216	54	-	-	-	216	208	0.0	0.0	0.047	A
				3	128	32	-	-	-	128	136	0.0	0.0	0.131	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	460	115	1311	1199	0.384	462	460	0.8	0.3	4.769	A
			2	1	159	40	1311	1212	0.131	159	169	0.1	0.1	3.492	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	15	4	1311	1205	0.012	15	16	0.0	0.0	3.135	A
				2	154	39	1311	1210	0.128	156	152	0.2	0.0	3.761	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	460	115	-	-	-	460	458	0.2	0.0	0.328	A
			2	1	174	43	-	-	-	174	186	0.0	0.0	0.003	A
				2	154	39	-	-	-	154	151	0.0	0.0	0.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	545	136	1720	1411	0.386	541	540	1.3	0.8	4.547	A
				2	89	22	1720	1424	0.062	87	97	1.3	0.2	2.984	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	589	147	1720	1415	0.416	585	587	1.1	0.8	4.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	93	23	1324	947	0.098	94	98	0.1	0.1	4.045	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	46	11	1324	942	0.048	45	48	0.4	0.1	5.220	A
				2	77	19	1324	957	0.080	78	75	0.4	0.0	3.812	A
				3	108	27	1324	939	0.115	108	117	0.4	0.2	4.862	A
		2	1	1	46	11	-	-	-	46	48	0.0	0.0	0.037	A
				2	170	42	-	-	-	170	173	0.0	0.0	0.027	A
				3	108	27	-	-	-	108	117	0.0	0.0	0.054	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	1311	1214	0.297	359	361	0.3	0.8	4.235	A
			2	1	146	37	1311	1226	0.119	148	144	0.1	0.1	3.229	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	4	1267	1186	0.015	18	15	0.0	0.0	3.061	A
				2	112	28	1311	1207	0.093	110	123	0.0	0.2	3.389	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	360	90	-	-	-	360	363	0.0	0.0	0.158	A
			2	1	164	41	-	-	-	164	158	0.0	0.0	0.002	A
				2	112	28	-	-	-	112	124	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	418	104	1720	1446	0.290	419	444	1.0	0.4	3.806	A
				2	80	20	1720	1458	0.055	80	81	1.0	0.1	2.796	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	470	117	1720	1462	0.321	470	484	0.8	0.4	3.590	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2030 Baseline + Dev [-10pc], PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	59.38	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.38	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2030 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	950	100.000
2 - World Way (S)		ONE HOUR	✓	1431	100.000
3 - M56 EB offslip		ONE HOUR	✓	1040	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	122	335	493
	2 - World Way (S)	241	267	923
	3 - M56 EB offslip	296	744	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.99	81.86	26.2	F	871	1307
2 - World Way (S)	0.65	83.65	42.4	F	1314	1970
3 - M56 EB offslip	0.46	5.25	1.8	A	951	1426

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	720	180	755	1310	0.549	724	715	491	0.0	1.5	7.707	A
2 - World Way (S)	1073	268	469	2667	0.402	1076	1072	1010	0.0	2.2	7.576	A
3 - M56 EB offslip	775	194	470	2743	0.283	776	775	1075	0.0	0.8	3.557	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	854	214	908	1196	0.715	851	847	589	1.5	3.1	11.556	B
2 - World Way (S)	1295	324	545	2570	0.504	1289	1275	1214	2.2	4.9	12.195	B
3 - M56 EB offslip	932	233	564	2603	0.358	934	936	1270	0.8	1.0	4.062	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1039	260	1120	1054	0.985	993	983	711	3.1	18.7	44.112	E
2 - World Way (S)	1569	392	643	2453	0.640	1502	1494	1471	4.9	24.5	40.138	E
3 - M56 EB offslip	1150	287	680	2479	0.464	1151	1140	1464	1.0	1.6	5.179	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1046	262	1108	1064	0.984	1014	1017	725	18.7	26.2	81.865	F
2 - World Way (S)	1579	395	660	2423	0.652	1510	1503	1461	24.5	42.4	83.655	F
3 - M56 EB offslip	1139	285	695	2497	0.456	1138	1142	1474	1.6	1.8	5.249	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	855	214	904	1164	0.734	888	942	593	26.2	4.4	40.321	E
2 - World Way (S)	1278	319	578	2549	0.501	1373	1387	1214	42.4	17.0	71.243	F
3 - M56 EB offslip	927	232	568	2640	0.351	929	937	1383	1.8	1.1	4.243	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	715	179	761	1288	0.555	716	726	495	4.4	1.4	8.311	A
2 - World Way (S)	1087	272	462	2784	0.390	1096	1137	1015	17.0	2.6	16.764	C
3 - M56 EB offslip	782	196	474	2741	0.285	782	779	1084	1.1	0.8	3.556	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	184	924	0.199	184	181	0.0	0.2	4.563	A
			2	1, 2, 3	538	924	0.582	540	534	0.0	1.0	7.070	A
		2	1	(1, 2, 3)	720			722	720	0.0	0.2	1.269	A
	Exit	1	1		491			491	493	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	696	1063	0.655	698	689	0.0	1.3	6.905	A
			2	1	162	1063	0.153	162	164	0.0	0.2	3.937	A
			3	(1), 2	216	1063	0.204	217	219	0.0	0.2	4.096	A
		2	1	(3)	694			696	694	0.0	0.5	2.610	A
			2	(1, 2)	379			379	384	0.0	0.0	0.020	A
	Exit	1	1		1010			1010	1009	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	313	1372	0.229	314	313	0.0	0.3	3.241	A
			2	2, 3	462	1372	0.336	462	462	0.0	0.5	3.771	A
	Exit	1	1		1075			1075	1060	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	236	842	0.280	236	230	0.2	0.3	5.336	A
			2	1, 2, 3	616	842	0.731	615	616	1.0	1.6	8.897	A
		2	1	(1, 2, 3)	854			851	849	0.2	1.1	3.611	A
	Exit	1	1		589			589	595	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	832	1022	0.814	832	820	1.3	2.0	8.420	A
			2	1	198	1022	0.194	198	198	0.2	0.3	4.228	A
			3	(1), 2	260	1022	0.255	260	257	0.2	0.4	4.548	A
		2	1	(3)	837			832	823	0.5	2.3	7.992	A
			2	(1, 2)	459			458	456	0.0	0.0	0.064	A
	Exit	1	1		1214			1214	1206	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	381	1302	0.293	382	383	0.3	0.3	3.598	A
			2	2, 3	551	1302	0.423	552	553	0.5	0.7	4.384	A
	Exit	1	1		1270			1270	1256	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	300	730	0.410	299	291	0.3	0.7	7.161	A
			2	1, 2, 3	695	730	0.953	695	692	1.6	2.7	12.804	B
		2	1	(1, 2, 3)	1039			995	988	1.1	15.4	32.904	D
	Exit	1	1		711			711	712	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	950	971	0.978	949	935	2.0	2.9	10.486	B
			2	1	235	971	0.242	235	240	0.3	0.3	4.701	A
			3	(1), 2	318	971	0.327	318	319	0.4	0.4	5.047	A
		2	1	(3)	1016			950	939	2.3	20.8	48.977	E
			2	(1, 2)	553			553	559	0.0	0.0	0.147	A
	Exit	1	1		1471			1471	1460	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	473	1216	0.389	474	469	0.3	0.6	4.400	A
			2	2, 3	677	1216	0.556	678	671	0.7	1.0	5.724	A
	Exit	1	1		1464			1464	1445	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	304	736	0.413	303	305	0.7	0.6	7.528	A
			2	1, 2, 3	711	736	0.965	710	712	2.7	2.7	13.618	B
		2	1	(1, 2, 3)	1046			1015	1017	15.4	22.8	70.098	F
	Exit	1	1		725			725	725	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	945	962	0.983	945	942	2.9	2.9	11.156	B
			2	1	245	962	0.255	245	242	0.3	0.4	4.838	A
			3	(1), 2	321	962	0.334	320	318	0.4	0.5	5.345	A
		2	1	(3)	1014			945	943	20.8	38.6	115.843	F
			2	(1, 2)	566			566	561	0.0	0.0	0.183	A
	Exit	1	1		1461			1461	1463	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	474	1205	0.394	474	475	0.6	0.6	4.478	A
			2	2, 3	665	1205	0.552	664	667	1.0	1.2	5.798	A
	Exit	1	1		1474			1474	1473	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	244	845	0.289	244	267	0.6	0.4	6.240	A
			2	1, 2, 3	644	845	0.762	645	675	2.7	1.7	10.756	B
		2	1	(1, 2, 3)	855			887	937	22.8	2.2	31.084	D
	Exit	1	1		593			593	606	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	916	1005	0.912	919	930	2.9	2.4	10.491	B
			2	1	194	1005	0.193	195	198	0.4	0.2	4.455	A
			3	(1), 2	259	1005	0.258	259	258	0.5	0.3	4.852	A
		2	1	(3)	824			916	928	38.6	14.0	97.284	F
			2	(1, 2)	453			453	455	0.0	0.0	0.089	A
	Exit	1	1		1214			1214	1239	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	378	1299	0.291	379	382	0.6	0.4	3.779	A
			2	2, 3	549	1299	0.423	550	555	1.2	0.7	4.563	A
	Exit	1	1		1383			1383	1421	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	181	920	0.196	181	186	0.4	0.2	4.644	A
			2	1, 2, 3	534	920	0.581	535	540	1.7	1.0	7.246	A
		2	1	(1, 2, 3)	715			715	722	2.2	0.2	1.791	A
	Exit	1	1		495			495	496	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	708	1067	0.664	710	753	2.4	1.4	7.916	A
			2	1	166	1067	0.156	166	165	0.2	0.2	3.984	A
			3	(1), 2	220	1067	0.206	220	219	0.3	0.2	4.129	A
		2	1	(3)	701			708	749	14.0	0.8	16.023	C
			2	(1, 2)	386			386	383	0.0	0.0	0.026	A
	Exit	1	1		1015			1015	1016	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	320	1369	0.234	320	316	0.4	0.3	3.223	A
			2	2, 3	462	1369	0.338	462	463	0.7	0.5	3.784	A
	Exit	1	1		1084			1084	1130	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	184	46	1324	924	0.199	184	181	0.0	0.2	4.563	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	92	23	1324	923	0.099	91	91	0.0	0.2	7.356	A
				2	71	18	1324	924	0.076	71	72	0.0	0.1	4.631	A
				3	375	94	1324	924	0.406	377	371	0.0	0.7	7.469	A
		2	1	1	92	23	-	-	-	92	92	0.0	0.0	1.402	A
				2	254	64	-	-	-	255	254	0.0	0.1	1.025	A
				3	374	93	-	-	-	375	374	0.0	0.1	1.402	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	696	174	1311	1063	0.655	698	689	0.0	1.3	6.905	A
			2	1	162	41	1311	1062	0.153	162	164	0.0	0.2	3.937	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1302	1056	0.016	17	18	0.0	0.0	3.557	A
				2	200	50	1311	1063	0.188	200	201	0.0	0.2	4.143	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	694	174	-	-	-	696	694	0.0	0.5	2.610	A
			2	1	179	45	-	-	-	179	182	0.0	0.0	0.012	A
				2	200	50	-	-	-	200	202	0.0	0.0	0.027	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	220	55	1720	1372	0.161	221	220	0.0	0.2	3.397	A
				2	93	23	1720	1372	0.068	93	93	0.0	0.1	2.874	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	462	115	1720	1372	0.336	462	462	0.0	0.5	3.771	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	236	59	1324	844	0.279	236	230	0.2	0.3	5.336	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	107	27	1324	842	0.127	107	109	1.0	0.3	9.359	A
				2	69	17	1324	845	0.082	70	71	1.0	0.1	5.690	A
				3	439	110	1324	842	0.522	438	436	1.0	1.2	9.301	A
		2	1	1	108	27	-	-	-	107	110	0.2	0.2	4.047	A
				2	305	76	-	-	-	305	301	0.2	0.3	3.108	A
				3	441	110	-	-	-	439	438	0.2	0.6	3.847	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	832	208	1311	1022	0.814	832	820	1.3	2.0	8.420	A
			2	1	198	50	1311	1022	0.194	198	198	0.2	0.3	4.228	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1299	1013	0.020	20	21	0.2	0.0	3.773	A
				2	240	60	1311	1021	0.235	239	236	0.2	0.3	4.616	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	837	209	-	-	-	832	823	0.5	2.3	7.992	A
			2	1	219	55	-	-	-	219	219	0.0	0.0	0.051	A
				2	240	60	-	-	-	240	237	0.0	0.0	0.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	265	66	1720	1302	0.203	265	266	0.3	0.3	3.779	A
				2	117	29	1720	1304	0.090	117	117	0.3	0.1	3.186	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	551	138	1720	1303	0.423	552	553	0.5	0.7	4.384	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	300	75	1324	730	0.410	299	291	0.3	0.7	7.161	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	128	32	1324	729	0.175	127	126	1.6	0.5	13.104	B
				2	52	13	1324	734	0.071	52	56	1.6	0.1	9.002	A
				3	516	129	1324	730	0.706	516	509	1.6	2.0	13.147	B
		2	1	1	134	33	-	-	-	128	127	1.1	2.0	33.544	D
				2	367	92	-	-	-	351	349	1.1	5.3	31.843	D
				3	538	134	-	-	-	516	513	1.1	8.1	33.467	D
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	950	237	1311	971	0.978	949	935	2.0	2.9	10.486	B
			2	1	235	59	1311	971	0.242	235	240	0.3	0.3	4.701	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	25	6	1305	968	0.025	24	24	0.4	0.0	3.845	A
				2	293	73	1311	971	0.302	293	295	0.4	0.4	5.145	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1016	254	-	-	-	950	939	2.3	20.8	48.977	E
			2	1	260	65	-	-	-	260	264	0.0	0.0	0.124	A
				2	293	73	-	-	-	293	295	0.0	0.0	0.167	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	324	81	1720	1217	0.266	324	322	0.3	0.4	4.656	A
				2	149	37	1720	1216	0.123	149	147	0.3	0.1	3.840	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	677	169	1720	1216	0.556	678	671	0.7	1.0	5.724	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	304	76	1324	736	0.413	303	305	0.7	0.6	7.528	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	130	33	1324	737	0.177	131	130	2.7	0.5	13.933	B
				2	50	13	1324	735	0.069	50	51	2.7	0.1	10.459	B
				3	530	133	1324	736	0.720	530	530	2.7	2.1	13.846	B
		2	1	1	134	33	-	-	-	130	130	15.4	2.9	70.836	F
				2	365	91	-	-	-	354	356	15.4	7.9	68.581	F
				3	547	137	-	-	-	530	530	15.4	12.0	70.934	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	945	236	1311	962	0.983	945	942	2.9	2.9	11.156	B
			2	1	245	61	1311	962	0.255	245	242	0.3	0.4	4.838	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1305	957	0.025	24	24	0.4	0.0	4.160	A
				2	297	74	1311	962	0.309	296	294	0.4	0.5	5.442	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1014	253	-	-	-	945	943	20.8	38.6	115.843	F
			2	1	269	67	-	-	-	269	266	0.0	0.0	0.151	A
				2	297	74	-	-	-	297	295	0.0	0.0	0.212	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	327	82	1720	1206	0.271	326	329	0.6	0.4	4.746	A
				2	148	37	1720	1206	0.123	148	146	0.6	0.2	3.879	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	665	166	1720	1206	0.551	664	667	1.0	1.2	5.798	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	244	61	1324	845	0.289	244	267	0.6	0.4	6.240	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	114	28	1324	844	0.135	114	121	2.7	0.3	11.092	B
				2	67	17	1324	845	0.079	66	64	2.7	0.1	7.131	A
				3	463	116	1324	845	0.548	464	490	2.7	1.3	11.146	B
		2	1	1	109	27	-	-	-	114	121	22.8	0.3	31.555	D
				2	300	75	-	-	-	311	330	22.8	0.7	30.468	D
				3	446	111	-	-	-	463	487	22.8	1.2	31.385	D
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	916	229	1311	1005	0.912	919	930	2.9	2.4	10.491	B
			2	1	194	49	1311	1006	0.193	195	198	0.4	0.2	4.455	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1305	997	0.019	19	20	0.5	0.0	3.948	A
				2	240	60	1311	1005	0.239	240	238	0.5	0.3	4.929	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	824	206	-	-	-	916	928	38.6	14.0	97.284	F
			2	1	213	53	-	-	-	213	218	0.0	0.0	0.073	A
				2	240	60	-	-	-	240	237	0.0	0.0	0.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	264	66	1720	1299	0.203	265	266	0.6	0.3	3.987	A
				2	114	28	1720	1299	0.088	114	116	0.6	0.1	3.304	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	549	137	1720	1300	0.423	550	555	1.2	0.7	4.563	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	1324	922	0.196	181	186	0.4	0.2	4.644	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	87	22	1324	921	0.095	88	93	1.7	0.2	7.525	A
				2	74	18	1324	921	0.080	73	70	1.7	0.1	4.648	A
				3	373	93	1324	920	0.406	374	377	1.7	0.7	7.665	A
		2	1	1	88	22	-	-	-	87	92	2.2	0.0	1.895	A
				2	254	64	-	-	-	254	255	2.2	0.1	1.560	A
				3	373	93	-	-	-	373	375	2.2	0.1	1.923	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	708	177	1311	1066	0.664	710	753	2.4	1.4	7.916	A
			2	1	166	41	1311	1065	0.156	166	165	0.2	0.2	3.984	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1284	1042	0.016	17	17	0.3	0.0	3.358	A
				2	203	51	1311	1066	0.191	203	203	0.3	0.2	4.193	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	701	175	-	-	-	708	749	14.0	0.8	16.023	C
			2	1	183	46	-	-	-	183	181	0.0	0.0	0.025	A
				2	203	51	-	-	-	203	202	0.0	0.0	0.027	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	224	56	1720	1369	0.163	224	222	0.4	0.2	3.372	A
				2	97	24	1720	1367	0.071	96	94	0.4	0.1	2.873	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	462	116	1720	1369	0.338	462	463	0.7	0.5	3.784	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline + Dev [-10pc], AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	8.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.29	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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	2035 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	562	100.000
2 - World Way (S)		ONE HOUR	✓	956	100.000
3 - M56 EB offslip		ONE HOUR	✓	1749	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	72	258	232
	2 - World Way (S)	228	169	559
	3 - M56 EB offslip	910	839	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.54	9.12	1.7	A	515	773
2 - World Way (S)	0.36	5.69	2.0	A	880	1320
3 - M56 EB offslip	0.73	9.45	5.6	A	1601	2402

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	428	107	740	1445	0.297	428	424	916	0.0	0.5	5.027	A
2 - World Way (S)	718	180	237	3017	0.238	717	716	930	0.0	0.9	4.132	A
3 - M56 EB offslip	1297	324	355	2902	0.447	1301	1317	600	0.0	1.3	4.400	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	504	126	894	1284	0.392	506	495	1097	0.5	1.0	5.740	A
2 - World Way (S)	851	213	272	2948	0.289	850	856	1128	0.9	1.2	4.576	A
3 - M56 EB offslip	1569	392	419	2753	0.570	1572	1564	703	1.3	2.1	5.379	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	612	153	1115	1206	0.508	611	614	1329	1.0	1.5	8.572	A
2 - World Way (S)	1043	261	324	2975	0.351	1042	1044	1402	1.2	1.5	5.405	A
3 - M56 EB offslip	1942	485	519	2654	0.732	1925	1915	848	2.1	5.6	8.757	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	623	156	1116	1158	0.538	618	621	1328	1.5	1.7	9.116	A
2 - World Way (S)	1070	267	333	2939	0.364	1068	1061	1401	1.5	2.0	5.695	A
3 - M56 EB offslip	1913	478	531	2744	0.697	1913	1920	870	5.6	5.4	9.453	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	493	123	911	1290	0.382	493	506	1099	1.7	0.7	6.554	A
2 - World Way (S)	876	219	272	2936	0.299	879	868	1132	2.0	1.1	4.781	A
3 - M56 EB offslip	1567	392	439	2862	0.548	1571	1580	712	5.4	2.4	5.714	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	431	108	757	1416	0.304	432	433	919	0.7	0.5	5.015	A
2 - World Way (S)	722	181	236	3044	0.237	722	725	953	1.1	0.9	4.232	A
3 - M56 EB offslip	1319	330	360	2918	0.452	1316	1315	598	2.4	1.7	4.456	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	115	932	0.124	116	117	0.0	0.1	4.275	A
			2	1, 2, 3	313	932	0.336	312	307	0.0	0.4	5.232	A
		2	1	(1, 2, 3)	428			428	426	0.0	0.0	0.059	A
	Exit	1	1		916			916	915	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	422	1185	0.356	420	419	0.0	0.6	4.425	A
			2	1	154	1185	0.130	156	155	0.0	0.1	3.443	A
			3	(1), 2	142	1185	0.120	142	142	0.0	0.2	3.403	A
		2	1	(3)	422			422	421	0.0	0.0	0.204	A
			2	(1, 2)	296			296	298	0.0	0.0	0.005	A
	Exit	1	1		930			930	946	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	761	1457	0.522	764	767	0.0	0.8	4.896	A
			2	2, 3	536	1457	0.368	537	551	0.0	0.5	3.711	A
	Exit	1	1		600			600	597	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	146	850	0.172	148	141	0.1	0.2	4.589	A
			2	1, 2, 3	357	850	0.420	358	354	0.4	0.7	5.925	A
		2	1	(1, 2, 3)	504			503	497	0.0	0.0	0.194	A
	Exit	1	1		1097			1097	1083	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	501	1167	0.429	499	503	0.6	0.8	4.945	A
			2	1	180	1167	0.154	181	182	0.1	0.1	3.387	A
			3	(1), 2	170	1167	0.145	170	171	0.2	0.2	3.530	A
		2	1	(3)	501			501	504	0.0	0.1	0.411	A
			2	(1, 2)	350			350	353	0.0	0.0	0.005	A
	Exit	1	1		1128			1128	1124	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	906	1409	0.643	910	900	0.8	1.3	6.135	A
			2	2, 3	662	1409	0.470	662	664	0.5	0.8	4.355	A
	Exit	1	1		703			703	708	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	197	733	0.269	197	196	0.2	0.4	5.701	A
			2	1, 2, 3	415	733	0.566	414	418	0.7	0.9	8.111	A
		2	1	(1, 2, 3)	612			612	616	0.0	0.2	1.226	A
	Exit	1	1		1329			1329	1317	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	604	1139	0.530	604	610	0.8	1.0	5.687	A
			2	1	223	1139	0.195	223	222	0.1	0.2	3.722	A
			3	(1), 2	215	1139	0.188	216	213	0.2	0.2	3.797	A
		2	1	(3)	605			604	610	0.1	0.2	0.871	A
			2	(1, 2)	437			437	435	0.0	0.0	0.020	A
	Exit	1	1		1402			1402	1403	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1105	1336	0.827	1092	1081	1.3	3.9	10.439	B
			2	2, 3	837	1336	0.627	833	834	0.8	1.6	6.564	A
	Exit	1	1		848			848	854	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	198	732	0.271	197	197	0.4	0.4	6.136	A
			2	1, 2, 3	423	732	0.578	420	424	0.9	1.1	8.648	A
		2	1	(1, 2, 3)	623			621	622	0.2	0.2	1.266	A
	Exit	1	1		1328			1328	1336	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	619	1135	0.545	617	619	1.0	1.2	5.894	A
			2	1	228	1135	0.201	227	225	0.2	0.2	3.900	A
			3	(1), 2	225	1135	0.199	225	217	0.2	0.3	3.790	A
		2	1	(3)	617			619	620	0.2	0.2	1.096	A
			2	(1, 2)	453			453	443	0.0	0.0	0.038	A
	Exit	1	1		1401			1401	1393	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1081	1326	0.815	1080	1087	3.9	3.7	11.627	B
			2	2, 3	832	1326	0.627	833	833	1.6	1.7	6.620	A
	Exit	1	1		870			870	873	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	142	841	0.168	142	149	0.4	0.1	4.948	A
			2	1, 2, 3	351	841	0.418	351	358	1.1	0.5	6.624	A
		2	1	(1, 2, 3)	493			493	503	0.2	0.0	0.424	A
	Exit	1	1		1099			1099	1096	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	506	1167	0.433	508	507	1.2	0.7	5.145	A
			2	1	191	1167	0.164	192	186	0.2	0.2	3.614	A
			3	(1), 2	181	1167	0.155	180	174	0.3	0.2	3.528	A
		2	1	(3)	505			506	505	0.2	0.0	0.496	A
			2	(1, 2)	372			372	360	0.0	0.0	0.008	A
	Exit	1	1		1132			1132	1142	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	896	1394	0.643	898	907	3.7	1.5	6.585	A
			2	2, 3	671	1394	0.481	673	674	1.7	0.9	4.547	A
	Exit	1	1		712			712	717	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	120	922	0.130	119	122	0.1	0.1	4.108	A
			2	1, 2, 3	311	922	0.337	313	311	0.5	0.3	5.249	A
		2	1	(1, 2, 3)	431			431	432	0.0	0.0	0.096	A
	Exit	1	1		919			919	914	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	417	1186	0.352	417	420	0.7	0.6	4.557	A
			2	1	161	1186	0.136	161	159	0.2	0.1	3.445	A
			3	(1), 2	144	1186	0.121	144	146	0.2	0.1	3.402	A
		2	1	(3)	418			417	420	0.0	0.0	0.256	A
			2	(1, 2)	305			305	304	0.0	0.0	0.010	A
	Exit	1	1		953			953	959	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	762	1453	0.525	758	758	1.5	1.2	4.900	A
			2	2, 3	556	1453	0.383	558	557	0.9	0.5	3.853	A
	Exit	1	1		598			598	600	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	115	29	1324	931	0.124	116	117	0.0	0.1	4.275	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	58	14	1324	927	0.062	58	54	0.0	0.1	5.629	A
				2	75	19	1324	929	0.081	75	75	0.0	0.1	4.105	A
				3	180	45	1324	930	0.194	180	178	0.0	0.3	5.586	A
		2	1	1	58	14	-	-	-	58	54	0.0	0.0	0.104	A
				2	190	48	-	-	-	190	193	0.0	0.0	0.019	A
				3	180	45	-	-	-	180	179	0.0	0.0	0.089	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	105	1311	1187	0.356	420	419	0.0	0.6	4.425	A
			2	1	154	39	1311	1188	0.130	156	155	0.0	0.1	3.443	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1298	1175	0.014	17	18	0.0	0.0	3.149	A
				2	125	31	1311	1186	0.105	125	125	0.0	0.2	3.439	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	422	106	-	-	-	422	421	0.0	0.0	0.204	A
			2	1	171	43	-	-	-	171	173	0.0	0.0	0.006	A
				2	125	31	-	-	-	125	125	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	683	171	1720	1457	0.469	686	688	0.0	0.8	5.099	A
				2	78	20	1720	1460	0.053	78	78	0.0	0.1	3.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	536	134	1720	1457	0.368	537	551	0.0	0.5	3.711	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	146	37	1324	851	0.172	148	141	0.1	0.2	4.589	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	67	17	1324	848	0.079	68	65	0.4	0.1	6.382	A
				2	86	22	1324	847	0.102	86	84	0.4	0.1	4.623	A
				3	204	51	1324	849	0.240	204	205	0.4	0.5	6.312	A
		2	1	1	67	17	-	-	-	67	65	0.0	0.0	0.268	A
				2	233	58	-	-	-	233	226	0.0	0.0	0.125	A
				3	204	51	-	-	-	204	206	0.0	0.0	0.247	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	501	125	1311	1167	0.429	499	503	0.6	0.8	4.945	A
			2	1	180	45	1311	1167	0.154	181	182	0.1	0.1	3.387	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	23	6	1311	1171	0.020	23	21	0.0	0.0	3.306	A
				2	147	37	1311	1167	0.126	146	150	0.2	0.2	3.562	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	501	125	-	-	-	501	504	0.0	0.1	0.411	A
			2	1	203	51	-	-	-	203	203	0.0	0.0	0.005	A
				2	147	37	-	-	-	147	150	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	821	205	1720	1410	0.582	824	815	0.8	1.2	6.395	A
				2	86	21	1720	1410	0.061	86	85	0.8	0.1	3.641	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	662	166	1720	1410	0.470	662	664	0.5	0.8	4.355	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	197	49	1324	734	0.269	197	196	0.2	0.4	5.701	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	81	20	1324	733	0.111	80	80	0.7	0.2	8.838	A
				2	89	22	1324	737	0.121	90	94	0.7	0.1	5.951	A
				3	245	61	1324	736	0.332	244	244	0.7	0.6	8.701	A
		2	1	1	81	20	-	-	-	81	80	0.0	0.0	1.582	A
				2	286	72	-	-	-	287	291	0.0	0.1	1.009	A
				3	245	61	-	-	-	245	245	0.0	0.1	1.366	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	604	151	1311	1140	0.530	604	610	0.8	1.0	5.687	A
			2	1	223	56	1311	1141	0.195	223	222	0.1	0.2	3.722	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	6	1311	1141	0.022	26	24	0.0	0.0	3.220	A
				2	189	47	1311	1140	0.166	190	189	0.2	0.2	3.871	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	605	151	-	-	-	604	610	0.1	0.2	0.871	A
			2	1	248	62	-	-	-	248	246	0.0	0.0	0.019	A
				2	189	47	-	-	-	189	189	0.0	0.0	0.021	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1013	253	1720	1336	0.758	1000	992	1.3	3.8	10.881	B
				2	92	23	1720	1342	0.069	92	90	1.3	0.1	5.509	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	837	209	1720	1336	0.626	833	834	0.8	1.6	6.564	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	198	50	1324	735	0.270	197	197	0.4	0.4	6.136	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	80	20	1324	737	0.108	80	82	0.9	0.2	9.344	A
				2	88	22	1324	732	0.120	87	88	0.9	0.2	6.274	A
				3	255	64	1324	732	0.348	254	254	0.9	0.6	9.257	A
		2	1	1	80	20	-	-	-	80	82	0.2	0.0	1.457	A
				2	287	72	-	-	-	287	287	0.2	0.1	1.000	A
				3	256	64	-	-	-	255	254	0.2	0.1	1.505	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	619	155	1311	1135	0.545	617	619	1.0	1.2	5.894	A
			2	1	228	57	1311	1134	0.201	227	225	0.2	0.2	3.900	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	7	1311	1131	0.023	26	26	0.2	0.0	3.232	A
				2	199	50	1311	1135	0.175	199	191	0.2	0.2	3.867	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	617	154	-	-	-	619	620	0.2	0.2	1.096	A
			2	1	254	63	-	-	-	254	252	0.0	0.0	0.033	A
				2	199	50	-	-	-	199	191	0.0	0.0	0.043	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	996	249	1720	1327	0.750	995	1003	3.9	3.5	12.131	B
				2	85	21	1720	1328	0.064	85	84	3.9	0.2	5.576	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	832	208	1720	1327	0.627	833	833	1.6	1.7	6.620	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	35	1324	843	0.168	142	149	0.4	0.1	4.948	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	68	17	1324	841	0.081	68	65	1.1	0.1	7.326	A
				2	80	20	1324	841	0.095	79	83	1.1	0.1	4.950	A
				3	203	51	1324	841	0.241	204	209	1.1	0.2	7.072	A
		2	1	1	68	17	-	-	-	68	65	0.2	0.0	0.497	A
				2	222	55	-	-	-	222	230	0.2	0.0	0.311	A
				3	203	51	-	-	-	203	208	0.2	0.0	0.527	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	506	126	1311	1167	0.433	508	507	1.2	0.7	5.145	A
			2	1	191	48	1311	1166	0.164	192	186	0.2	0.2	3.614	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	20	5	1311	1167	0.017	20	20	0.3	0.0	3.227	A
				2	161	40	1311	1168	0.138	160	154	0.3	0.2	3.568	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	505	126	-	-	-	506	505	0.2	0.0	0.496	A
			2	1	211	53	-	-	-	211	206	0.0	0.0	0.009	A
				2	161	40	-	-	-	161	154	0.0	0.0	0.007	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	819	205	1720	1395	0.587	820	824	3.7	1.4	6.876	A
				2	78	19	1720	1398	0.055	78	83	3.7	0.1	3.698	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	671	168	1720	1395	0.481	673	674	1.7	0.9	4.547	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	120	30	1324	926	0.129	119	122	0.1	0.1	4.108	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	55	14	1324	926	0.059	55	54	0.5	0.1	5.595	A
				2	77	19	1324	927	0.083	77	77	0.5	0.1	4.145	A
				3	180	45	1324	924	0.195	181	180	0.5	0.2	5.617	A
		2	1	1	55	14	-	-	-	55	54	0.0	0.0	0.128	A
				2	196	49	-	-	-	196	198	0.0	0.0	0.062	A
				3	180	45	-	-	-	180	180	0.0	0.0	0.123	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	417	104	1311	1187	0.352	417	420	0.7	0.6	4.557	A
			2	1	161	40	1311	1187	0.136	161	159	0.2	0.1	3.445	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1186	0.016	19	18	0.2	0.0	3.084	A
				2	125	31	1311	1186	0.106	125	128	0.2	0.1	3.447	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	418	104	-	-	-	417	420	0.0	0.0	0.256	A
			2	1	180	45	-	-	-	180	176	0.0	0.0	0.005	A
				2	125	31	-	-	-	125	128	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	689	172	1720	1452	0.474	684	683	1.5	1.1	5.086	A
				2	74	18	1720	1459	0.051	74	75	1.5	0.1	3.224	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	556	139	1720	1453	0.383	558	557	0.9	0.5	3.853	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2035 Baseline + Dev [-10pc], PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - Enterprise Way (N)	Arm 1: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - World Way (S)	Arm 2: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	439.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	439.27	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

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	2035 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	1316	100.000
2 - World Way (S)		ONE HOUR	✓	1580	100.000
3 - M56 EB offslip		ONE HOUR	✓	1195	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	149	378	789
	2 - World Way (S)	269	281	1030
	3 - M56 EB offslip	370	825	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.59	1024.30	335.7	F	1206	1809
2 - World Way (S)	0.73	282.86	110.9	F	1442	2164
3 - M56 EB offslip	0.56	6.13	2.5	A	1108	1663

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	980	245	847	1174	0.835	979	966	593	0.0	5.4	17.557	C
2 - World Way (S)	1176	294	699	2398	0.491	1175	1162	1128	0.0	4.8	13.466	B
3 - M56 EB offslip	918	229	526	2694	0.341	915	906	1348	0.0	1.2	3.934	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1191	298	1003	1061	1.122	1053	1045	684	5.4	39.2	80.435	F
2 - World Way (S)	1419	355	749	2330	0.609	1378	1357	1307	4.8	20.0	39.061	E
3 - M56 EB offslip	1070	268	614	2547	0.420	1074	1073	1513	1.2	1.4	4.607	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1454	364	1212	915	1.589	934	939	804	39.2	167.9	402.242	F
2 - World Way (S)	1752	438	665	2416	0.725	1576	1553	1481	20.0	68.0	113.470	F
3 - M56 EB offslip	1316	329	704	2414	0.545	1312	1315	1537	1.4	2.5	6.053	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1447	362	1237	923	1.567	918	918	813	167.9	298.9	869.129	F
2 - World Way (S)	1726	431	661	2495	0.692	1568	1571	1494	68.0	110.9	223.246	F
3 - M56 EB offslip	1337	334	715	2403	0.557	1335	1320	1513	2.5	2.5	6.131	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1171	293	1011	1090	1.074	1056	1032	704	298.9	335.7	1024.299	F
2 - World Way (S)	1404	351	749	2279	0.616	1391	1419	1318	110.9	109.5	282.862	F
3 - M56 EB offslip	1104	276	612	2615	0.422	1103	1090	1529	2.5	1.6	4.756	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	995	249	833	1174	0.848	1175	1160	609	335.7	293.1	798.991	F
2 - World Way (S)	1178	295	832	2260	0.521	1259	1281	1175	109.5	85.1	211.486	F
3 - M56 EB offslip	905	226	537	2659	0.340	905	896	1555	1.6	1.0	3.917	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	236	875	0.269	236	232	0.0	0.4	5.195	A
			2	1, 2, 3	744	875	0.850	744	734	0.0	2.1	9.596	A
		2	1	(1, 2, 3)	980			979	976	0.0	2.9	8.989	A
	Exit	1	1		593			593	595	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	763	941	0.811	762	749	0.0	2.1	9.168	A
			2	1	185	941	0.197	184	182	0.0	0.3	4.634	A
			3	(1), 2	229	941	0.243	229	230	0.0	0.3	4.931	A
		2	1	(3)	762			763	758	0.0	2.1	8.918	A
			2	(1, 2)	414			414	415	0.0	0.0	0.074	A
	Exit	1	1		1128			1128	1115	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	382	1330	0.287	381	384	0.0	0.5	3.647	A
			2	2, 3	536	1330	0.403	534	523	0.0	0.6	4.146	A
	Exit	1	1		1348			1348	1324	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	271	792	0.342	269	267	0.4	0.5	6.417	A
			2	1, 2, 3	785	792	0.991	784	778	2.1	2.9	12.594	B
		2	1	(1, 2, 3)	1191			1056	1049	2.9	35.8	69.231	F
	Exit	1	1		684			684	686	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	883	915	0.965	883	863	2.1	2.7	11.180	B
			2	1	219	915	0.240	219	215	0.3	0.3	4.998	A
			3	(1), 2	278	915	0.304	277	278	0.3	0.6	5.138	A
		2	1	(3)	922			883	866	2.1	16.4	45.949	E
			2	(1, 2)	496			497	495	0.0	0.1	0.149	A
	Exit	1	1		1307			1307	1300	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	452	1265	0.357	454	459	0.5	0.5	4.091	A
			2	2, 3	618	1265	0.489	621	614	0.6	0.9	4.992	A
	Exit	1	1		1513			1513	1489	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	247	681	0.363	247	243	0.5	0.5	7.753	A
			2	1, 2, 3	687	681	1.008	687	696	2.9	2.9	15.245	C
		2	1	(1, 2, 3)	1454			934	939	35.8	164.5	388.719	F
	Exit	1	1		804			804	808	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	975	959	1.017	975	946	2.7	3.0	11.299	B
			2	1	260	959	0.271	260	267	0.3	0.2	5.040	A
			3	(1), 2	339	959	0.354	340	340	0.6	0.5	5.424	A
		2	1	(3)	1153			975	947	16.4	64.2	159.749	F
			2	(1, 2)	599			599	606	0.1	0.1	0.218	A
	Exit	1	1		1481			1481	1488	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	573	1199	0.478	574	572	0.5	0.9	5.044	A
			2	2, 3	743	1199	0.620	738	743	0.9	1.7	6.829	A
	Exit	1	1		1537			1537	1511	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	232	668	0.347	231	236	0.5	0.5	7.904	A
			2	1, 2, 3	686	668	1.027	686	682	2.9	3.0	15.593	C
		2	1	(1, 2, 3)	1447			918	918	164.5	295.5	856.912	F
	Exit	1	1		813			813	814	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	960	961	0.998	960	958	3.0	3.0	11.269	B
			2	1	270	961	0.281	269	273	0.2	0.4	4.943	A
			3	(1), 2	339	961	0.352	339	339	0.5	0.5	5.493	A
		2	1	(3)	1118			960	958	64.2	107.0	330.101	F
			2	(1, 2)	608			609	613	0.1	0.0	0.227	A
	Exit	1	1		1494			1494	1485	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	590	1190	0.495	587	578	0.9	1.0	5.247	A
			2	2, 3	748	1190	0.628	747	742	1.7	1.5	6.821	A
	Exit	1	1		1513			1513	1510	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	274	788	0.348	274	265	0.5	0.6	6.930	A
			2	1, 2, 3	781	788	0.992	781	767	3.0	3.0	13.746	B
		2	1	(1, 2, 3)	1171			1056	1032	295.5	332.2	1014.634	F
	Exit	1	1		704			704	696	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	901	914	0.986	901	924	3.0	3.0	11.709	B
			2	1	213	914	0.233	213	220	0.4	0.3	4.825	A
			3	(1), 2	278	914	0.304	277	276	0.5	0.4	5.267	A
		2	1	(3)	913			901	924	107.0	105.7	420.575	F
			2	(1, 2)	491			491	495	0.0	0.0	0.110	A
	Exit	1	1		1318			1318	1303	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	474	1267	0.374	473	467	1.0	0.7	4.163	A
			2	2, 3	630	1267	0.497	630	623	1.5	0.9	5.202	A
	Exit	1	1		1529			1529	1542	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	303	882	0.343	303	296	0.6	0.6	6.024	A
			2	1, 2, 3	872	882	0.988	871	864	3.0	2.9	12.129	B
		2	1	(1, 2, 3)	995			1175	1159	332.2	289.6	795.014	F
	Exit	1	1		609			609	604	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	850	870	0.977	851	872	3.0	2.9	12.259	B
			2	1	179	870	0.206	178	180	0.3	0.2	5.061	A
			3	(1), 2	229	870	0.263	230	229	0.4	0.3	5.314	A
		2	1	(3)	769			850	872	105.7	81.6	346.441	F
			2	(1, 2)	409			408	408	0.0	0.0	0.073	A
	Exit	1	1		1175			1175	1162	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	385	1322	0.291	386	381	0.7	0.3	3.620	A
			2	2, 3	520	1322	0.393	520	515	0.9	0.6	4.136	A
	Exit	1	1		1555			1555	1571	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	236	59	1324	875	0.269	236	232	0.0	0.4	5.195	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	113	28	1324	877	0.129	113	111	0.0	0.3	9.903	A
				2	45	11	1324	881	0.051	44	48	0.0	0.1	5.829	A
				3	585	146	1324	875	0.669	586	575	0.0	1.6	9.852	A
		2	1	1	113	28	-	-	-	113	113	0.0	0.3	9.332	A
				2	281	70	-	-	-	280	282	0.0	0.8	8.244	A
				3	586	146	-	-	-	585	581	0.0	1.8	9.284	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	763	191	1311	941	0.811	762	749	0.0	2.1	9.168	A
			2	1	185	46	1311	938	0.197	184	182	0.0	0.3	4.634	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	5	1311	945	0.019	18	20	0.0	0.0	4.026	A
				2	211	53	1311	941	0.224	211	210	0.0	0.3	5.018	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	762	191	-	-	-	763	758	0.0	2.1	8.918	A
			2	1	203	51	-	-	-	203	204	0.0	0.0	0.062	A
				2	211	53	-	-	-	211	211	0.0	0.0	0.085	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	280	70	1720	1328	0.211	278	281	0.0	0.5	3.849	A
				2	102	26	1720	1328	0.077	103	102	0.0	0.1	3.088	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	536	134	1720	1331	0.402	534	523	0.0	0.6	4.146	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	271	68	1324	792	0.342	269	267	0.4	0.5	6.417	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	119	30	1324	792	0.151	118	117	2.1	0.5	12.917	B
				2	35	9	1324	800	0.044	35	36	2.1	0.1	8.239	A
				3	630	158	1324	792	0.796	630	625	2.1	2.4	12.783	B
		2	1	1	133	33	-	-	-	119	117	2.9	3.9	69.397	F
				2	340	85	-	-	-	306	303	2.9	10.0	68.298	F
				3	717	179	-	-	-	630	628	2.9	22.0	69.648	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	883	221	1311	914	0.965	883	863	2.1	2.7	11.180	B
			2	1	219	55	1311	918	0.239	219	215	0.3	0.3	4.998	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1301	913	0.023	20	22	0.3	0.0	4.156	A
				2	257	64	1311	917	0.280	256	256	0.3	0.5	5.223	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	922	231	-	-	-	883	866	2.1	16.4	45.949	E
			2	1	240	60	-	-	-	240	238	0.0	0.0	0.110	A
				2	256	64	-	-	-	257	257	0.0	0.0	0.186	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	326	81	1720	1267	0.257	327	332	0.5	0.3	4.270	A
				2	126	32	1720	1270	0.099	127	127	0.5	0.1	3.626	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	618	155	1720	1265	0.489	621	614	0.6	0.9	4.992	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	247	62	1324	680	0.364	247	243	0.5	0.5	7.753	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	104	26	1324	681	0.153	103	105	2.9	0.5	15.347	C
				2	23	6	1324	681	0.034	22	26	2.9	0.1	11.869	B
				3	560	140	1324	681	0.822	562	565	2.9	2.3	15.379	C
		2	1	1	161	40	-	-	-	104	106	35.8	18.2	390.947	F
				2	419	105	-	-	-	270	269	35.8	47.2	386.927	F
				3	874	218	-	-	-	560	565	35.8	99.0	389.159	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	975	244	1311	959	1.017	975	946	2.7	3.0	11.299	B
			2	1	260	65	1311	959	0.271	260	267	0.3	0.2	5.040	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	28	7	1301	953	0.029	28	28	0.6	0.0	4.319	A
				2	312	78	1311	960	0.325	312	312	0.6	0.5	5.523	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1153	288	-	-	-	975	947	16.4	64.2	159.749	F
			2	1	287	72	-	-	-	287	294	0.1	0.0	0.199	A
				2	312	78	-	-	-	312	312	0.1	0.0	0.235	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	412	103	1720	1196	0.344	412	408	0.5	0.7	5.317	A
				2	161	40	1720	1195	0.135	162	164	0.5	0.2	4.364	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	743	186	1720	1199	0.620	738	743	0.9	1.7	6.829	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	232	58	1324	669	0.347	231	236	0.5	0.5	7.904	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	107	27	1324	671	0.159	107	104	2.9	0.5	15.931	C
				2	25	6	1304	668	0.038	26	26	2.9	0.1	12.188	B
				3	554	139	1324	668	0.829	554	552	2.9	2.5	15.688	C
		2	1	1	162	41	-	-	-	107	104	164.5	33.7	856.252	F
				2	416	104	-	-	-	257	262	164.5	84.6	858.044	F
				3	868	217	-	-	-	554	553	164.5	177.1	856.499	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	960	240	1311	961	0.998	960	958	3.0	3.0	11.269	B
			2	1	270	68	1311	960	0.281	269	273	0.2	0.4	4.943	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	27	7	1311	963	0.028	26	26	0.5	0.1	4.276	A
				2	312	78	1311	961	0.325	312	313	0.5	0.5	5.595	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1118	279	-	-	-	960	958	64.2	107.0	330.101	F
			2	1	297	74	-	-	-	297	300	0.1	0.0	0.178	A
				2	312	78	-	-	-	312	313	0.1	0.0	0.275	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	412	103	1720	1191	0.346	410	411	0.9	0.7	5.520	A
				2	178	45	1720	1192	0.149	177	168	0.9	0.3	4.582	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	748	187	1720	1190	0.628	747	742	1.7	1.5	6.821	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	274	69	1324	787	0.348	274	265	0.5	0.6	6.930	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	121	30	1324	788	0.154	122	118	3.0	0.4	13.821	B
				2	33	8	1324	797	0.041	32	30	3.0	0.1	10.723	B
				3	628	157	1324	788	0.797	627	618	3.0	2.4	13.881	B
		2	1	1	132	33	-	-	-	121	118	295.5	36.7	1013.845	F
				2	331	83	-	-	-	307	296	295.5	94.8	1012.692	F
				3	708	177	-	-	-	628	618	295.5	200.6	1015.660	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	901	225	1311	914	0.986	901	924	3.0	3.0	11.709	B
			2	1	213	53	1311	915	0.233	213	220	0.4	0.3	4.825	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1291	903	0.025	22	22	0.5	0.0	3.991	A
				2	256	64	1311	914	0.280	255	254	0.5	0.4	5.377	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	913	228	-	-	-	901	924	107.0	105.7	420.575	F
			2	1	235	59	-	-	-	235	242	0.0	0.0	0.082	A
				2	256	64	-	-	-	256	254	0.0	0.0	0.137	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	347	87	1720	1268	0.274	347	336	1.0	0.6	4.437	A
				2	127	32	1720	1269	0.100	127	131	1.0	0.1	3.462	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	630	158	1720	1267	0.497	630	623	1.5	0.9	5.202	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	303	76	1324	880	0.344	303	296	0.6	0.6	6.024	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	130	33	1324	881	0.148	129	128	3.0	0.5	12.208	B
				2	39	10	1324	884	0.044	39	37	3.0	0.1	8.876	A
				3	702	176	1324	882	0.796	704	699	3.0	2.4	12.288	B
		2	1	1	108	27	-	-	-	130	128	332.2	33.3	796.609	F
				2	294	74	-	-	-	342	332	332.2	83.2	795.936	F
				3	593	148	-	-	-	702	699	332.2	173.1	794.337	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	850	213	1311	870	0.977	851	872	3.0	2.9	12.259	B
			2	1	179	45	1311	870	0.206	178	180	0.3	0.2	5.061	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	18	4	1301	863	0.020	18	18	0.4	0.0	4.452	A
				2	212	53	1311	871	0.243	212	211	0.4	0.3	5.388	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	769	192	-	-	-	850	872	105.7	81.6	346.441	F
			2	1	197	49	-	-	-	197	198	0.0	0.0	0.050	A
				2	212	53	-	-	-	212	210	0.0	0.0	0.093	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	284	71	1720	1323	0.215	285	278	0.7	0.3	3.798	A
				2	101	25	1720	1322	0.076	101	103	0.7	0.1	3.143	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	520	130	1720	1322	0.393	520	515	0.9	0.6	4.136	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline + Dev [-10pc], AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	9.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.36	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

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
D19	2040 Baseline + Dev [-10pc]	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	597	100.000
2 - World Way (S)		ONE HOUR	✓	1036	100.000
3 - M56 EB offslip		ONE HOUR	✓	1836	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	74	286	237
	2 - World Way (S)	249	176	611
	3 - M56 EB offslip	923	913	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	0.59	10.56	2.5	B	548	822
2 - World Way (S)	0.39	6.33	2.5	A	951	1426
3 - M56 EB offslip	0.77	10.68	5.8	B	1677	2516

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	440	110	835	1378	0.320	436	436	925	0.0	0.9	5.323	A
2 - World Way (S)	777	194	225	3036	0.256	776	783	1046	0.0	0.9	4.450	A
3 - M56 EB offslip	1383	346	379	2837	0.487	1381	1386	622	0.0	1.7	4.634	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	554	139	977	1270	0.437	553	535	1113	0.9	1.2	6.740	A
2 - World Way (S)	925	231	298	3035	0.305	928	920	1232	0.9	1.2	4.992	A
3 - M56 EB offslip	1639	410	451	2786	0.588	1638	1647	775	1.7	2.6	5.795	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	648	162	1202	1094	0.592	656	654	1351	1.2	1.6	10.265	B
2 - World Way (S)	1127	282	340	2870	0.393	1129	1139	1518	1.2	1.9	6.331	A
3 - M56 EB offslip	1999	500	538	2623	0.762	2015	1998	931	2.6	4.8	9.590	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	660	165	1213	1117	0.591	650	659	1357	1.6	2.5	10.563	B
2 - World Way (S)	1150	288	337	2979	0.386	1146	1135	1526	1.9	2.5	6.287	A
3 - M56 EB offslip	2035	509	542	2656	0.766	2028	2022	941	4.8	5.8	10.675	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	534	133	969	1246	0.428	534	543	1132	2.5	1.0	7.339	A
2 - World Way (S)	937	234	282	2919	0.321	933	927	1220	2.5	1.5	5.071	A
3 - M56 EB offslip	1664	416	440	2835	0.587	1661	1679	775	5.8	2.8	6.519	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	451	113	803	1419	0.318	457	452	929	1.0	0.5	5.477	A
2 - World Way (S)	789	197	247	3101	0.255	792	790	1013	1.5	0.7	4.383	A
3 - M56 EB offslip	1344	336	393	2899	0.463	1339	1358	646	2.8	1.6	4.677	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	130	881	0.148	130	127	0.0	0.1	4.216	A
			2	1, 2, 3	309	881	0.351	306	309	0.0	0.7	5.606	A
		2	1	(1, 2, 3)	440			440	440	0.0	0.0	0.121	A
	Exit	1	1		925			925	938	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	455	1192	0.381	456	460	0.0	0.4	4.738	A
			2	1	168	1192	0.141	167	166	0.0	0.2	3.529	A
			3	(1), 2	155	1192	0.130	154	157	0.0	0.2	3.673	A
		2	1	(3)	454			455	462	0.0	0.0	0.308	A
			2	(1, 2)	323			323	324	0.0	0.0	0.002	A
	Exit	1	1		1046			1046	1037	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	774	1439	0.538	775	784	0.0	0.8	5.068	A
			2	2, 3	609	1439	0.423	606	602	0.0	0.9	4.069	A
	Exit	1	1		622			622	630	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	175	806	0.217	175	163	0.1	0.3	5.076	A
			2	1, 2, 3	378	806	0.469	379	372	0.7	0.8	6.877	A
		2	1	(1, 2, 3)	554			553	535	0.0	0.2	0.409	A
	Exit	1	1		1113			1113	1121	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	552	1153	0.479	552	547	0.4	0.8	5.227	A
			2	1	194	1153	0.169	195	195	0.2	0.2	3.537	A
			3	(1), 2	180	1153	0.156	181	178	0.2	0.1	3.720	A
		2	1	(3)	550			552	548	0.0	0.1	0.676	A
			2	(1, 2)	375			375	373	0.0	0.0	0.019	A
	Exit	1	1		1232			1232	1221	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	917	1386	0.661	913	925	0.8	1.6	6.537	A
			2	2, 3	723	1386	0.522	725	722	0.9	1.0	4.840	A
	Exit	1	1		775			775	760	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	218	686	0.317	221	218	0.3	0.3	6.936	A
			2	1, 2, 3	436	686	0.635	436	436	0.8	1.2	9.451	A
		2	1	(1, 2, 3)	648			654	655	0.2	0.1	1.646	A
	Exit	1	1		1351			1351	1343	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	674	1131	0.596	674	675	0.8	1.2	6.246	A
			2	1	235	1131	0.207	233	244	0.2	0.2	3.783	A
			3	(1), 2	221	1131	0.195	222	219	0.1	0.2	3.739	A
		2	1	(3)	672			674	677	0.1	0.3	1.830	A
			2	(1, 2)	455			455	464	0.0	0.0	0.015	A
	Exit	1	1		1518			1518	1511	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1099	1322	0.832	1107	1097	1.6	3.1	11.243	B
			2	2, 3	900	1322	0.681	908	901	1.0	1.8	7.574	A
	Exit	1	1		931			931	936	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	221	681	0.325	220	222	0.3	0.6	6.793	A
			2	1, 2, 3	432	681	0.635	430	437	1.2	1.3	9.519	A
		2	1	(1, 2, 3)	660			653	661	0.1	0.6	1.956	A
	Exit	1	1		1357			1357	1368	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	686	1132	0.606	684	673	1.2	1.4	6.249	A
			2	1	239	1132	0.211	239	242	0.2	0.3	3.975	A
			3	(1), 2	226	1132	0.199	223	219	0.2	0.4	3.900	A
		2	1	(3)	686			686	674	0.3	0.4	1.633	A
			2	(1, 2)	464			464	463	0.0	0.0	0.026	A
	Exit	1	1		1526			1526	1514	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	1113	1318	0.844	1108	1115	3.1	4.0	12.869	B
			2	2, 3	922	1318	0.700	920	906	1.8	1.8	7.968	A
	Exit	1	1		941			941	934	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	162	810	0.200	162	171	0.6	0.2	5.675	A
			2	1, 2, 3	371	810	0.458	372	373	1.3	0.7	7.450	A
		2	1	(1, 2, 3)	534			533	539	0.6	0.1	0.468	A
	Exit	1	1		1132			1132	1133	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	555	1162	0.478	554	552	1.4	0.8	5.373	A
			2	1	202	1162	0.174	203	198	0.3	0.2	3.699	A
			3	(1), 2	178	1162	0.153	176	177	0.4	0.3	3.622	A
		2	1	(3)	557			555	549	0.4	0.2	0.653	A
			2	(1, 2)	380			380	374	0.0	0.0	0.015	A
	Exit	1	1		1220			1220	1248	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	935	1394	0.670	932	942	4.0	1.8	7.626	A
			2	2, 3	730	1394	0.523	729	737	1.8	1.1	5.109	A
	Exit	1	1		775			775	769	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	126	898	0.140	128	131	0.2	0.0	4.232	A
			2	1, 2, 3	326	898	0.363	329	321	0.7	0.5	5.801	A
		2	1	(1, 2, 3)	451			452	450	0.1	0.0	0.134	A
	Exit	1	1		929			929	930	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	458	1180	0.388	458	458	0.8	0.4	4.667	A
			2	1	174	1180	0.148	174	172	0.2	0.2	3.629	A
			3	(1), 2	158	1180	0.134	160	159	0.3	0.1	3.503	A
		2	1	(3)	456			458	457	0.2	0.0	0.295	A
			2	(1, 2)	333			333	331	0.0	0.0	0.022	A
	Exit	1	1		1013			1013	1028	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	763	1429	0.534	760	767	1.8	0.9	5.080	A
			2	2, 3	581	1429	0.407	580	591	1.1	0.7	4.155	A
	Exit	1	1		646			646	642	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	130	33	1324	881	0.148	130	127	0.0	0.1	4.216	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	59	15	1324	880	0.067	59	57	0.0	0.1	5.752	A
				2	82	20	1324	883	0.093	81	82	0.0	0.2	4.624	A
				3	168	42	1324	885	0.190	166	170	0.0	0.5	6.029	A
		2	1	1	59	15	-	-	-	59	58	0.0	0.0	0.141	A
				2	212	53	-	-	-	212	210	0.0	0.0	0.089	A
				3	168	42	-	-	-	168	172	0.0	0.0	0.153	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	455	114	1311	1193	0.381	456	460	0.0	0.4	4.738	A
			2	1	168	42	1311	1192	0.141	167	166	0.0	0.2	3.529	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	17	4	1311	1192	0.014	17	18	0.0	0.0	3.433	A
				2	138	35	1311	1194	0.116	137	139	0.0	0.2	3.704	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	454	114	-	-	-	455	462	0.0	0.0	0.308	A
			2	1	184	46	-	-	-	184	184	0.0	0.0	0.001	A
				2	138	35	-	-	-	138	140	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	682	170	1720	1438	0.474	683	697	0.0	0.7	5.298	A
				2	92	23	1720	1439	0.064	92	87	0.0	0.1	3.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	609	152	1720	1440	0.423	606	602	0.0	0.9	4.069	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	175	44	1324	811	0.215	175	163	0.1	0.3	5.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	76	19	1324	808	0.094	75	71	0.7	0.2	7.465	A
				2	79	20	1324	805	0.098	81	88	0.7	0.0	4.952	A
				3	223	56	1324	808	0.275	223	213	0.7	0.5	7.468	A
		2	1	1	77	19	-	-	-	76	71	0.0	0.0	0.385	A
				2	255	64	-	-	-	254	251	0.0	0.1	0.284	A
				3	223	56	-	-	-	223	214	0.0	0.0	0.562	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	552	138	1311	1154	0.479	552	547	0.4	0.8	5.227	A
			2	1	194	49	1311	1155	0.168	195	195	0.2	0.2	3.537	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	22	6	1311	1161	0.019	22	24	0.0	0.0	3.271	A
				2	158	40	1311	1153	0.137	159	154	0.2	0.1	3.791	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	550	138	-	-	-	552	548	0.0	0.1	0.676	A
			2	1	217	54	-	-	-	217	219	0.0	0.0	0.015	A
				2	158	40	-	-	-	158	154	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	822	206	1720	1386	0.593	820	830	0.8	1.5	6.849	A
				2	94	24	1720	1387	0.068	93	95	0.8	0.2	3.807	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	723	181	1720	1384	0.522	725	722	0.9	1.0	4.840	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	218	54	1324	686	0.318	221	218	0.3	0.3	6.936	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	83	21	1324	688	0.120	83	81	0.8	0.3	9.938	A
				2	94	23	1324	691	0.136	96	95	0.0	0.1	6.524	A
				3	259	65	1324	686	0.378	258	260	0.8	0.8	10.369	B
		2	1	1	82	20	-	-	-	83	81	0.2	0.0	1.762	A
				2	309	77	-	-	-	312	313	0.2	0.0	1.309	A
				3	257	64	-	-	-	259	261	0.2	0.1	2.012	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	674	168	1311	1131	0.596	674	675	0.8	1.2	6.246	A
			2	1	235	59	1311	1129	0.208	233	244	0.2	0.2	3.783	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	27	7	1311	1129	0.024	27	28	0.1	0.0	3.591	A
				2	193	48	1311	1127	0.172	194	191	0.1	0.2	3.761	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	672	168	-	-	-	674	677	0.1	0.3	1.830	A
			2	1	262	65	-	-	-	262	272	0.0	0.0	0.014	A
				2	193	48	-	-	-	193	191	0.0	0.0	0.016	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1001	250	1720	1322	0.757	1007	990	1.6	3.0	11.768	B
				2	98	25	1720	1317	0.074	100	107	1.6	0.1	6.328	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	900	225	1720	1321	0.681	908	901	1.0	1.8	7.574	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	221	55	1324	681	0.324	220	222	0.3	0.6	6.793	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	82	21	1324	677	0.121	80	80	1.2	0.4	9.978	A
				2	93	23	1324	679	0.137	93	96	1.2	0.2	7.029	A
				3	257	64	1324	682	0.377	257	261	1.2	0.7	10.303	B
		2	1	1	83	21	-	-	-	82	80	0.0	0.1	2.155	A
				2	318	79	-	-	-	314	320	0.1	0.3	1.479	A
				3	259	65	-	-	-	257	261	0.1	0.2	2.481	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	686	172	1311	1132	0.606	684	673	1.2	1.4	6.249	A
			2	1	239	60	1311	1132	0.211	239	242	0.2	0.3	3.975	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	31	8	1311	1135	0.027	31	28	0.2	0.0	3.612	A
				2	195	49	1311	1134	0.172	192	191	0.2	0.3	3.943	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	686	172	-	-	-	686	674	0.3	0.4	1.633	A
			2	1	269	67	-	-	-	269	271	0.0	0.0	0.026	A
				2	195	49	-	-	-	195	192	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	1012	253	1720	1319	0.768	1007	1017	3.1	3.8	13.474	B
				2	101	25	1720	1320	0.077	101	98	3.1	0.2	6.605	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	922	231	1720	1319	0.699	920	906	1.8	1.8	7.968	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	162	41	1324	807	0.201	162	171	0.6	0.2	5.675	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	61	15	1324	810	0.075	61	64	1.3	0.2	8.069	A
				2	91	23	1324	806	0.113	90	92	1.3	0.2	5.498	A
				3	219	55	1324	808	0.271	221	217	1.3	0.3	8.102	A
		2	1	1	61	15	-	-	-	61	63	0.6	0.0	0.453	A
				2	253	63	-	-	-	253	261	0.6	0.0	0.326	A
				3	219	55	-	-	-	219	216	0.6	0.1	0.643	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	555	139	1311	1162	0.478	554	552	1.4	0.8	5.373	A
			2	1	202	51	1311	1161	0.174	203	198	0.3	0.2	3.699	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	23	6	1311	1163	0.019	23	21	0.4	0.0	2.952	A
				2	155	39	1311	1162	0.133	153	156	0.4	0.3	3.711	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	557	139	-	-	-	555	549	0.4	0.2	0.653	A
			2	1	225	56	-	-	-	225	219	0.0	0.0	0.007	A
				2	155	39	-	-	-	155	156	0.0	0.0	0.025	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	848	212	1720	1394	0.608	845	850	4.0	1.7	8.014	A
				2	87	22	1720	1396	0.062	86	92	4.0	0.1	4.066	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	730	182	1720	1394	0.523	729	737	1.8	1.1	5.109	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level of service
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	126	31	1324	894	0.141	128	131	0.2	0.0	4.232	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	59	15	1324	895	0.066	59	55	0.7	0.1	6.357	A
				2	81	20	1324	892	0.091	82	82	0.7	0.1	4.709	A
				3	186	46	1324	897	0.207	188	184	0.7	0.3	6.121	A
		2	1	1	59	15	-	-	-	59	55	0.1	0.0	0.149	A
				2	207	52	-	-	-	207	212	0.0	0.0	0.077	A
				3	185	46	-	-	-	186	184	0.1	0.0	0.195	A
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	458	114	1311	1179	0.388	458	458	0.8	0.4	4.667	A
			2	1	174	44	1311	1182	0.147	174	172	0.2	0.2	3.629	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	1185	0.016	19	20	0.0	0.0	3.001	A
				2	139	35	1311	1184	0.117	141	140	0.3	0.1	3.575	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	-	-	-	458	457	0.2	0.0	0.295	A
			2	1	194	48	-	-	-	194	192	0.0	0.0	0.029	A
				2	139	35	-	-	-	139	138	0.0	0.0	0.013	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	680	170	1720	1431	0.475	677	683	1.8	0.9	5.314	A
				2	82	21	1720	1435	0.057	83	84	1.8	0.0	3.190	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	581	145	1720	1429	0.407	580	591	1.1	0.7	4.155	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2040 Baseline + Dev [-10pc], PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - Enterprise Way (N)	Arm 1: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - World Way (S)	Arm 2: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Geometry	3 - M56 EB offslip - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Enterprise Way / Terminal 2 Rbt	Large Roundabout		1, 2, 3	570.06	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	570.06	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Enterprise Way (N)	890		0.00
2 - World Way (S)	151		0.00
3 - M56 EB offslip	274	✓	90.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

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
D20	2040 Baseline + Dev [-10pc]	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Enterprise Way (N)		ONE HOUR	✓	1370	100.000
2 - World Way (S)		ONE HOUR	✓	1711	100.000
3 - M56 EB offslip		ONE HOUR	✓	1277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	153	418	799
	2 - World Way (S)	294	291	1126
	3 - M56 EB offslip	380	897	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Cyclist %

		To		
		1 - Enterprise Way (N)	2 - World Way (S)	3 - M56 EB offslip
From	1 - Enterprise Way (N)	0	0	0
	2 - World Way (S)	0	0	0
	3 - M56 EB offslip	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Enterprise Way (N)	1.71	1271.04	432.8	F	1252	1879
2 - World Way (S)	0.75	431.75	177.5	F	1568	2352
3 - M56 EB offslip	0.58	7.14	2.8	A	1174	1761

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1031	258	891	1107	0.931	1012	996	625	0.0	9.8	27.205	D
2 - World Way (S)	1284	321	703	2331	0.551	1280	1257	1200	0.0	8.7	19.710	C
3 - M56 EB offslip	955	239	556	2716	0.352	960	955	1427	0.0	1.0	4.082	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1242	310	1068	1032	1.204	1034	1051	726	9.8	55.9	113.647	F
2 - World Way (S)	1536	384	718	2417	0.636	1426	1410	1384	8.7	37.5	65.772	F
3 - M56 EB offslip	1153	288	643	2531	0.456	1151	1153	1502	1.0	1.5	4.999	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1483	371	1308	868	1.709	867	892	814	55.9	206.5	545.534	F
2 - World Way (S)	1885	471	600	2510	0.751	1620	1613	1575	37.5	106.8	180.564	F
3 - M56 EB offslip	1409	352	717	2434	0.579	1406	1406	1503	1.5	2.8	6.897	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1508	377	1328	882	1.710	864	848	839	206.5	370.7	1116.370	F
2 - World Way (S)	1902	476	603	2545	0.748	1636	1650	1589	106.8	165.2	322.087	F
3 - M56 EB offslip	1428	357	741	2488	0.574	1426	1416	1498	2.8	2.7	7.136	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1225	306	1062	1053	1.163	1012	988	724	370.7	432.8	1271.040	F
2 - World Way (S)	1527	382	711	2431	0.628	1463	1491	1364	165.2	177.5	431.746	F
3 - M56 EB offslip	1141	285	640	2612	0.437	1146	1163	1533	2.7	1.5	5.296	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	1026	256	898	1204	0.852	1148	1143	631	432.8	403.3	899.826	F
2 - World Way (S)	1275	319	797	2304	0.554	1334	1349	1248	177.5	160.2	294.827	F
3 - M56 EB offslip	960	240	570	2699	0.356	958	951	1561	1.5	1.3	4.174	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	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	262	852	0.308	262	254	0.0	0.4	5.727	A
			2	1, 2, 3	751	852	0.882	750	742	0.0	2.3	10.513	B
		2	1	(1, 2, 3)	1031			1013	1007	0.0	7.0	17.844	C
	Exit	1	1		625			625	621	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	837	939	0.891	837	819	0.0	2.4	9.913	A
			2	1	201	939	0.214	202	201	0.0	0.2	4.587	A
			3	(1), 2	240	939	0.255	241	237	0.0	0.3	4.983	A
		2	1	(3)	842			837	829	0.0	5.6	17.457	C
			2	(1, 2)	441			441	441	0.0	0.0	0.041	A
	Exit	1	1		1200			1200	1187	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	405	1308	0.310	405	401	0.0	0.4	3.748	A
			2	2, 3	550	1308	0.421	555	554	0.0	0.5	4.324	A
	Exit	1	1		1427			1427	1401	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	282	758	0.372	283	280	0.4	0.5	7.030	A
			2	1, 2, 3	752	758	0.992	751	771	2.3	2.9	13.075	B
		2	1	(1, 2, 3)	1242			1034	1053	7.0	52.5	101.887	F
	Exit	1	1		726			726	725	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	898	931	0.965	898	890	2.4	2.9	11.545	B
			2	1	241	931	0.259	242	239	0.2	0.3	5.181	A
			3	(1), 2	285	931	0.306	286	281	0.3	0.4	5.235	A
		2	1	(3)	1010			898	892	5.6	33.8	85.538	F
			2	(1, 2)	526			526	521	0.0	0.0	0.139	A
	Exit	1	1		1384			1384	1385	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	486	1244	0.391	485	488	0.4	0.5	4.289	A
			2	2, 3	667	1244	0.536	666	664	0.5	1.0	5.521	A
	Exit	1	1		1502			1502	1504	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	239	630	0.379	238	243	0.5	0.6	8.857	A
			2	1, 2, 3	628	630	0.997	628	649	2.9	2.9	16.387	C
		2	1	(1, 2, 3)	1483			867	892	52.5	203.0	530.710	F
	Exit	1	1		814			814	842	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	997	993	1.003	997	971	2.9	3.0	11.106	B
			2	1	279	993	0.281	277	290	0.3	0.6	5.100	A
			3	(1), 2	348	993	0.350	347	352	0.4	0.5	5.452	A
		2	1	(3)	1256			997	971	33.8	102.7	259.999	F
			2	(1, 2)	629			628	643	0.0	0.1	0.278	A
	Exit	1	1		1575			1575	1578	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	609	1189	0.512	608	609	0.5	1.0	5.503	A
			2	2, 3	800	1189	0.673	798	797	1.0	1.7	7.961	A
	Exit	1	1		1503			1503	1490	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	234	620	0.378	236	231	0.6	0.6	9.003	A
			2	1, 2, 3	628	620	1.012	628	617	2.9	3.0	17.231	C
		2	1	(1, 2, 3)	1508			862	848	203.0	367.1	1104.058	F
	Exit	1	1		839			839	834	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	988	992	0.996	988	1005	3.0	3.0	10.751	B
			2	1	286	992	0.288	284	291	0.6	0.5	4.798	A
			3	(1), 2	365	992	0.367	364	355	0.5	0.5	5.200	A
		2	1	(3)	1251			988	1005	102.7	161.1	476.275	F
			2	(1, 2)	651			651	645	0.1	0.1	0.220	A
	Exit	1	1		1589			1589	1579	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	620	1172	0.529	617	611	1.0	1.0	5.663	A
			2	2, 3	807	1172	0.689	809	805	1.7	1.7	8.254	A
	Exit	1	1		1498			1498	1501	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	266	761	0.350	269	265	0.6	0.5	7.638	A
			2	1, 2, 3	744	761	0.978	743	723	3.0	3.0	14.605	B
		2	1	(1, 2, 3)	1225			1010	987	367.1	429.3	1261.462	F
	Exit	1	1		724			724	720	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	936	935	1.002	936	962	3.0	3.0	11.223	B
			2	1	243	935	0.260	242	238	0.5	0.4	4.848	A
			3	(1), 2	283	935	0.302	284	291	0.5	0.3	5.190	A
		2	1	(3)	1003			936	962	161.1	173.8	642.587	F
			2	(1, 2)	524			525	528	0.1	0.0	0.132	A
	Exit	1	1		1364			1364	1382	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	485	1246	0.390	488	493	1.0	0.5	4.559	A
			2	2, 3	655	1246	0.526	658	670	1.7	1.0	5.837	A
	Exit	1	1		1533			1533	1540	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)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Enterprise Way (N)	Entry	1	1	2	310	848	0.366	312	312	0.5	0.5	6.338	A
			2	1, 2, 3	835	848	0.985	836	831	3.0	2.9	12.581	B
		2	1	(1, 2, 3)	1026			1145	1143	429.3	399.9	899.826	F
	Exit	1	1		631			631	626	0.0	0.0	0.000	A
2 - World Way (S)	Entry	1	1	3	890	889	1.001	890	906	3.0	3.0	11.872	B
			2	1	197	889	0.222	199	200	0.4	0.2	4.872	A
			3	(1), 2	242	889	0.272	245	242	0.3	0.2	5.338	A
		2	1	(3)	837			890	906	173.8	156.8	562.671	F
			2	(1, 2)	439			439	441	0.0	0.0	0.102	A
	Exit	1	1		1248			1248	1243	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1, (2)	401	1298	0.309	399	395	0.5	0.5	3.776	A
			2	2, 3	558	1298	0.430	559	557	1.0	0.7	4.458	A
	Exit	1	1		1561			1561	1575	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignali level o servic
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	262	65	1324	852	0.307	262	254	0.0	0.4	5.727	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	114	29	1324	852	0.134	113	113	0.0	0.3	10.712	B
				2	47	12	1324	853	0.055	47	48	0.0	0.1	6.602	A
				3	590	148	1324	851	0.694	590	582	0.0	2.0	10.795	B
		2	1	1	116	29	-	-	-	114	114	0.0	0.8	17.724	C
				2	312	78	-	-	-	309	304	0.0	2.0	16.845	C
				3	603	151	-	-	-	590	589	0.0	4.2	18.381	C
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	837	209	1311	939	0.891	837	819	0.0	2.4	9.913	A
			2	1	201	50	1311	937	0.215	202	201	0.0	0.2	4.587	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	21	5	1311	945	0.022	21	21	0.0	0.0	4.412	A
				2	219	55	1311	938	0.234	220	216	0.0	0.3	5.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	842	211	-	-	-	837	829	0.0	5.6	17.457	C
			2	1	222	55	-	-	-	222	223	0.0	0.0	0.033	A
				2	219	55	-	-	-	219	218	0.0	0.0	0.048	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	289	72	1720	1309	0.221	289	287	0.0	0.3	3.955	A
				2	116	29	1720	1308	0.089	116	114	0.0	0.1	3.228	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	550	138	1720	1308	0.421	555	554	0.0	0.5	4.324	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	282	70	1324	759	0.371	283	280	0.4	0.5	7.030	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	115	29	1324	758	0.152	115	118	2.3	0.4	13.499	B
				2	32	8	1324	761	0.042	33	39	2.3	0.1	9.259	A
				3	605	151	1324	758	0.799	603	614	2.3	2.5	13.235	B
		2	1	1	141	35	-	-	-	115	119	7.0	6.2	104.030	F
				2	382	95	-	-	-	314	319	7.0	16.0	101.343	F
				3	719	180	-	-	-	605	616	7.0	30.3	101.754	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	898	224	1311	931	0.965	898	890	2.4	2.9	11.545	B
			2	1	241	60	1311	932	0.259	242	239	0.2	0.3	5.181	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	26	6	1311	925	0.028	25	24	0.3	0.0	4.399	A
				2	259	65	1311	931	0.279	260	257	0.3	0.4	5.314	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1010	253	-	-	-	898	892	5.6	33.8	85.538	F
			2	1	267	67	-	-	-	267	264	0.0	0.0	0.137	A
				2	259	65	-	-	-	259	257	0.0	0.0	0.141	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	345	86	1720	1245	0.277	343	343	0.4	0.4	4.565	A
				2	141	35	1720	1246	0.113	142	145	0.4	0.1	3.635	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	667	167	1720	1243	0.536	666	664	0.5	1.0	5.521	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	239	60	1324	629	0.380	238	243	0.5	0.6	8.857	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	94	24	1324	634	0.149	94	100	2.9	0.5	16.280	C
				2	28	7	1324	632	0.044	28	30	2.9	0.1	13.239	B
				3	506	126	1324	631	0.802	506	519	2.9	2.3	16.591	C
		2		1	163	41	-	-	-	94	101	52.5	22.5	530.806	F
				2	302	76	-	-	-	506	519	52.5	118.7	532.334	F
				3	867	217	-	-	-	506	518	52.5	118.7	532.334	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	997	249	1311	993	1.003	997	971	2.9	3.0	11.106	B
			2	1	279	70	1311	995	0.281	277	290	0.3	0.6	5.100	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	27	7	1311	995	0.028	28	29	0.4	0.0	4.116	A
				2	321	80	1311	993	0.323	319	322	0.4	0.5	5.573	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1256	314	-	-	-	997	971	33.8	102.7	259.999	F
			2	1	307	77	-	-	-	307	321	0.0	0.0	0.237	A
				2	322	80	-	-	-	321	323	0.0	0.1	0.318	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	417	104	1720	1188	0.351	417	423	0.5	0.7	5.844	A
				2	192	48	1720	1188	0.162	191	186	0.5	0.3	4.731	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	800	200	1720	1189	0.672	798	797	1.0	1.7	7.961	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	234	59	1324	620	0.377	236	231	0.6	0.6	9.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	92	23	1324	625	0.147	92	94	2.9	0.4	17.532	C
				2	25	6	1324	631	0.040	25	27	2.9	0.0	14.286	B
				3	510	128	1324	620	0.823	511	497	2.9	2.5	17.334	C
		2	1	1	166	41	-	-	-	92	93	203.0	41.3	1099.660	F
				2	464	116	-	-	-	259	258	203.0	111.1	1104.317	F
				3	878	220	-	-	-	510	497	203.0	214.7	1104.766	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	988	247	1311	992	0.996	988	1005	3.0	3.0	10.751	B
			2	1	286	72	1311	993	0.288	284	291	0.6	0.5	4.798	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	31	8	1311	995	0.031	30	29	0.5	0.0	4.225	A
				2	334	84	1311	993	0.336	334	325	0.5	0.4	5.288	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1251	313	-	-	-	988	1005	102.7	161.1	476.275	F
			2	1	317	79	-	-	-	317	320	0.1	0.0	0.187	A
				2	334	84	-	-	-	334	325	0.1	0.0	0.252	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	436	109	1720	1172	0.372	433	420	1.0	0.8	5.970	A
				2	184	46	1720	1174	0.157	184	191	1.0	0.3	4.985	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	807	202	1720	1171	0.689	809	805	1.7	1.7	8.254	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign leve serv
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	266	67	1324	761	0.350	269	265	0.6	0.5	7.638	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	114	28	1324	760	0.150	114	112	3.0	0.5	14.693	B
				2	32	8	1298	742	0.043	32	33	3.0	0.1	10.980	B
				3	598	149	1324	761	0.786	597	578	3.0	2.4	14.796	B
		2	1	1	135	34	-	-	-	114	113	367.1	47.1	1260.644	F
				2	383	96	-	-	-	298	297	367.1	132.0	1261.230	F
				3	707	177	-	-	-	598	578	367.1	250.2	1261.731	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	936	234	1311	935	1.002	936	962	3.0	3.0	11.223	B
			2	1	243	61	1311	934	0.260	242	238	0.5	0.4	4.848	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	24	6	1311	940	0.026	24	26	0.5	0.0	4.188	A
				2	258	65	1311	935	0.276	260	265	0.5	0.3	5.287	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	1003	251	-	-	-	936	962	161.1	173.8	642.587	F
			2	1	267	67	-	-	-	267	264	0.1	0.0	0.095	A
				2	258	64	-	-	-	258	265	0.1	0.0	0.170	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	342	85	1720	1248	0.274	344	344	1.0	0.3	4.813	A
				2	144	36	1720	1246	0.116	144	149	1.0	0.2	3.973	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	1720	1245	0.527	658	670	1.7	1.0	5.837	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Enterprise Way (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	310	78	1324	845	0.367	312	312	0.5	0.5	6.338	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	126	31	1324	848	0.148	126	124	3.0	0.4	12.788	B
				2	39	10	1324	852	0.045	39	38	3.0	0.1	9.360	A
				3	671	168	1324	848	0.791	671	668	3.0	2.4	12.726	B
		2	1	1	110	27	-	-	-	126	124	429.3	44.4	897.129	F
				2	313	78	-	-	-	349	350	429.3	122.2	897.734	F
				3	603	151	-	-	-	671	668	429.3	233.3	899.792	F
2 - World Way (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	890	222	1311	889	1.001	890	906	3.0	3.0	11.872	B
			2	1	197	49	1311	891	0.221	199	200	0.4	0.2	4.872	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			3	1	19	5	1311	889	0.022	19	23	0.3	0.0	4.209	A
				2	222	56	1311	890	0.250	226	220	0.3	0.2	5.456	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	837	209	-	-	-	890	906	173.8	156.8	562.671	F
			2	1	216	54	-	-	-	216	222	0.0	0.0	0.065	A
				2	222	56	-	-	-	222	219	0.0	0.0	0.139	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - M56 EB offslip	Entry	1	1	1	288	72	1720	1296	0.222	286	279	0.5	0.3	3.959	A
				2	114	28	1720	1300	0.088	113	116	0.5	0.2	3.334	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	558	140	1720	1298	0.430	559	557	1.0	0.7	4.458	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

Basic Results Summary

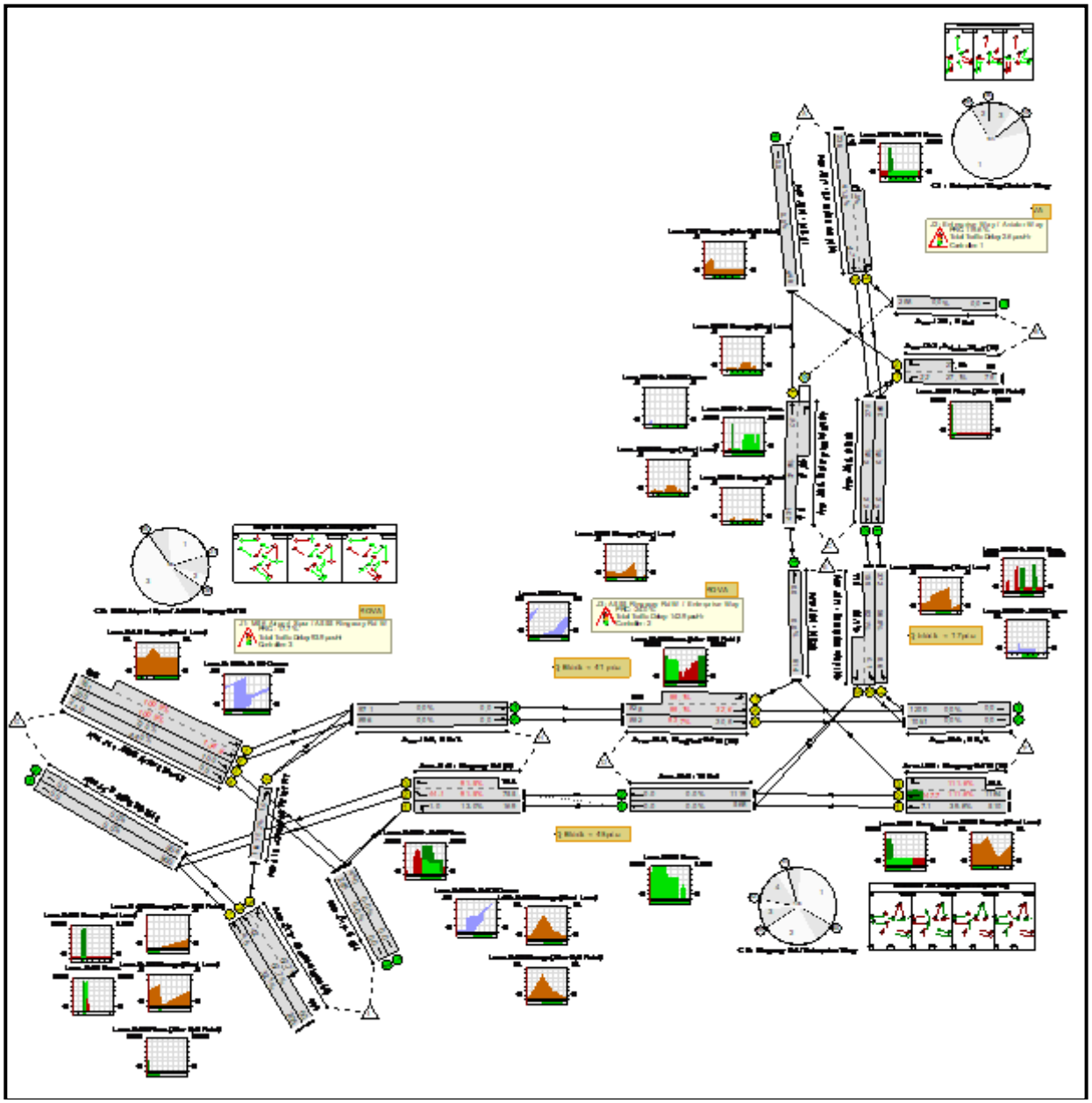
User and Project Details

Project:	
Title:	**J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way**
Location:	
Additional detail:	proposed
File name:	J5 J6 J7 Outward La_Ringway Rd_Enterprise Way_Aviator Way MITv2.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	9	2030 AM Baseline + Dev	AM	08:00 - 09:00	105	-24.0	239.40
2	10	2030 PM Baseline + Dev	PM	17:00 - 18:00	103	-16.8	142.99
3	11	2035 AM Baseline + Dev	AM	08:00 - 09:00	105	-66.2	478.63
4	12	2035 PM Baseline + Dev	PM	17:00 - 18:00	103	-27.5	288.72
5	13	2040 AM Baseline + Dev	AM	08:00 - 09:00	105	-73.5	582.13
6	14	2040 PM Baseline + Dev	PM	17:00 - 18:00	103	-35.7	394.82
7	15	2030 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	105	-23.8	237.73
8	16	2030 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	103	-16.7	142.69
9	17	2035 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	105	-60.6	461.74
10	18	2035 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	103	-27.4	287.64
11	19	2040 AM Baseline + Dev (-10pc)	AM	08:00 - 09:00	105	-68.0	566.37
12	20	2040 PM Baseline + Dev (-10pc)	PM	17:00 - 18:00	103	-35.5	393.64

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**111.6%**	**172**	**0**	**0**	**239.4**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**105.9%**	**0**	**0**	**0**	**93.9**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	1857	1797:1712	879+874	105.9 : 105.9%	-	-	-	68.3	132.4	134.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	355	1968	487	72.8%	-	-	-	4.9	49.6	10.8
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	210	1892	468	44.8%	-	-	-	2.4	40.4	5.5
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	169	2040	1302	13.0%	-	-	-	0.3	5.9	1.0
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1608	2040:2011	825+813	91.5 : 91.5%	-	-	-	11.8	28.2	44.1
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	205	1763	638	32.1%	-	-	-	1.6	28.3	4.5
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	174	1763:1768	89+168	67.7 : 67.7%	-	-	-	2.8	58.9	4.2
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	114	1768	152	75.2%	-	-	-	1.9	58.8	1.9

Basic Results Summary

J2: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**41.0%**	**172**	**0**	**0**	**2.6**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	651	1940:1940	576+1013	41.0 : 41.0%	-	-	-	1.3	7.2	4.7
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	97	1800:1800	292+66	27.1 : 27.1%	-	-	-	1.2	45.1	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	663	1965:1709	1138+454	37.9 : 37.9%	172	0	0	0.1	0.4	0.6
J3: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**111.6%**	**0**	**0**	**0**	**142.9**	-	-
1/1	Enterprise Way (N) Left	U	C2:E		1	38	-	-	372	1764	655	56.8%	-	-	-	2.7	26.3	8.6
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	38:7	-	-	275	1764:1854	194+141	82.1 : 82.1%	-	-	-	2.4	31.5	6.1
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	68	-	-	510	1948	1280	39.8%	-	-	-	1.5	10.7	7.1
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	68:28	-	Y:-	1698	1948:1753	1061+461	111.6 : 111.6%	-	-	-	111.6	236.5	147.7
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	52:63	-	-	1033	1920:1920	871+161	95.1 : 95.1%	-	-	-	13.4	49.1	32.6
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	52	-	-	944	1887	952	93.7%	-	-	-	11.4	45.9	30.5

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

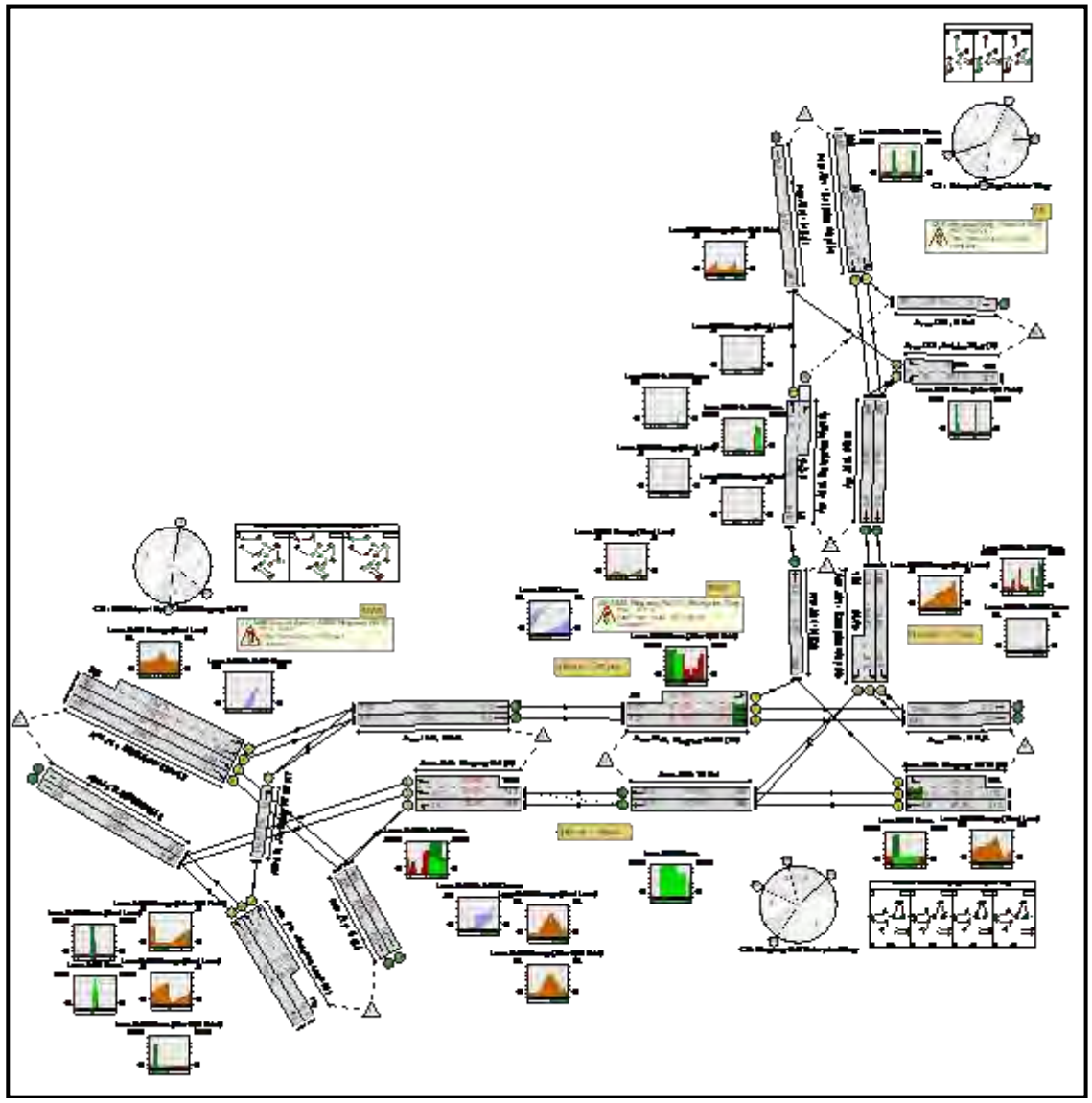
PRC for Signalled Lanes (%): 119.6
PRC for Signalled Lanes (%): -24.0
PRC for Signalled Lanes (%): -17.7
PRC Over All Lanes (%): -24.0

Total Delay for Signalled Lanes (pcuHr): 2.58
Total Delay for Signalled Lanes (pcuHr): 142.93
Total Delay for Signalled Lanes (pcuHr): 93.89
Total Delay Over All Lanes(pcuHr): 239.40

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 2: '10' (FG10: '2030 PM Baseline + Dev', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**105.1%**	**21**	**0**	**0**	**143.0**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**94.9%**	**0**	**0**	**0**	**32.6**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	-	1385	1723:1776	861+888	79.2 : 79.2%	-	-	-	3.4	8.8	8.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	371	1947	548	67.7%	-	-	-	4.4	42.9	10.4
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	160	1905	536	29.8%	-	-	-	1.5	33.8	3.8
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	188	2032	1223	15.4%	-	-	-	0.4	8.0	1.5
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1497	2032:1959	782+744	94.9 : 94.9%	-	-	-	14.6	36.3	44.7
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	452	1836	749	60.4%	-	-	-	3.8	30.0	10.8
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	283	1836:1806	266+193	61.7 : 61.7%	-	-	-	3.2	40.2	4.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	119	1806	175	67.9%	-	-	-	1.3	39.5	1.3

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**38.2%**	**21**	**0**	**0**	**2.5**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	53	-	-	541	1830:1830	529+887	38.2 : 38.2%	-	-	-	1.3	8.7	3.0
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	22	-	-	196	1800:1800	419+228	30.3 : 30.3%	-	-	-	1.1	20.3	1.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	53	0	-	354	1965:1709	1003+66	31.7 : 31.7%	21	0	0	0.1	1.4	6.1
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.1%**	**0**	**0**	**0**	**107.9**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	29	-	-	388	1758	512	75.8%	-	-	-	3.6	33.2	10.0
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	29:9	-	-	265	1758:1854	134+180	84.4 : 84.4%	-	-	-	2.5	34.0	4.3
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	64	-	-	410	1716	1083	37.9%	-	-	-	1.4	11.9	5.9
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	64:17	-	Y:-	1397	1879:1797	1059+270	105.1 : 105.1%	-	-	-	53.9	138.9	86.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	59:72	-	Y:-	760	1808:1808	666+82	101.7 : 101.7%	-	-	-	23.6	111.7	38.4
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	59	-	Y	733	1860	722	101.5%	-	-	-	23.0	112.8	37.7

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

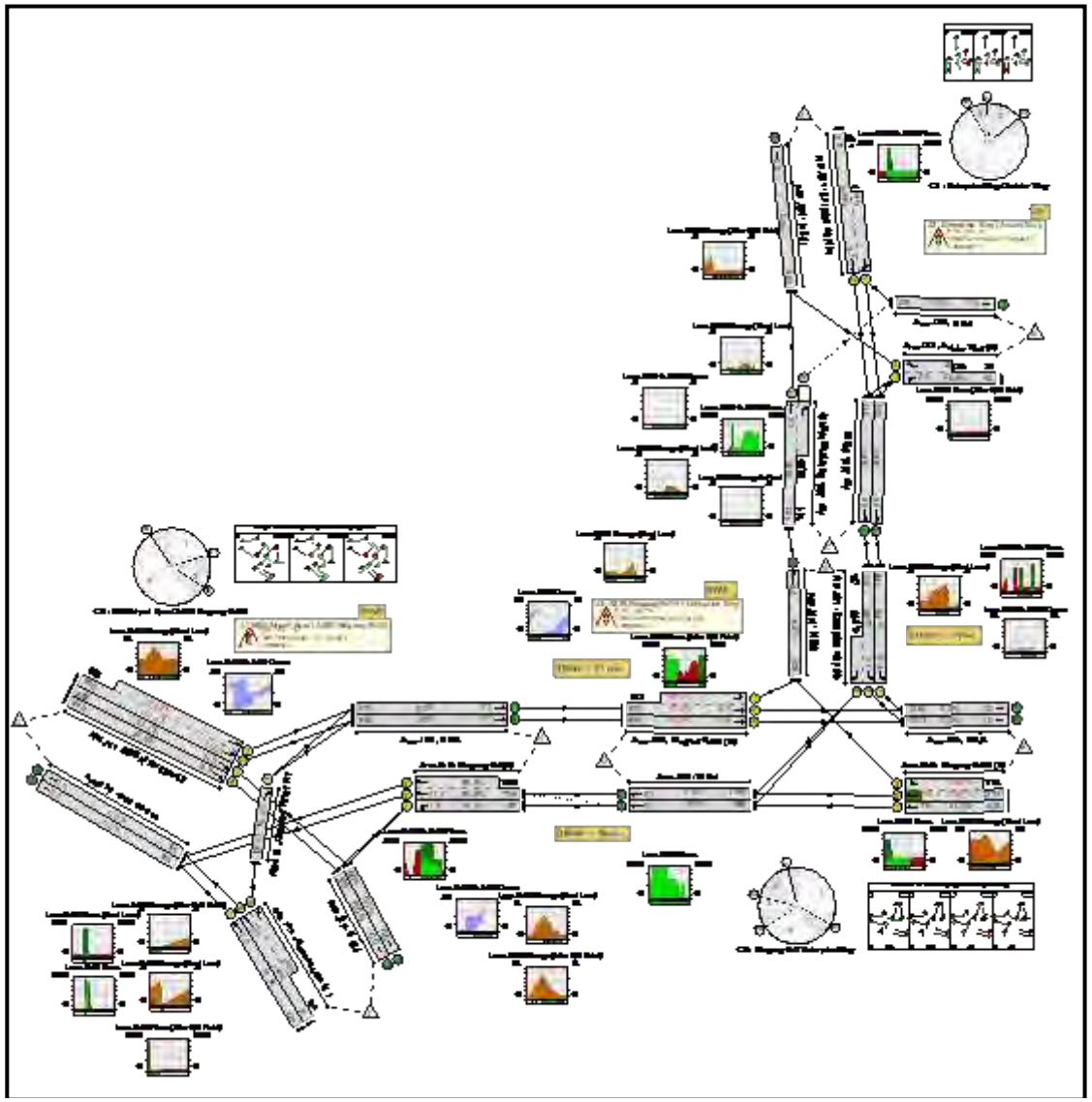
PRC for Signalled Lanes (%): 135.6
PRC for Signalled Lanes (%): -16.8
PRC for Signalled Lanes (%): -5.5
PRC Over All Lanes (%): -16.8

Total Delay for Signalled Lanes (pcuHr): 2.55
Total Delay for Signalled Lanes (pcuHr): 107.88
Total Delay for Signalled Lanes (pcuHr): 32.56
Total Delay Over All Lanes(pcuHr): 142.99

Cycle Time (s): 103
Cycle Time (s): 103
Cycle Time (s): 103

Scenario 3: '11' (FG11: '2035 AM Baseline + Dev', Plan 1: 'AM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**149.5%**	**141**	**0**	**0**	**478.6**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**111.4%**	**0**	**0**	**0**	**147.3**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	1952	1797:1712	862+891	111.4 : 111.4%	-	-	-	119.3	220.1	185.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	405	1968	487	83.1%	-	-	-	6.5	58.1	13.5
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	220	1892	468	47.0%	-	-	-	2.5	40.9	5.9
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	197	2040	1302	15.1%	-	-	-	0.3	6.1	1.2
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1690	2040:2011	825+813	89.2 : 89.2%	-	-	-	10.5	25.9	41.7
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	226	1763	638	35.4%	-	-	-	1.8	28.9	5.0
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	196	1763:1768	94+168	74.8 : 74.8%	-	-	-	3.5	63.9	5.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	126	1768	152	83.1%	-	-	-	2.8	79.8	2.9

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47.4%**	**141**	**0**	**0**	**2.9**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	751	1940:1940	570+1016	47.4 : 47.4%	-	-	-	1.6	7.6	5.7
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	102	1800:1800	291+71	28.2 : 28.2%	-	-	-	1.3	45.3	2.3
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	874	1965:1709	1222+355	39.5 : 39.5%	141	0	0	0.1	0.3	0.6
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**149.5%**	**0**	**0**	**0**	**328.4**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	39	-	-	431	1764	672	64.1%	-	-	-	3.2	26.6	10.3
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	39:8	-	-	311	1764:1854	202+159	86.2 : 86.2%	-	-	-	2.7	31.4	6.1
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	67	-	-	520	1948	1262	41.2%	-	-	-	1.6	11.3	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	67:28	-	Y:-	1998	1948:1753	1013+484	125.7 : 149.5%	-	-	-	290.2	522.9	325.6
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	51:63	-	-	1088	1920:1920	856+156	97.3 : 97.3%	-	-	-	16.4	59.8	36.3
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	51	-	-	996	1887	935	96.2%	-	-	-	14.3	57.3	33.8

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

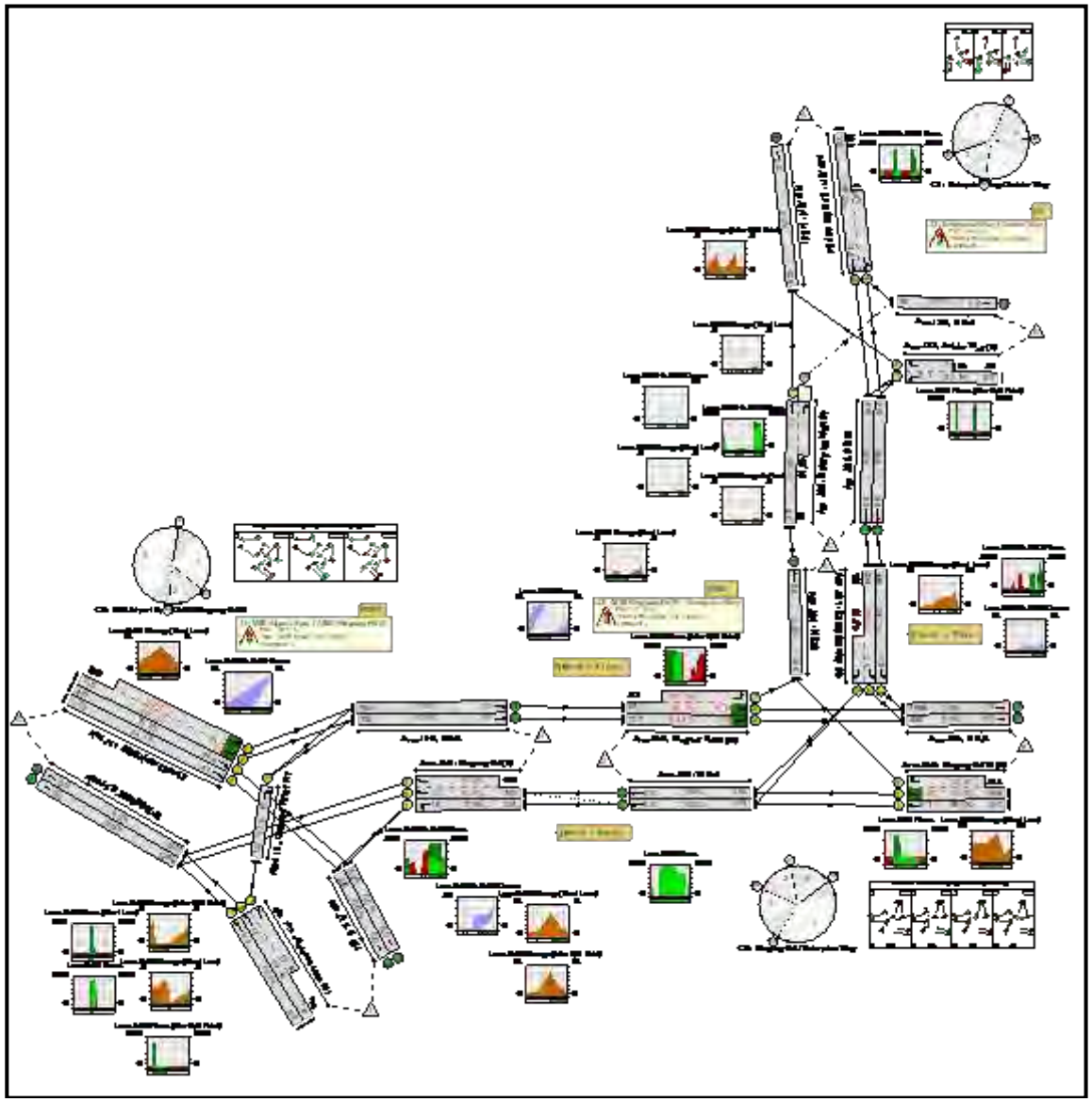
PRC for Signalled Lanes (%): 90.1
PRC for Signalled Lanes (%): -66.2
PRC for Signalled Lanes (%): -23.7
PRC Over All Lanes (%): -66.2

Total Delay for Signalled Lanes (pcuHr): 2.92
Total Delay for Signalled Lanes (pcuHr): 328.42
Total Delay for Signalled Lanes (pcuHr): 147.28
Total Delay Over All Lanes(pcuHr): 478.63

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 4: '12' (FG12: '2035 PM Baseline + Dev', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**114.8%**	**20**	**0**	**0**	**288.7**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**107.1%**	**0**	**0**	**0**	**102.3**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	Y:Y	1455	1723:1776	669+690	107.0 : 107.1%	-	-	-	70.8	175.1	77.3
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	415	1947	548	75.7%	-	-	-	5.4	47.0	12.4
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	170	1905	536	31.7%	-	-	-	1.6	34.1	4.1
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	218	2032	1223	17.8%	-	-	-	0.5	8.3	1.8
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1573	2032:1959	783+739	94.5 : 94.5%	-	-	-	13.9	34.8	43.9
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	509	1836	749	68.0%	-	-	-	4.6	32.4	12.9
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	310	1836:1806	260+193	68.4 : 68.4%	-	-	-	3.7	42.8	4.7
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	132	1806	175	75.3%	-	-	-	1.8	50.1	1.9

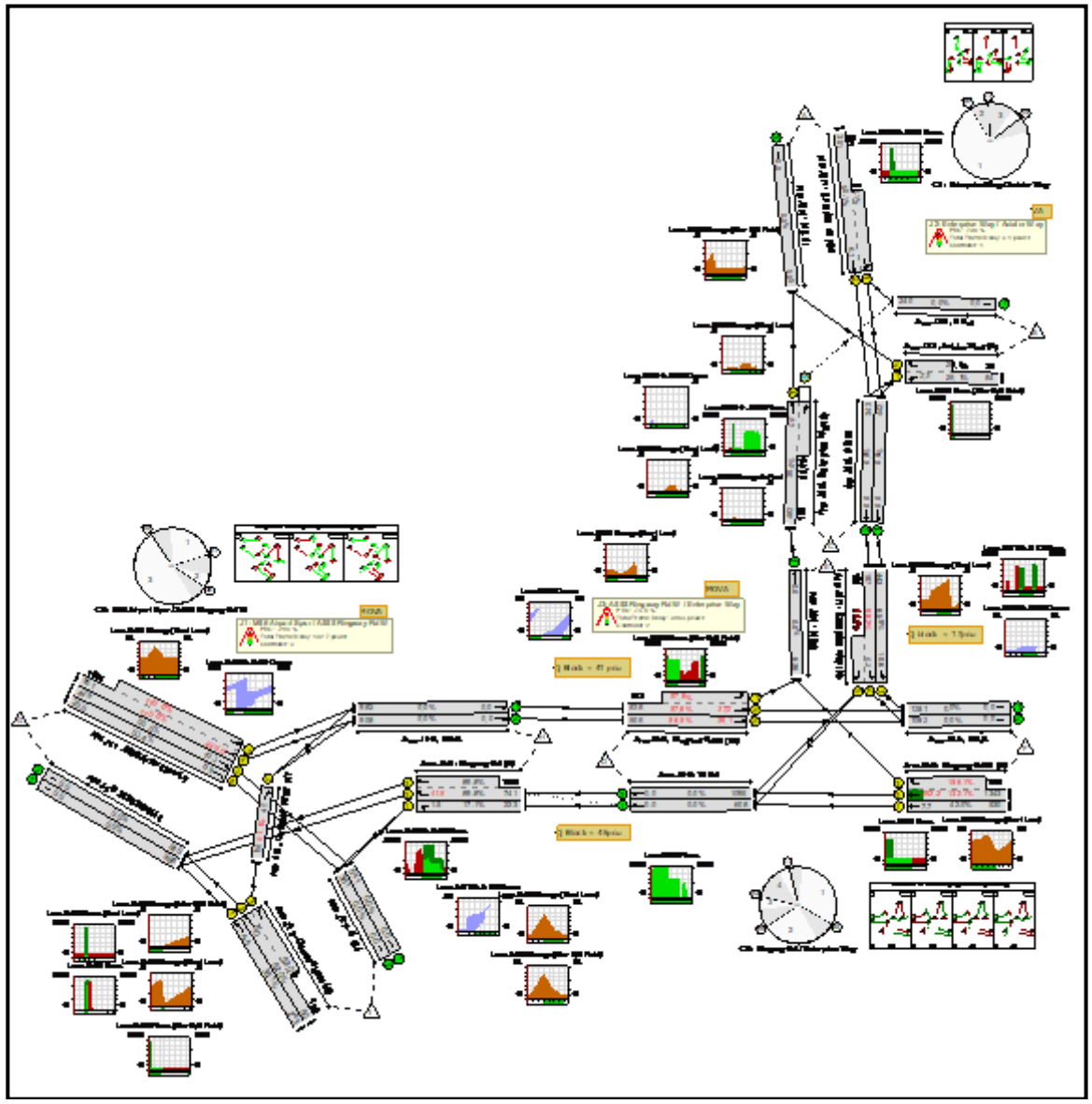
Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**46.0%**	**20**	**0**	**0**	**3.2**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	53	-	-	734	1830:1830	728+867	46.0 : 46.0%	-	-	-	1.9	9.1	3.8
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	22	-	-	220	1800:1800	419+244	33.1 : 33.1%	-	-	-	1.3	20.5	2.1
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	53	0	-	417	1965:1709	1008+59	34.5 : 34.5%	20	0	0	0.1	0.7	5.0
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.8%**	**0**	**0**	**0**	**183.2**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	30	-	-	448	1758	529	84.7%	-	-	-	4.2	33.8	11.9
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	30:10	-	-	404	1758:1854	246+198	90.9 : 90.9%	-	-	-	3.6	31.7	6.6
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	63	-	-	420	1716	1066	39.4%	-	-	-	1.5	12.6	6.3
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	63:17	-	Y:-	1532	1879:1797	1035+300	114.8 : 114.8%	-	-	-	120.7	283.5	153.7
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	58:72	-	Y:-	801	1808:1808	650+79	103.1 : 103.1%	-	-	-	26.8	128.3	41.4
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	58	-	Y	774	1860	704	103.2%	-	-	-	26.5	131.2	41.8

C1 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	95.5	Total Delay for Signalled Lanes (pcuHr):	3.18	Cycle Time (s): 103
C2 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-27.5	Total Delay for Signalled Lanes (pcuHr):	183.21	Cycle Time (s): 103
C3 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-19.1	Total Delay for Signalled Lanes (pcuHr):	102.34	Cycle Time (s): 103
	PRC Over All Lanes (%):	-27.5	Total Delay Over All Lanes(pcuHr):	288.72	

Scenario 5: '13' (FG13: '2040 AM Baseline + Dev', Plan 1: 'AM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**156.1%**	**139**	**0**	**0**	**582.1**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**115.6%**	**0**	**0**	**0**	**192.7**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	2025	1797:1712	849+903	115.6 : 115.6%	-	-	-	159.9	284.2	226.5
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	429	1968	487	88.0%	-	-	-	7.8	65.7	15.3
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	250	1892	468	53.4%	-	-	-	2.9	42.4	6.9
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	223	2040	1302	17.1%	-	-	-	0.4	6.4	1.5
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1753	2040:2011	825+813	89.8 : 89.8%	-	-	-	10.9	26.8	41.8
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	243	1763	638	38.1%	-	-	-	2.0	29.3	5.5
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	218	1763:1768	98+168	82.0 : 82.0%	-	-	-	4.4	72.2	6.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	138	1768	152	91.1%	-	-	-	4.4	114.6	4.5

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.1%**	**139**	**0**	**0**	**3.1**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	802	1940:1940	601+1000	50.1 : 50.1%	-	-	-	1.7	7.8	6.1
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	107	1800:1800	289+79	29.1 : 29.1%	-	-	-	1.3	45.4	2.3
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	907	1965:1709	1224+353	39.4 : 39.4%	139	0	0	0.1	0.3	0.6
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**156.1%**	**0**	**0**	**0**	**386.3**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	39	-	-	443	1764	672	65.9%	-	-	-	3.3	26.9	10.6
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	39:8	-	-	343	1764:1854	190+159	98.2 : 98.2%	-	-	-	3.0	31.8	6.2
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	67	-	-	530	1948	1262	42.0%	-	-	-	1.7	11.4	7.7
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	67:28	-	Y:-	2099	1948:1753	1017+484	132.1 : 156.1%	-	-	-	345.6	592.7	382.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	51:63	-	-	1132	1920:1920	857+156	97.8 : 97.8%	-	-	-	17.2	62.5	37.2
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	51	-	-	1037	1887	935	96.9%	-	-	-	15.5	61.5	35.1

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

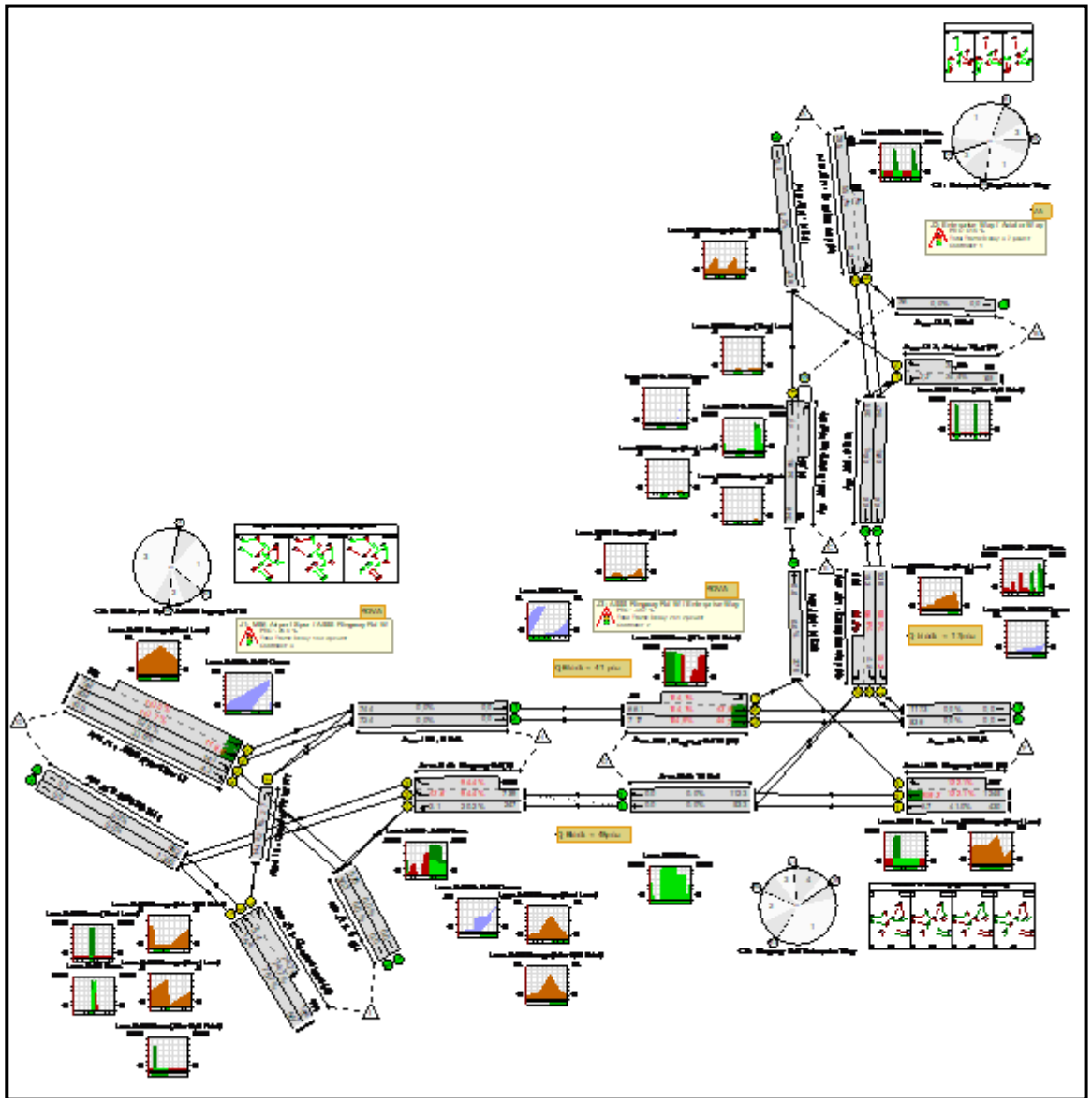
PRC for Signalled Lanes (%): 79.6
PRC for Signalled Lanes (%): -73.5
PRC for Signalled Lanes (%): -28.4
PRC Over All Lanes (%): -73.5

Total Delay for Signalled Lanes (pcuHr): 3.14
Total Delay for Signalled Lanes (pcuHr): 386.26
Total Delay for Signalled Lanes (pcuHr): 192.73
Total Delay Over All Lanes(pcuHr): 582.13

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 6: '14' (FG14: '2040 PM Baseline + Dev', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**122.1%**	**19**	**0**	**0**	**394.8**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**113.8%**	**0**	**0**	**0**	**149.9**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	Y:Y	1507	1723:1776	652+672	113.7 : 113.8%	-	-	-	114.8	274.1	119.6
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	452	1947	548	82.5%	-	-	-	6.6	52.5	14.3
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	180	1905	536	33.6%	-	-	-	1.7	34.4	4.3
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	247	2032	1223	20.2%	-	-	-	0.6	8.5	2.1
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1632	2032:1959	783+740	94.4 : 94.4%	-	-	-	13.8	34.5	43.6
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	567	1836	749	75.7%	-	-	-	5.7	35.9	15.4
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	328	1836:1806	246+193	74.7 : 74.7%	-	-	-	4.2	46.6	5.4
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	144	1806	175	82.1%	-	-	-	2.6	65.1	2.7

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**55.7%**	**19**	**0**	**0**	**3.7**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	52	-	-	774	1830:1830	511+877	55.7 : 55.7%	-	-	-	2.3	10.5	5.2
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	23	-	-	242	1800:1800	433+270	34.4 : 34.4%	-	-	-	1.3	20.0	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	52	0	-	442	1965:1709	992+54	34.9 : 34.9%	19	0	0	0.1	0.7	5.5
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.1%**	**0**	**0**	**0**	**241.2**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	31	-	-	538	1758	546	98.5%	-	-	-	5.3	35.3	15.2
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	31:11	-	-	359	1758:1854	158+213	96.6 : 96.6%	-	-	-	3.3	33.1	5.8
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	62	-	-	430	1716	1050	41.0%	-	-	-	1.6	13.3	6.7
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	62:17	-	Y:-	1612	1879:1797	1020+301	122.1 : 122.1%	-	-	-	171.5	382.9	205.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	57:72	-	Y:-	834	1808:1808	635+78	104.1 : 104.1%	-	-	-	29.5	143.1	43.5
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	57	-	Y	806	1860	686	104.5%	-	-	-	30.1	151.1	44.7

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

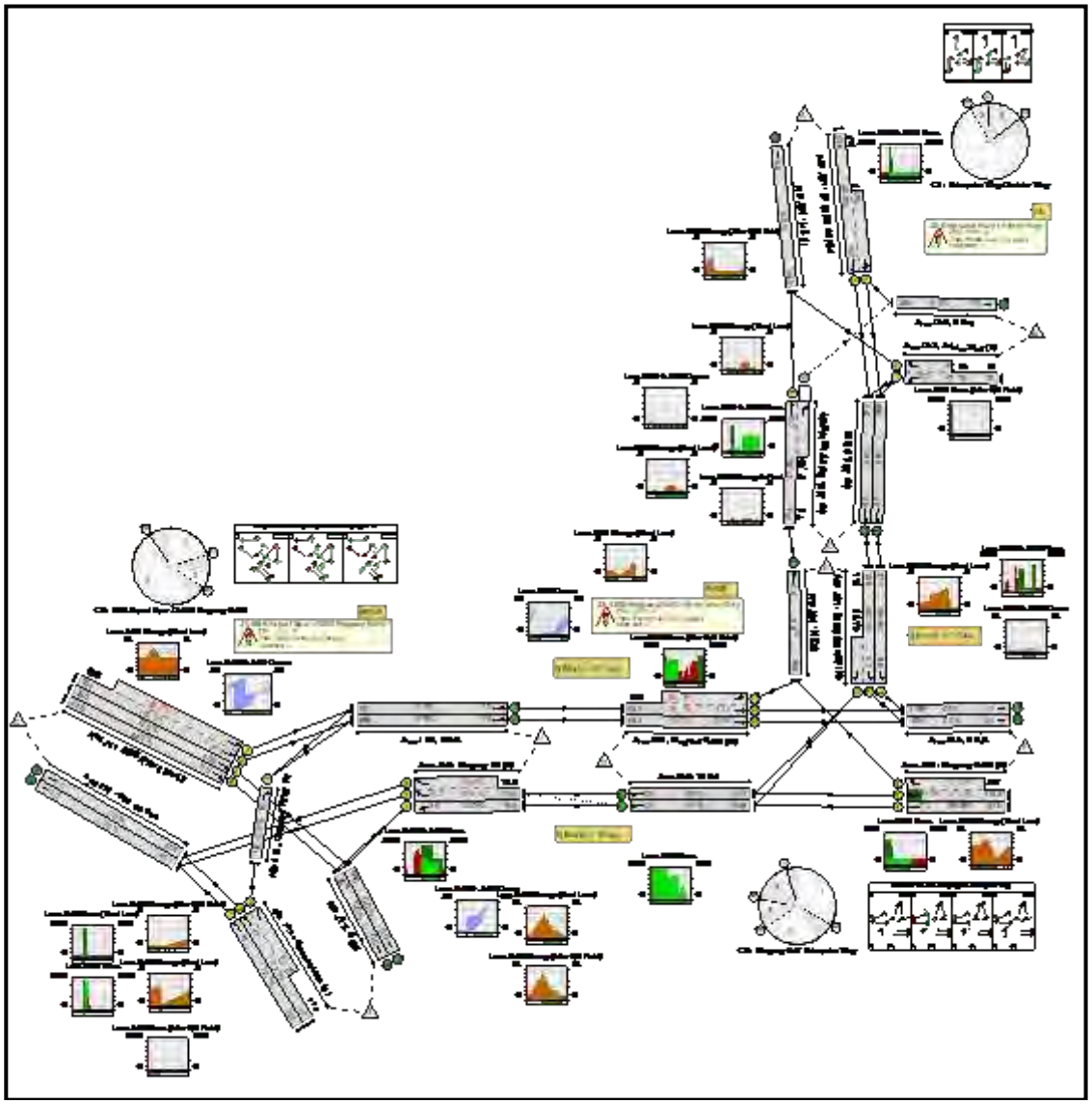
PRC for Signalled Lanes (%): 61.5
PRC for Signalled Lanes (%): -35.7
PRC for Signalled Lanes (%): -26.4
PRC Over All Lanes (%): -35.7

Total Delay for Signalled Lanes (pcuHr): 3.68
Total Delay for Signalled Lanes (pcuHr): 241.21
Total Delay for Signalled Lanes (pcuHr): 149.93
Total Delay Over All Lanes(pcuHr): 394.82

Cycle Time (s): 103
Cycle Time (s): 103
Cycle Time (s): 103

Scenario 7: '15' (FG15: '2030 AM Baseline + Dev (-10pc)', Plan 1: 'AM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**111.4%**	**172**	**0**	**0**	**237.7**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**105.9%**	**0**	**0**	**0**	**94.0**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	1857	1797:1712	879+874	105.9 : 105.9%	-	-	-	68.3	132.4	134.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	355	1968	487	72.8%	-	-	-	4.9	49.6	10.8
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	210	1892	468	44.8%	-	-	-	2.4	40.4	5.5
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	169	2040	1302	13.0%	-	-	-	0.3	5.9	1.0
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1608	2040:2011	825+813	91.6 : 91.6%	-	-	-	11.8	28.4	44.2
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	205	1763	638	32.1%	-	-	-	1.6	28.3	4.5
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	174	1763:1768	89+168	67.7 : 67.7%	-	-	-	2.8	58.9	4.2
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	114	1768	152	75.2%	-	-	-	1.9	58.8	1.9

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**40.9%**	**172**	**0**	**0**	**2.6**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	650	1940:1940	577+1012	40.9 : 40.9%	-	-	-	1.3	7.2	4.7
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	97	1800:1800	292+66	27.1 : 27.1%	-	-	-	1.2	45.1	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	655	1965:1709	1133+460	37.4 : 37.4%	172	0	0	0.1	0.4	0.6
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**111.4%**	**0**	**0**	**0**	**141.2**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	38	-	-	371	1764	655	56.6%	-	-	-	2.7	26.3	8.6
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	38:7	-	-	275	1764:1854	194+141	82.1 : 82.1%	-	-	-	2.4	31.5	6.1
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	68	-	-	510	1948	1280	39.8%	-	-	-	1.5	10.7	7.1
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	68:28	-	Y:-	1691	1948:1753	1063+455	111.4 : 111.4%	-	-	-	109.8	233.8	145.9
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	52:63	-	-	1033	1920:1920	871+161	95.1 : 95.1%	-	-	-	13.4	49.1	32.6
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	52	-	-	944	1887	952	93.7%	-	-	-	11.4	45.9	30.5

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

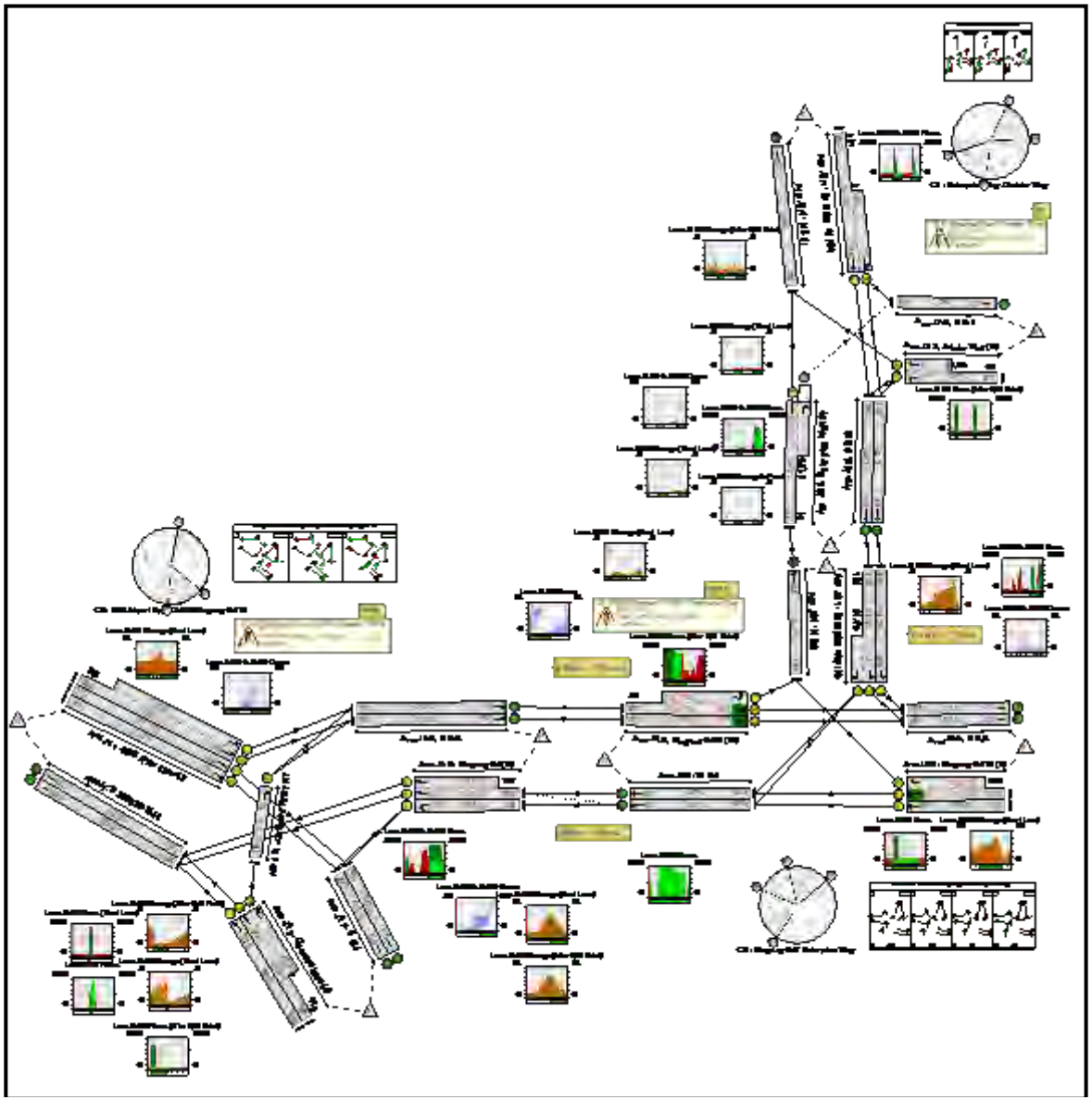
PRC for Signalled Lanes (%): 120.0
PRC for Signalled Lanes (%): -23.8
PRC for Signalled Lanes (%): -17.7
PRC Over All Lanes (%): -23.8

Total Delay for Signalled Lanes (pcuHr): 2.57
Total Delay for Signalled Lanes (pcuHr): 141.19
Total Delay for Signalled Lanes (pcuHr): 93.96
Total Delay Over All Lanes(pcuHr): 237.73

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 8: '16' (FG16: '2030 PM Baseline + Dev (-10pc)', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**105.1%**	**21**	**0**	**0**	**142.7**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**94.9%**	**0**	**0**	**0**	**32.6**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	-	1385	1723:1776	861+888	79.2 : 79.2%	-	-	-	3.4	8.8	8.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	371	1947	548	67.7%	-	-	-	4.4	42.9	10.4
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	160	1905	536	29.8%	-	-	-	1.5	33.8	3.8
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	188	2032	1223	15.4%	-	-	-	0.4	8.0	1.5
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1497	2032:1959	782+744	94.9 : 94.9%	-	-	-	14.6	36.4	44.8
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	452	1836	749	60.4%	-	-	-	3.8	30.0	10.8
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	283	1836:1806	266+193	61.7 : 61.7%	-	-	-	3.2	40.2	4.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	119	1806	175	67.9%	-	-	-	1.3	39.5	1.3

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**37.4%**	**21**	**0**	**0**	**2.5**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	53	-	-	533	1830:1830	541+886	37.4 : 37.4%	-	-	-	1.3	8.6	3.0
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	22	-	-	196	1800:1800	419+228	30.3 : 30.3%	-	-	-	1.1	20.3	1.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	53	0	-	353	1965:1709	1003+67	31.6 : 31.6%	21	0	0	0.1	1.4	6.1
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.1%**	**0**	**0**	**0**	**107.6**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	29	-	-	380	1758	512	74.2%	-	-	-	3.5	33.0	9.8
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	29:9	-	-	265	1758:1854	134+180	84.4 : 84.4%	-	-	-	2.5	34.0	4.3
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	64	-	-	410	1716	1083	37.9%	-	-	-	1.4	11.9	5.9
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	64:17	-	Y:-	1396	1879:1797	1059+269	105.1 : 105.1%	-	-	-	53.7	138.5	86.0
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	59:72	-	Y:-	760	1808:1808	666+82	101.7 : 101.7%	-	-	-	23.6	111.7	38.4
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	59	-	Y	733	1860	722	101.5%	-	-	-	23.0	112.8	37.7

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

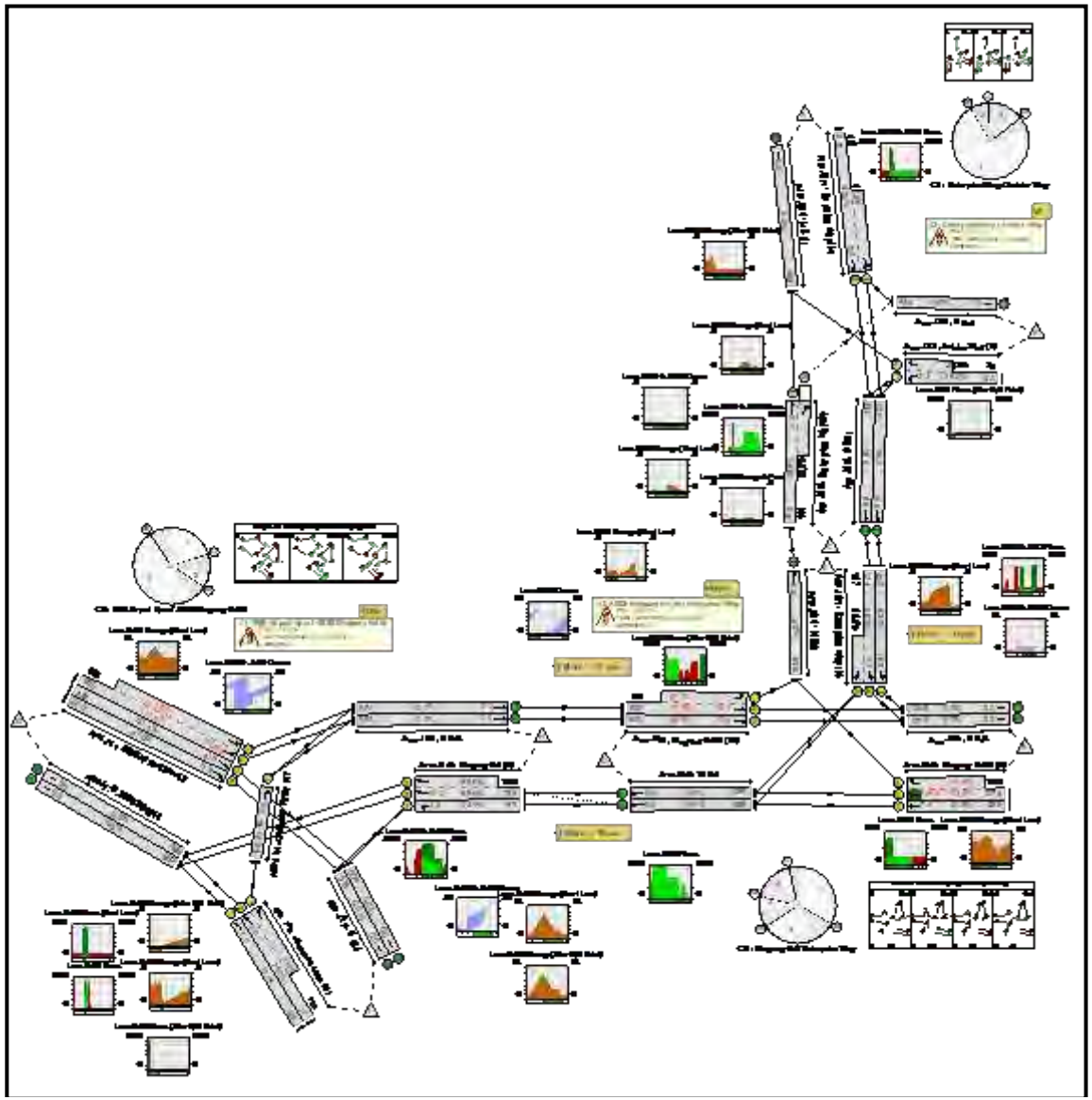
PRC for Signalled Lanes (%): 140.9
PRC for Signalled Lanes (%): -16.7
PRC for Signalled Lanes (%): -5.5
PRC Over All Lanes (%): -16.7

Total Delay for Signalled Lanes (pcuHr): 2.52
Total Delay for Signalled Lanes (pcuHr): 107.59
Total Delay for Signalled Lanes (pcuHr): 32.59
Total Delay Over All Lanes(pcuHr): 142.69

Cycle Time (s): 103
Cycle Time (s): 103
Cycle Time (s): 103

Scenario 9: '17' (FG17: '2035 AM Baseline + Dev (-10pc)', Plan 1: 'AM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**144.6%**	**144**	**0**	**0**	**461.7**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**111.4%**	**0**	**0**	**0**	**147.5**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	1952	1797:1712	862+891	111.4 : 111.4%	-	-	-	119.3	220.1	185.9
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	405	1968	487	83.1%	-	-	-	6.5	58.1	13.5
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	220	1892	468	47.0%	-	-	-	2.5	40.9	5.9
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	197	2040	1302	15.1%	-	-	-	0.3	6.1	1.2
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1690	2040:2011	825+813	89.6 : 89.6%	-	-	-	10.7	26.2	42.2
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	226	1763	638	35.4%	-	-	-	1.8	28.9	5.0
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	196	1763:1768	94+168	74.8 : 74.8%	-	-	-	3.5	63.9	5.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	126	1768	152	83.1%	-	-	-	2.8	79.8	2.9

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47.0%**	**144**	**0**	**0**	**2.9**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	746	1940:1940	575+1013	47.0 : 47.0%	-	-	-	1.6	7.6	5.6
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	102	1800:1800	291+71	28.2 : 28.2%	-	-	-	1.3	45.3	2.3
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	850	1965:1709	1213+366	39.5 : 39.5%	144	0	0	0.1	0.3	0.6
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**144.6%**	**0**	**0**	**0**	**311.4**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	39	-	-	425	1764	672	63.2%	-	-	-	3.1	26.5	10.0
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	39:8	-	-	311	1764:1854	202+159	86.2 : 86.2%	-	-	-	2.7	31.4	6.1
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	67	-	-	520	1948	1262	41.2%	-	-	-	1.6	11.3	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	67:28	-	Y:-	1974	1948:1753	1020+484	124.9 : 144.6%	-	-	-	273.2	498.3	308.9
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	51:63	-	-	1088	1920:1920	856+156	97.3 : 97.3%	-	-	-	16.4	59.8	36.3
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	51	-	-	996	1887	935	96.2%	-	-	-	14.3	57.3	33.8

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

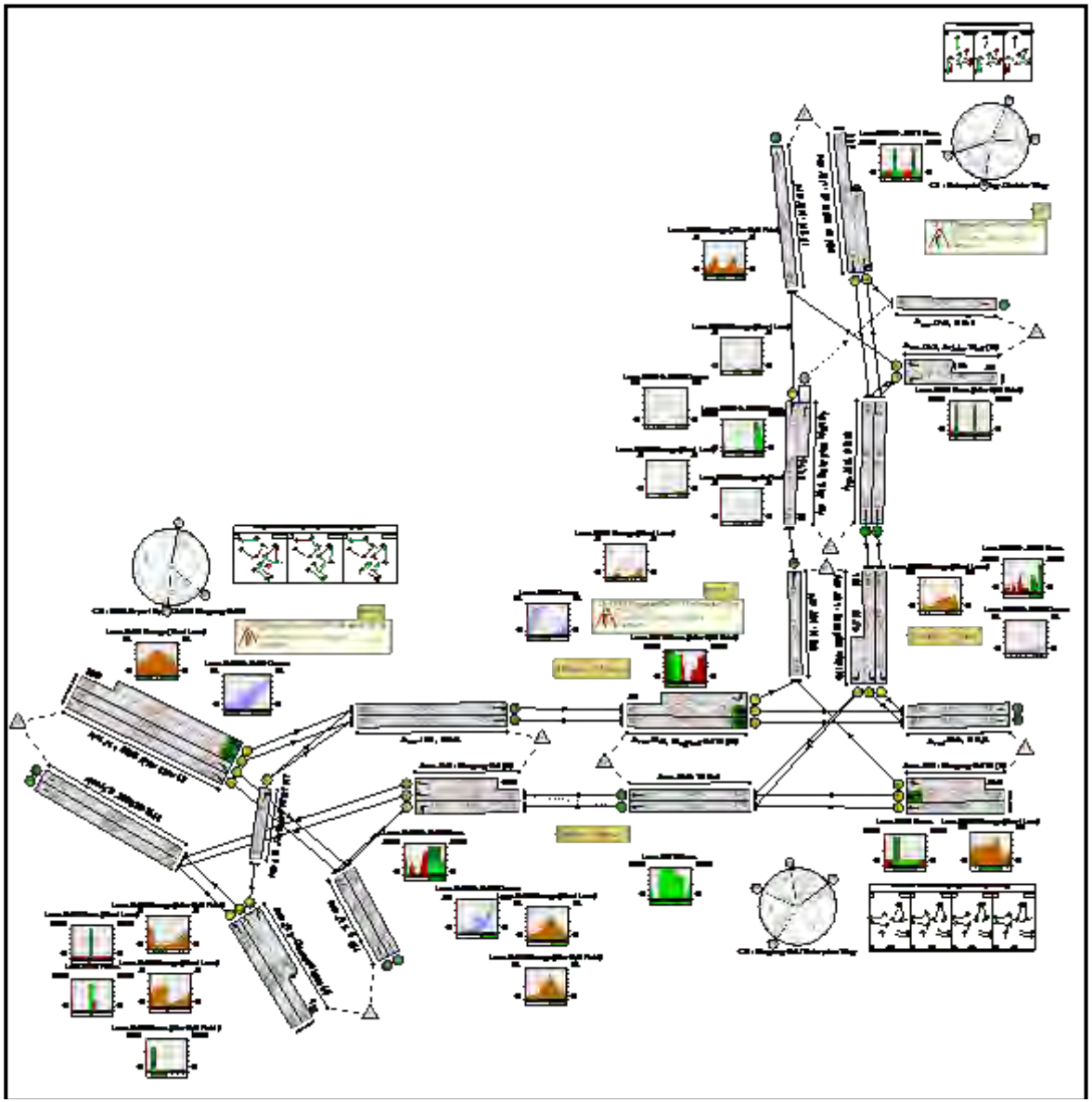
PRC for Signalled Lanes (%): 91.6
PRC for Signalled Lanes (%): -60.6
PRC for Signalled Lanes (%): -23.7
PRC Over All Lanes (%): -60.6

Total Delay for Signalled Lanes (pcuHr): 2.91
Total Delay for Signalled Lanes (pcuHr): 311.38
Total Delay for Signalled Lanes (pcuHr): 147.46
Total Delay Over All Lanes(pcuHr): 461.74

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 10: '18' (FG18: '2035 PM Baseline + Dev (-10pc)', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**114.7%**	**20**	**0**	**0**	**287.6**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**107.1%**	**0**	**0**	**0**	**102.4**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	Y:Y	1455	1723:1776	669+690	107.0 : 107.1%	-	-	-	70.8	175.1	77.3
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	415	1947	548	75.7%	-	-	-	5.4	47.0	12.4
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	170	1905	536	31.7%	-	-	-	1.6	34.1	4.1
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	218	2032	1223	17.8%	-	-	-	0.5	8.3	1.8
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1573	2032:1959	783+739	94.6 : 94.6%	-	-	-	14.0	35.0	44.0
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	509	1836	749	68.0%	-	-	-	4.6	32.4	12.9
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	310	1836:1806	260+193	68.4 : 68.4%	-	-	-	3.7	42.8	4.7
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	132	1806	175	75.3%	-	-	-	1.8	50.1	1.9

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**45.6%**	**20**	**0**	**0**	**3.1**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	53	-	-	712	1830:1830	690+870	45.6 : 45.6%	-	-	-	1.8	9.1	3.7
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	22	-	-	220	1800:1800	419+244	33.1 : 33.1%	-	-	-	1.3	20.5	2.1
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	53	0	-	413	1965:1709	1007+59	34.1 : 34.1%	20	0	0	0.1	0.7	5.0
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**114.7%**	**0**	**0**	**0**	**182.1**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	30	-	-	446	1758	529	84.3%	-	-	-	4.2	33.7	11.9
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	30:10	-	-	384	1758:1854	224+198	90.9 : 90.9%	-	-	-	3.4	32.0	5.1
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	63	-	-	420	1716	1066	39.4%	-	-	-	1.5	12.6	6.3
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	63:17	-	Y:-	1528	1879:1797	1036+297	114.7 : 114.7%	-	-	-	119.7	282.1	152.7
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	58:72	-	Y:-	801	1808:1808	650+79	103.1 : 103.1%	-	-	-	26.8	128.3	41.4
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	58	-	Y	774	1860	704	103.2%	-	-	-	26.5	131.2	41.8

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

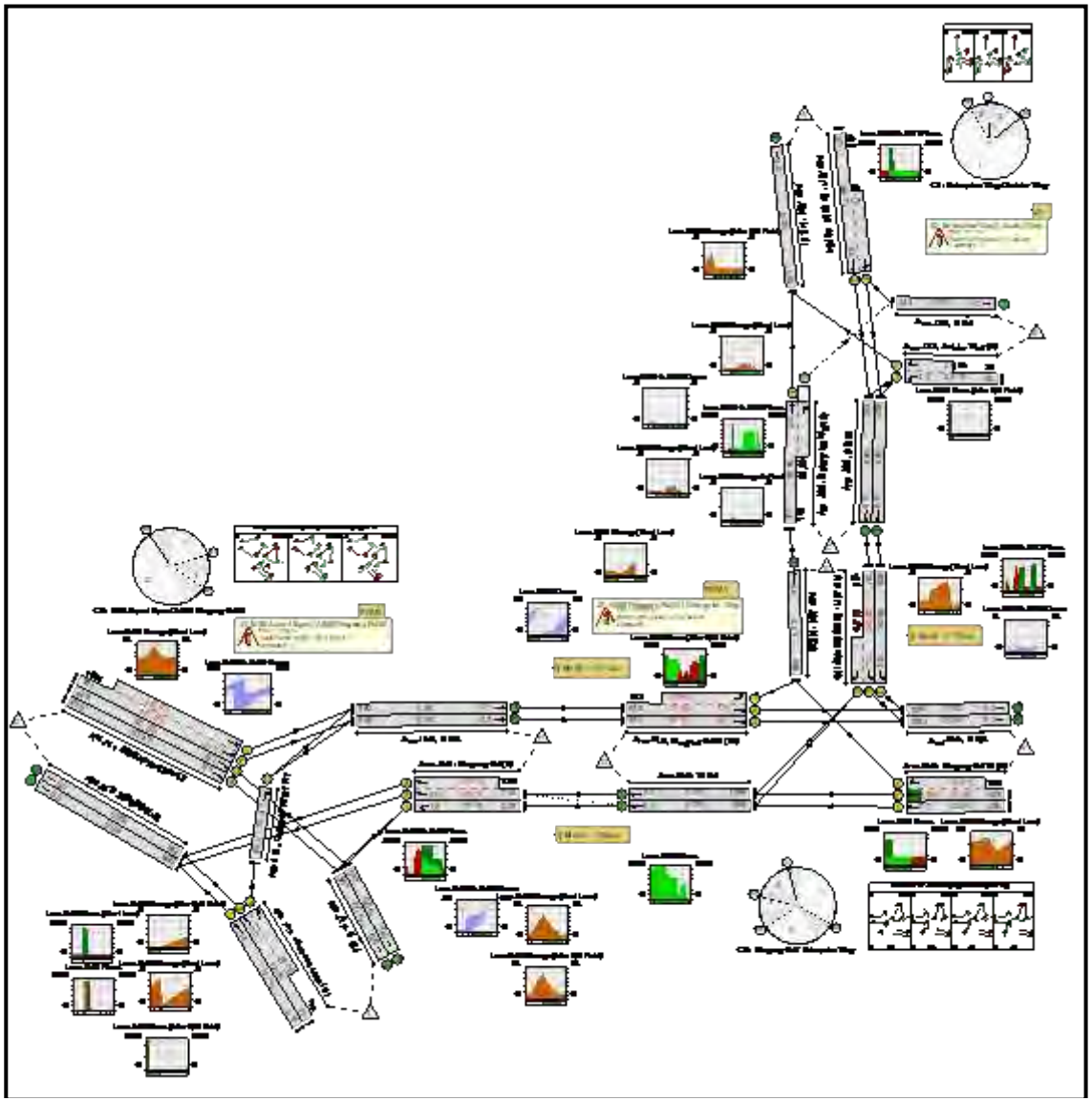
PRC for Signalled Lanes (%): 97.3
PRC for Signalled Lanes (%): -27.4
PRC for Signalled Lanes (%): -19.1
PRC Over All Lanes (%): -27.4

Total Delay for Signalled Lanes (pcuHr): 3.12
Total Delay for Signalled Lanes (pcuHr): 182.10
Total Delay for Signalled Lanes (pcuHr): 102.42
Total Delay Over All Lanes(pcuHr): 287.64

Cycle Time (s): 103
Cycle Time (s): 103
Cycle Time (s): 103

Scenario 11: '19' (FG19: '2040 AM Baseline + Dev (-10pc)', Plan 1: 'AM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**151.2%**	**143**	**0**	**0**	**566.4**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**115.6%**	**0**	**0**	**0**	**192.9**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	83	-	-	2025	1797:1712	849+903	115.6 : 115.6%	-	-	-	159.9	284.2	226.5
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	429	1968	487	88.0%	-	-	-	7.8	65.7	15.3
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	25	-	-	250	1892	468	53.4%	-	-	-	2.9	42.4	6.9
2/1	Ringway Rd (E) Left	U	C3:E		1	66	-	-	223	2040	1302	17.1%	-	-	-	0.4	6.4	1.5
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	52	-	-	1753	2040:2011	825+813	90.0 : 90.0%	-	-	-	11.1	27.0	42.0
3/1	Outwood Lane (S) Ahead	U	C3:C		1	37	-	-	243	1763	638	38.1%	-	-	-	2.0	29.3	5.5
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	37:9	-	-	218	1763:1768	98+168	82.0 : 82.0%	-	-	-	4.4	72.2	6.0
4/1	Outwood Rd Int RT Right	U	C3:G		1	8	-	-	138	1768	152	91.1%	-	-	-	4.4	114.6	4.5

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**	**143**	**0**	**0**	**3.1**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		1	74	-	-	796	1940:1940	606+997	49.7 : 49.7%	-	-	-	1.7	7.7	6.0
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		1	17:12	-	-	107	1800:1800	289+79	29.1 : 29.1%	-	-	-	1.3	45.4	2.3
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	1	82	4	-	882	1965:1709	1215+363	39.3 : 39.3%	143	0	0	0.1	0.3	0.6
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**151.2%**	**0**	**0**	**0**	**370.4**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	39	-	-	438	1764	672	65.2%	-	-	-	3.3	26.8	10.5
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	39:8	-	-	343	1764:1854	190+159	98.2 : 98.2%	-	-	-	3.0	31.8	6.2
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	67	-	-	530	1948	1262	42.0%	-	-	-	1.7	11.4	7.7
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	67:28	-	Y:-	2075	1948:1753	1021+484	131.6 : 151.2%	-	-	-	329.8	572.1	366.6
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	51:63	-	-	1132	1920:1920	857+156	97.8 : 97.8%	-	-	-	17.2	62.5	37.2
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	51	-	-	1037	1887	935	96.9%	-	-	-	15.5	61.5	35.1

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

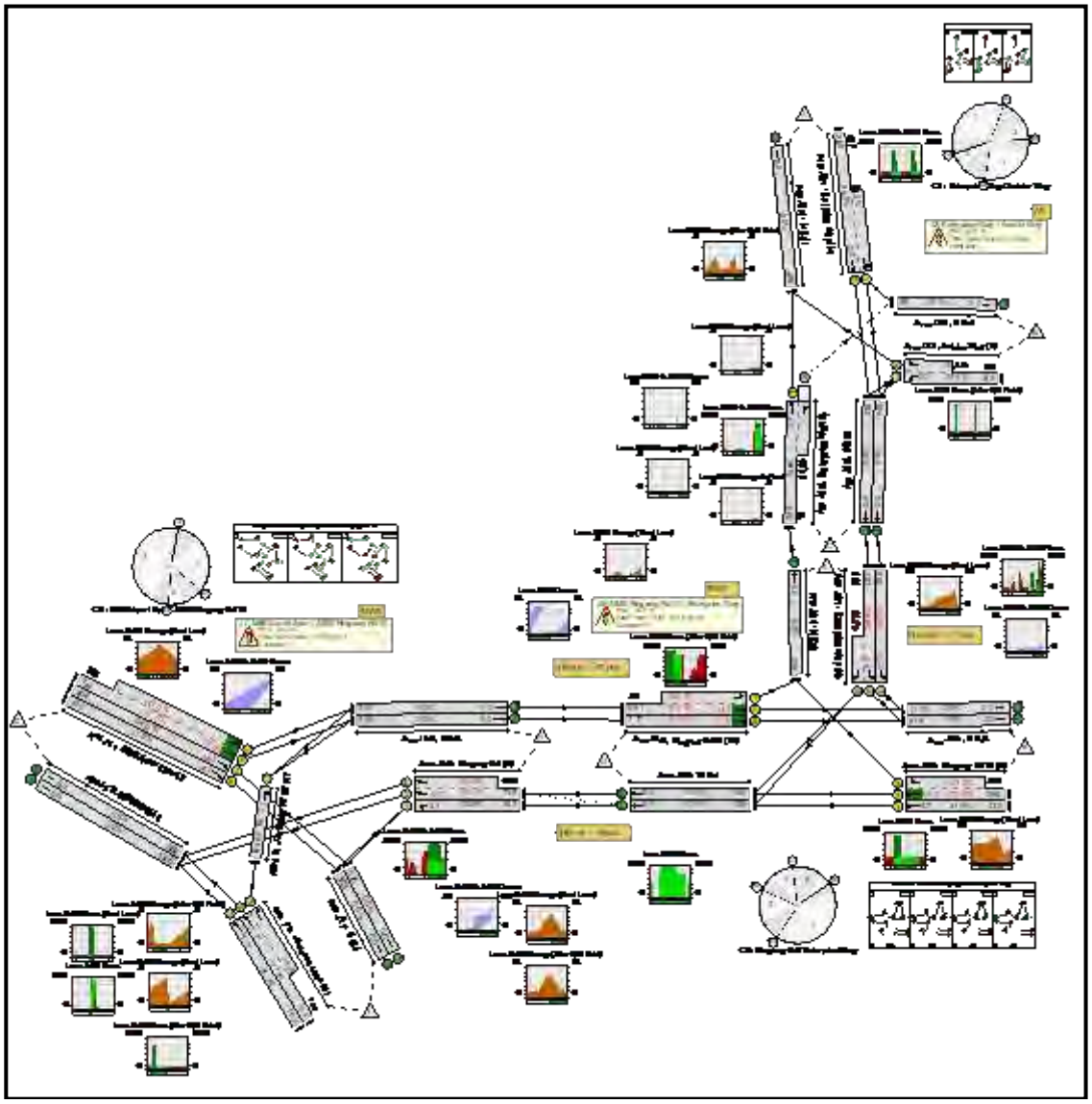
PRC for Signalled Lanes (%): 81.2
PRC for Signalled Lanes (%): -68.0
PRC for Signalled Lanes (%): -28.4
PRC Over All Lanes (%): -68.0

Total Delay for Signalled Lanes (pcuHr): 3.11
Total Delay for Signalled Lanes (pcuHr): 370.40
Total Delay for Signalled Lanes (pcuHr): 192.85
Total Delay Over All Lanes(pcuHr): 566.37

Cycle Time (s): 105
Cycle Time (s): 105
Cycle Time (s): 105

Scenario 12: '20' (FG20: '2040 PM Baseline + Dev (-10pc)', Plan 2: 'PM')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: J5 J6 J7 Outward Lane / Ringway Rd / Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**122.0%**	**19**	**0**	**0**	**393.6**	-	-
J1: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**113.8%**	**0**	**0**	**0**	**150.0**	-	-
1/2+1/1	M56 Airport Spur LT Ahead	U	C3:A		1	80	-	Y:Y	1507	1723:1776	652+672	113.7 : 113.8%	-	-	-	114.8	274.1	119.6
1/3	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	452	1947	548	82.5%	-	-	-	6.6	52.5	14.3
1/4	M56 Airport Spur LT Ahead	U	C3:B		1	28	-	-	180	1905	536	33.6%	-	-	-	1.7	34.4	4.3
2/1	Ringway Rd (E) Left	U	C3:E		1	61	-	-	247	2032	1223	20.2%	-	-	-	0.6	8.5	2.1
2/2+2/3	Ringway Rd (E) Ahead	U	C3:F		1	46	-	-	1632	2032:1959	783+740	94.4 : 94.4%	-	-	-	13.8	34.6	43.7
3/1	Outwood Lane (S) Ahead	U	C3:C		1	41	-	-	567	1836	749	75.7%	-	-	-	5.7	35.9	15.4
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C3:C C3:D		1	41:10	-	-	328	1836:1806	246+193	74.7 : 74.7%	-	-	-	4.2	46.6	5.4
4/1	Outwood Rd Int RT Right	U	C3:G		1	9	-	-	144	1806	175	82.1%	-	-	-	2.6	65.1	2.7

Basic Results Summary

J2: Enterprise Way / Aviator Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**	**19**	**0**	**0**	**3.6**	**-**	**-**
1/2+1/1	Entrprise Way (N) Left Ahead	U	C1:B		2	52	-	-	752	1830:1830	479+881	55.3 : 55.3%	-	-	-	2.2	10.5	5.2
2/1+2/2	Aviator Way (E) Right Left	U	C1:D C1:E		2	23	-	-	242	1800:1800	433+270	34.4 : 34.4%	-	-	-	1.3	20.0	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C1:A	C1:C	2	52	0	-	438	1965:1709	991+55	34.6 : 34.6%	19	0	0	0.1	0.7	5.5
J3: A555 Ringway Rd W / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**122.0%**	**0**	**0**	**0**	**240.0**	**-**	**-**
1/1	Enterprise Way (N) Left	U	C2:E		1	31	-	-	535	1758	546	98.0%	-	-	-	5.2	35.2	15.2
1/2+1/3	Enterprise Way (N) Left Right	U	C2:E C2:F		1	31:11	-	-	339	1758:1854	138+213	96.6 : 96.6%	-	-	-	3.2	33.7	5.8
2/1	Ringway Rd W (E) Ahead	U	C2:A		1	62	-	-	430	1716	1050	41.0%	-	-	-	1.6	13.3	6.7
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C2:A C2:B		1	62:17	-	Y:-	1608	1879:1797	1021+298	122.0 : 122.0%	-	-	-	170.5	381.6	204.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C2:C C2:D		1	57:72	-	Y:-	834	1808:1808	635+78	104.1 : 104.1%	-	-	-	29.5	143.1	43.5
3/3	Ringway Rd W (W) Ahead	U	C2:C		1	57	-	Y	806	1860	686	104.5%	-	-	-	30.1	151.1	44.7

C1 - Enterprise Way / Aviator Way
C2 - Ringway Rd / Enterprise Way
C3 - M56 Airport Spur / A555 Ringway Rd W

PRC for Signalled Lanes (%): 62.8
PRC for Signalled Lanes (%): -35.5
PRC for Signalled Lanes (%): -26.4
PRC Over All Lanes (%): -35.5

Total Delay for Signalled Lanes (pcuHr): 3.61
Total Delay for Signalled Lanes (pcuHr): 240.04
Total Delay for Signalled Lanes (pcuHr): 149.99
Total Delay Over All Lanes(pcuHr): 393.64

Cycle Time (s): 103
Cycle Time (s): 103
Cycle Time (s): 103

Basic Results Summary

User and Project Details

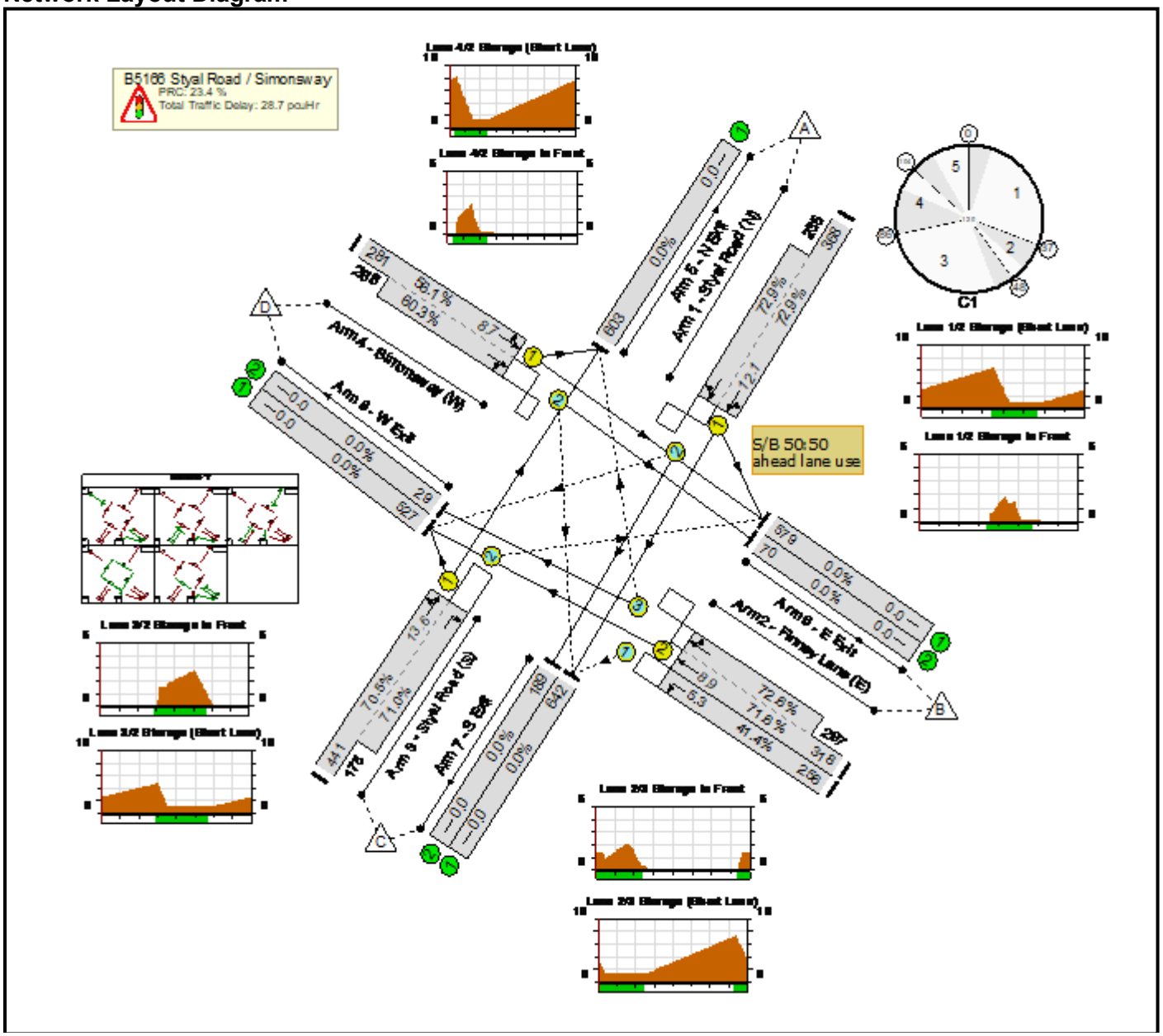
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Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2026 AM Observed	Peds every	08:00 - 09:00	120	23.4	28.74
2	2	2026 PM Observed	Peds every	17:00 - 18:00	120	9.6	32.21
3	3	2030 AM Base	Peds every	08:00 - 09:00	120	17.8	31.93
4	4	2030 PM Base	Peds every	17:00 - 18:00	120	0.7	37.76
5	5	2035 AM Base	Peds every	08:00 - 09:00	120	8.9	34.95
6	6	2035 PM Base	Peds every	17:00 - 18:00	120	-4.4	45.92
7	7	2040 AM Base	Peds every	08:00 - 09:00	120	2.8	40.19
8	8	2040 PM Base	Peds every	17:00 - 18:00	120	-6.8	51.99
9	9	2030 AM Base+Dev	Peds every	08:00 - 09:00	120	11.3	34.26
10	10	2030 PM Base+Dev	Peds every	17:00 - 18:00	120	-3.5	45.18
11	11	2035 AM Base+Dev	Peds every	08:00 - 09:00	120	3.4	39.67
12	12	2035 PM Base+Dev	Peds every	17:00 - 18:00	120	-8.7	59.30
13	13	2040 AM Base+Dev	Peds every	08:00 - 09:00	120	-3.7	48.07
14	14	2040 PM Base+Dev	Peds every	17:00 - 18:00	120	-12.0	72.88
15	15	2030 AM Base+Dev (-10pc)	Peds every	08:00 - 09:00	120	12.0	34.07
16	16	2030 PM Base+Dev(-10pc)	Peds every	17:00 - 18:00	120	-2.7	44.59
17	17	2035 AM Base+Dev (-10pc)	Peds every	08:00 - 09:00	120	3.8	39.80
18	18	2035 PM Base+Dev (-10pc)	Peds every	17:00 - 18:00	120	-7.6	56.76
19	19	2040 AM Base+Dev (-10pc)	Peds every	08:00 - 09:00	120	-3.6	47.40
20	20	2040 PM Base+Dev (-10pc)	Peds every	17:00 - 18:00	120	-11.2	69.28

Scenario 1: '1' (FG1: '2026 AM Observed', Plan 1: 'Peds every')

Network Layout Diagram



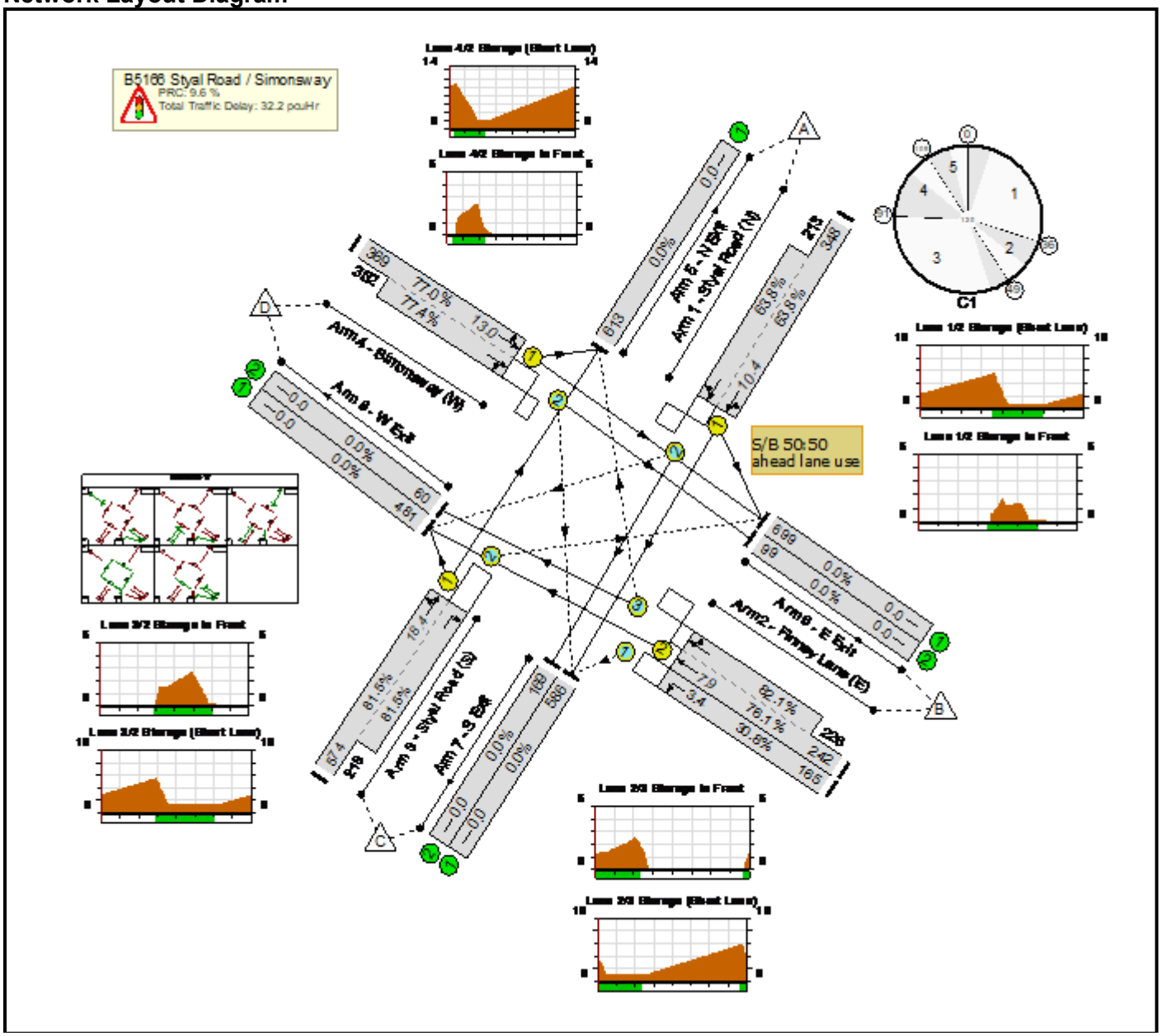
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**72.9%**	**503**	**425**	**15**	**28.7**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**72.9%**	**503**	**425**	**15**	**28.7**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	34	-	-	603	1880:1888	505+322	72.9 : 72.9%	46	0	0	7.5	45.0	12.1
2/1	Finney Lane (E) Left	O	B		1	59	-	-	256	1943	619	41.4%	73	179	4	1.6	22.3	5.3
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	10	-	615	1904:1766	444+409	71.6 : 72.6%	93	173	2	6.0	35.0	8.9
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	4	-	616	1813:1759	626+246	70.5 : 71.0%	97	73	5	7.1	41.3	13.6
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	31	-	-	549	1878:1793	501+444	56.1 : 60.3%	195	0	3	6.6	43.1	8.7

C1 PRC for Signalled Lanes (%): 23.4 Total Delay for Signalled Lanes (pcuHr): 28.74 Cycle Time (s): 120
PRC Over All Lanes (%): 23.4 Total Delay Over All Lanes(pcuHr): 28.74

Scenario 2: '2' (FG2: '2026 PM Observed', Plan 1: 'Peds every')

Network Layout Diagram

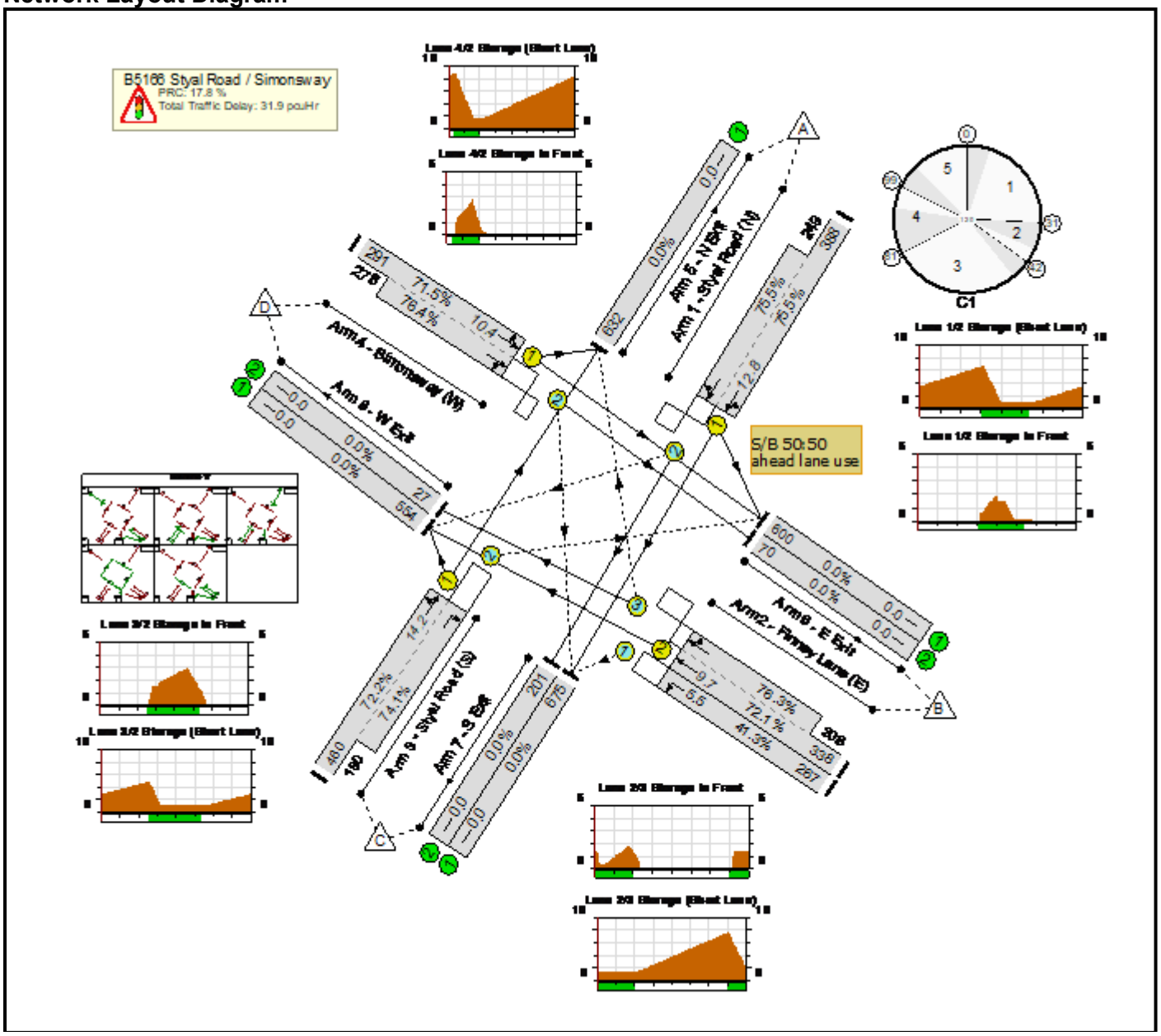


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**82.1%**	**507**	**305**	**34**	**32.2**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**82.1%**	**507**	**305**	**34**	**32.2**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	38	-	-	561	1895:1886	546+334	63.8 : 63.8%	44	0	0	6.1	39.3	10.4
2/1	Finney Lane (E) Left	O	B		1	55	-	-	165	1943	535	30.8%	45	117	3	1.1	23.5	3.4
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	5	-	468	1809:1793	318+275	76.1 : 82.1%	56	85	25	6.1	46.6	7.9
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	6	-	792	1848:1759	704+267	81.5 : 81.5%	114	103	2	8.9	40.5	18.4
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	30	-	-	721	1855:1796	479+455	77.0 : 77.4%	249	0	4	10.0	50.1	13.0

C1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 32.21 Cycle Time (s): 120
PRC Over All Lanes (%): 9.6 Total Delay Over All Lanes(pcuHr): 32.21

Scenario 3: '3' (FG3: '2030 AM Base', Plan 1: 'Peds every')
Network Layout Diagram



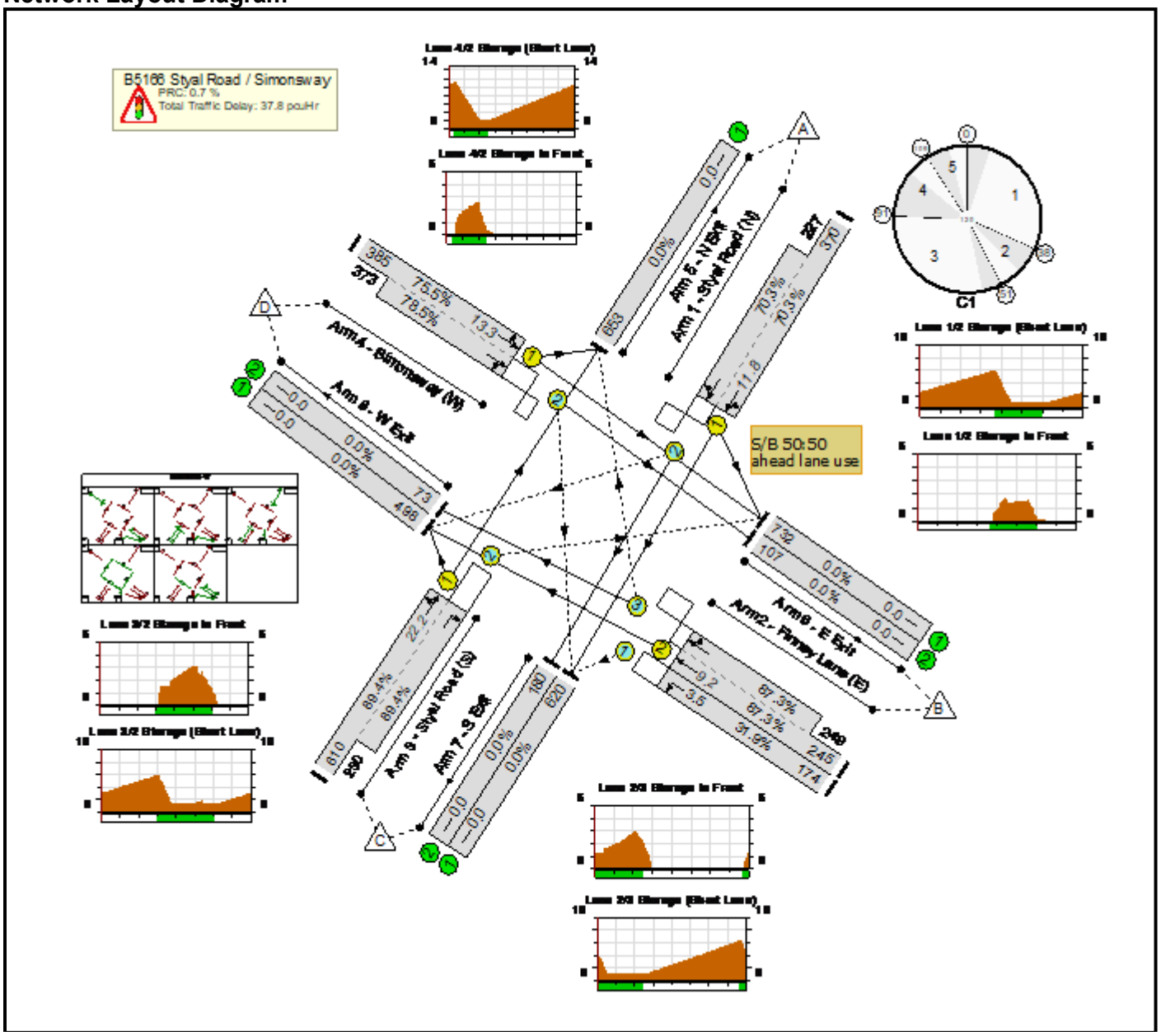
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**76.4%**	**468**	**487**	**29**	**31.9**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**76.4%**	**468**	**487**	**29**	**31.9**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	35	-	-	637	1880:1889	514+330	75.5 : 75.5%	48	0	0	8.0	45.2	12.8
2/1	Finney Lane (E) Left	O	B		1	58	-	-	267	1943	646	41.3%	62	200	4	1.7	22.7	5.5
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	46	15	-	646	1904:1764	469+404	72.1 : 76.3%	60	213	7	6.4	35.9	9.7
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	43	4	-	640	1813:1759	637+243	72.2 : 74.1%	93	73	14	7.4	41.6	14.2
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	25	-	-	569	1878:1791	407+364	71.5 : 76.4%	205	0	3	8.4	53.3	10.4

C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 31.93 Cycle Time (s): 120
PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 31.93

Scenario 4: '4' (FG4: '2030 PM Base', Plan 1: 'Peds every')

Network Layout Diagram



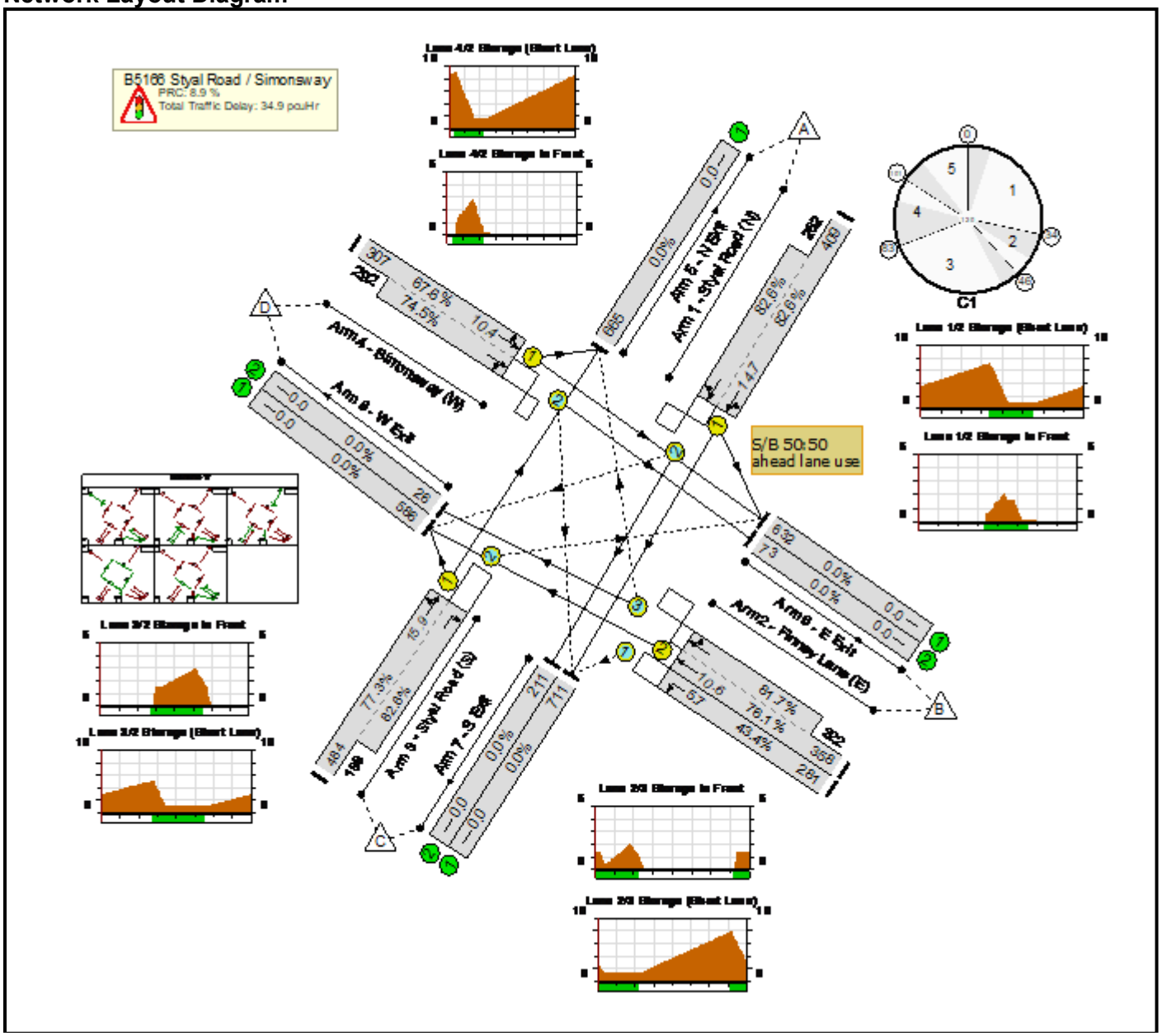
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**89.4%**	**536**	**307**	**50**	**37.8**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**89.4%**	**536**	**307**	**50**	**37.8**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	36	-	-	597	1895:1886	526+323	70.3 : 70.3%	47	0	0	7.1	43.1	11.8
2/1	Finney Lane (E) Left	O	B		1	57	-	-	174	1943	545	31.9%	51	120	3	1.1	22.5	3.5
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	43	5	-	494	1809:1798	281+285	87.3 : 87.3%	60	84	32	7.5	54.9	9.2
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	46	6	-	840	1848:1759	682+257	89.4 : 89.4%	117	103	10	11.8	50.6	22.2
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	32	-	-	758	1855:1797	510+475	75.5 : 78.5%	262	0	4	10.2	48.4	13.3

C1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 37.76 Cycle Time (s): 120
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 37.76

Scenario 5: '5' (FG5: '2035 AM Base', Plan 1: 'Peds every')

Network Layout Diagram



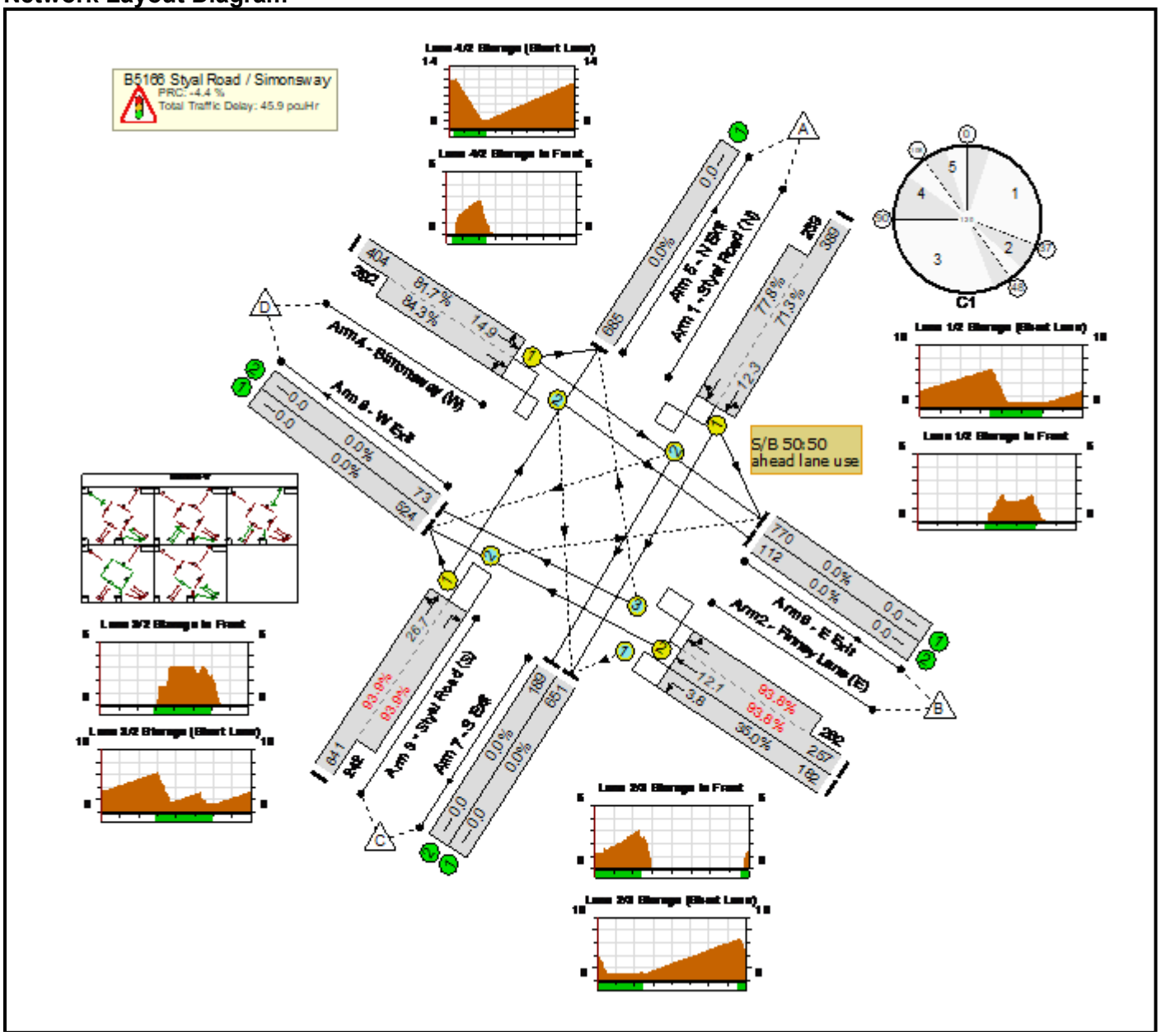
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**82.6%**	**480**	**508**	**49**	**34.9**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**82.6%**	**480**	**508**	**49**	**34.9**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	33	-	-	671	1880:1888	495+317	82.6 : 82.6%	51	0	0	9.6	51.3	14.7
2/1	Finney Lane (E) Left	O	B		1	60	-	-	281	1943	648	43.4%	73	204	5	1.7	21.9	5.7
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	13	-	680	1904:1763	471+394	76.1 : 81.7%	78	216	2	7.0	37.3	10.6
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	5	-	673	1813:1759	626+229	77.3 : 82.6%	64	88	37	8.4	45.0	15.9
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	28	-	-	599	1878:1791	454+392	67.6 : 74.5%	215	0	4	8.2	49.5	10.4

C1 PRC for Signalled Lanes (%): 8.9 Total Delay for Signalled Lanes (pcuHr): 34.95 Cycle Time (s): 120
PRC Over All Lanes (%): 8.9 Total Delay Over All Lanes(pcuHr): 34.95

Scenario 6: '6' (FG6: '2035 PM Base', Plan 1: 'Peds every')

Network Layout Diagram

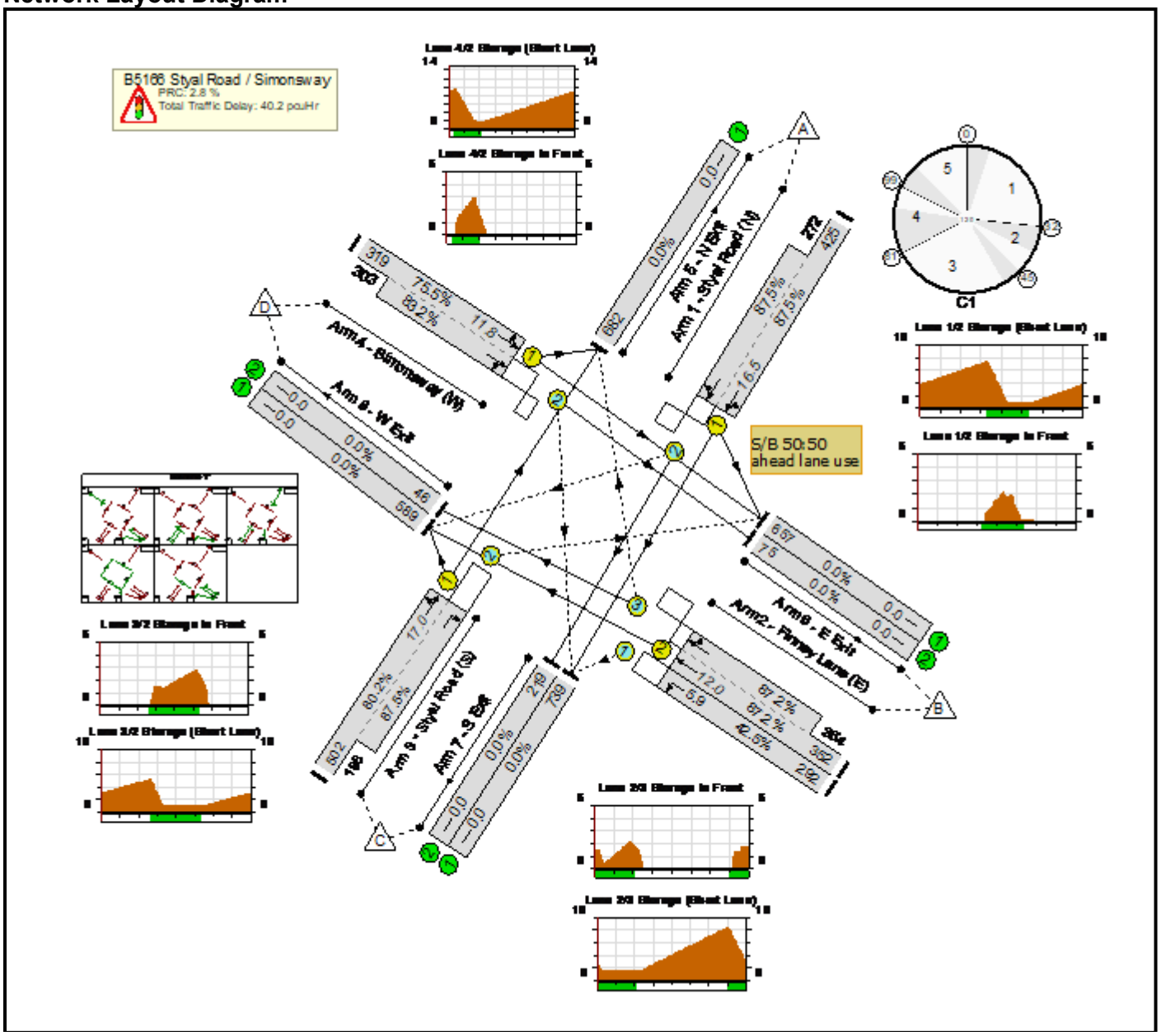


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.9%**	**527**	**296**	**116**	**45.9**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.9%**	**527**	**296**	**116**	**45.9**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	38	-	-	628	1895:1886	545+307	71.3 : 77.8%	45	0	5	7.5	43.1	12.3
2/1	Finney Lane (E) Left	O	B		1	55	-	-	182	1943	520	35.0%	52	127	3	1.2	24.2	3.8
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	43	6	-	519	1809:1798	274+279	93.8 : 93.8%	34	95	56	10.3	71.7	12.1
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	46	4	-	883	1848:1759	682+258	93.9 : 93.9%	121	73	47	15.2	61.9	26.7
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	31	-	-	796	1855:1797	495+465	81.7 : 84.3%	275	0	5	11.7	52.8	14.9

C1 PRC for Signalled Lanes (%): -4.4 Total Delay for Signalled Lanes (pcuHr): 45.92 Cycle Time (s): 120
PRC Over All Lanes (%): -4.4 Total Delay Over All Lanes(pcuHr): 45.92

Scenario 7: '7' (FG7: '2040 AM Base', Plan 1: 'Peds every')
Network Layout Diagram

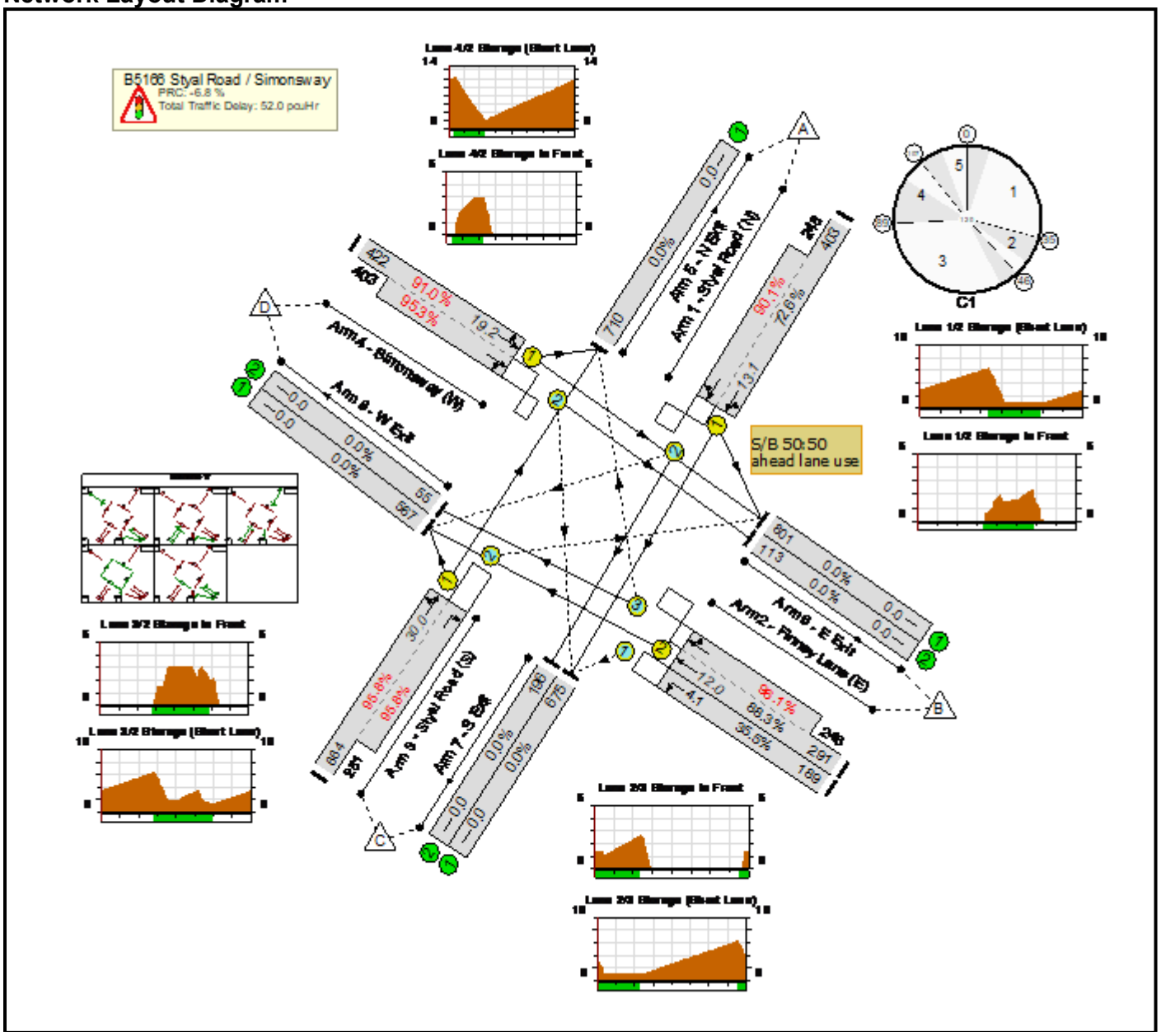


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**87.5%**	**434**	**539**	**96**	**40.2**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**87.5%**	**434**	**539**	**96**	**40.2**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	32	-	-	697	1880:1888	485+311	87.5 : 87.5%	53	0	0	11.1	57.2	16.5
2/1	Finney Lane (E) Left	O	B		1	61	-	-	292	1943	686	42.5%	71	217	5	1.7	21.1	5.9
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	15	-	706	1904:1771	404+406	87.2 : 87.2%	50	220	30	8.8	44.7	12.0
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	6	-	698	1813:1759	626+224	80.2 : 87.5%	44	103	50	9.1	46.9	17.0
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	26	-	-	622	1878:1790	423+364	75.5 : 83.2%	218	0	10	9.6	55.3	11.8

C1 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 40.19 Cycle Time (s): 120
PRC Over All Lanes (%): 2.8 Total Delay Over All Lanes(pcuHr): 40.19

Scenario 8: '8' (FG8: '2040 PM Base', Plan 1: 'Peds every')
Network Layout Diagram



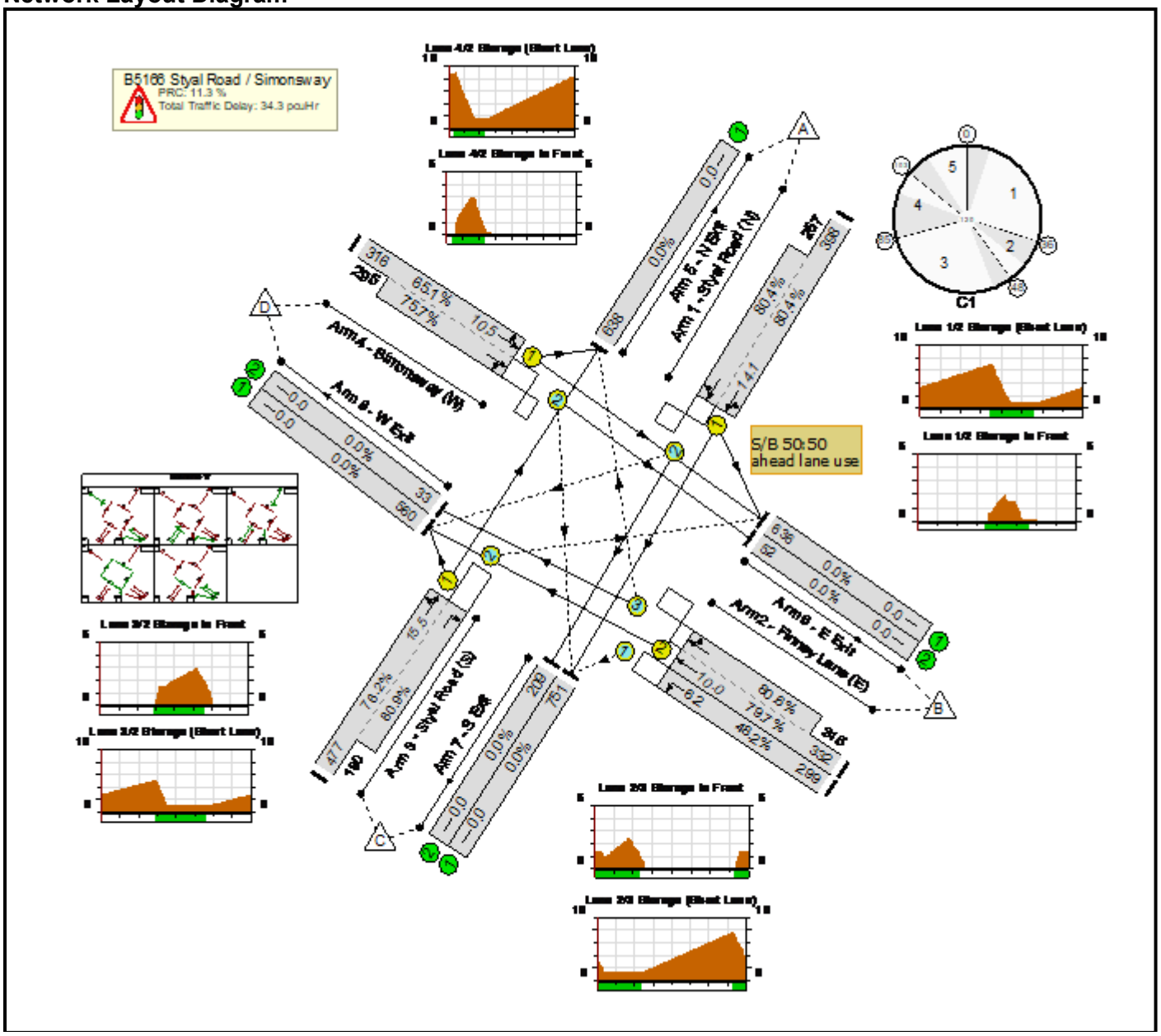
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**96.1%**	**468**	**322**	**184**	**52.0**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**96.1%**	**468**	**322**	**184**	**52.0**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	39	-	-	651	1895:1885	555+275	72.6 : 90.1%	32	0	20	8.1	44.7	13.1
2/1	Finney Lane (E) Left	O	B		1	54	-	-	189	1943	533	35.5%	50	135	3	1.3	24.8	4.1
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	42	7	-	537	1809:1786	329+256	88.3 : 96.1%	13	113	65	9.5	63.5	12.0
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	47	4	-	915	1848:1759	693+262	95.8 : 95.8%	121	73	57	17.2	67.7	30.0
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	29	-	-	825	1855:1796	464+423	91.0 : 95.3%	252	0	38	15.9	69.6	19.2

C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 51.99 Cycle Time (s): 120
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 51.99

Scenario 9: '9' (FG9: '2030 AM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



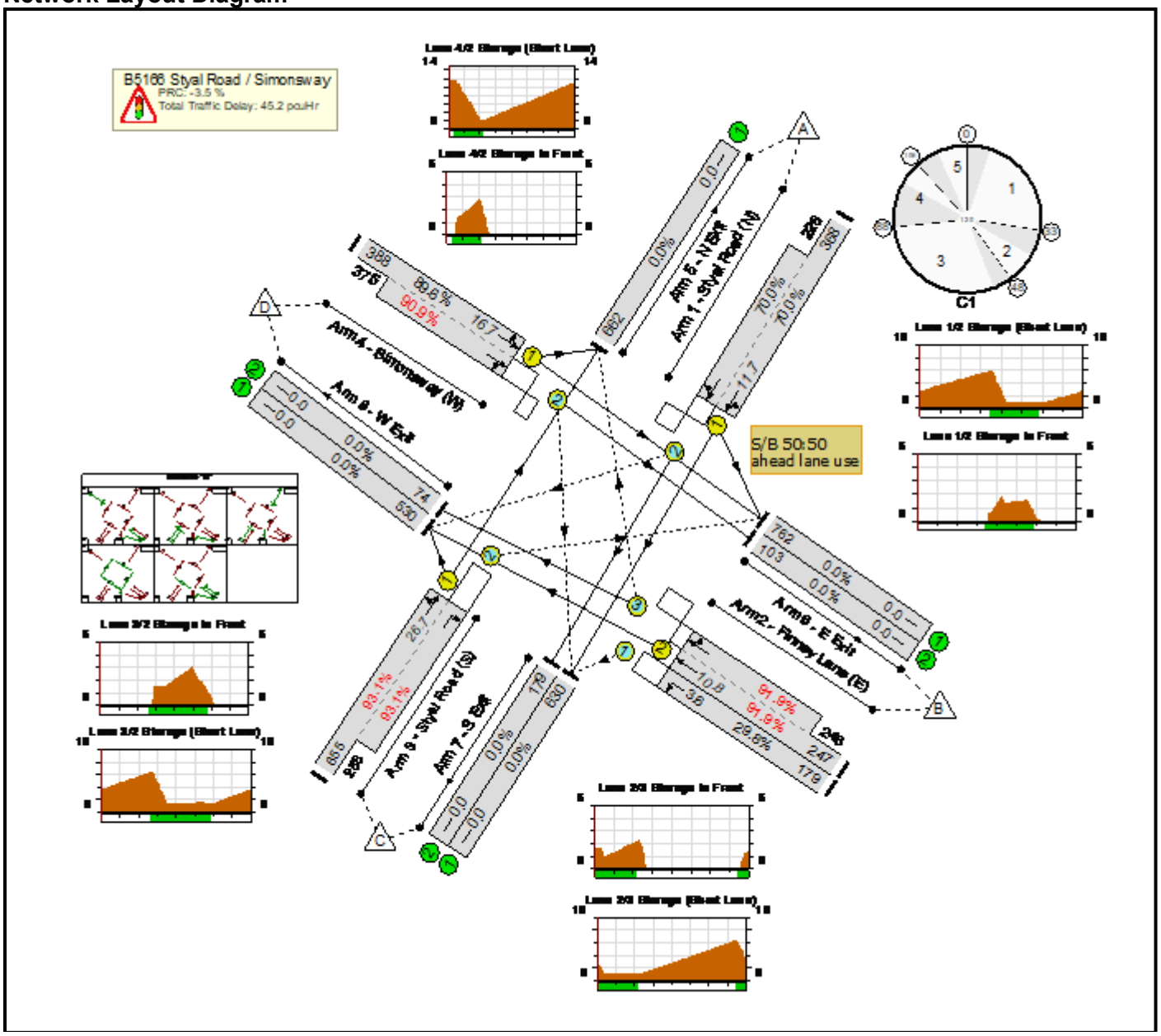
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**80.9%**	**534**	**484**	**44**	**34.3**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**80.9%**	**534**	**484**	**44**	**34.3**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	33	-	-	655	1880:1890	495+319	80.4 : 80.4%	48	0	0	9.0	49.6	14.1
2/1	Finney Lane (E) Left	O	B		1	60	-	-	299	1943	621	48.2%	82	212	5	1.9	22.7	6.2
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	11	-	647	1904:1767	416+391	79.7 : 80.6%	95	184	2	7.0	39.1	10.0
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	5	-	667	1813:1759	626+235	76.2 : 80.9%	70	88	32	8.2	44.3	15.5
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	30	-	-	611	1878:1778	485+390	65.1 : 75.7%	239	0	4	8.1	47.8	10.5

C1 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 34.26 Cycle Time (s): 120
PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 34.26

Scenario 10: '10' (FG10: '2030 PM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



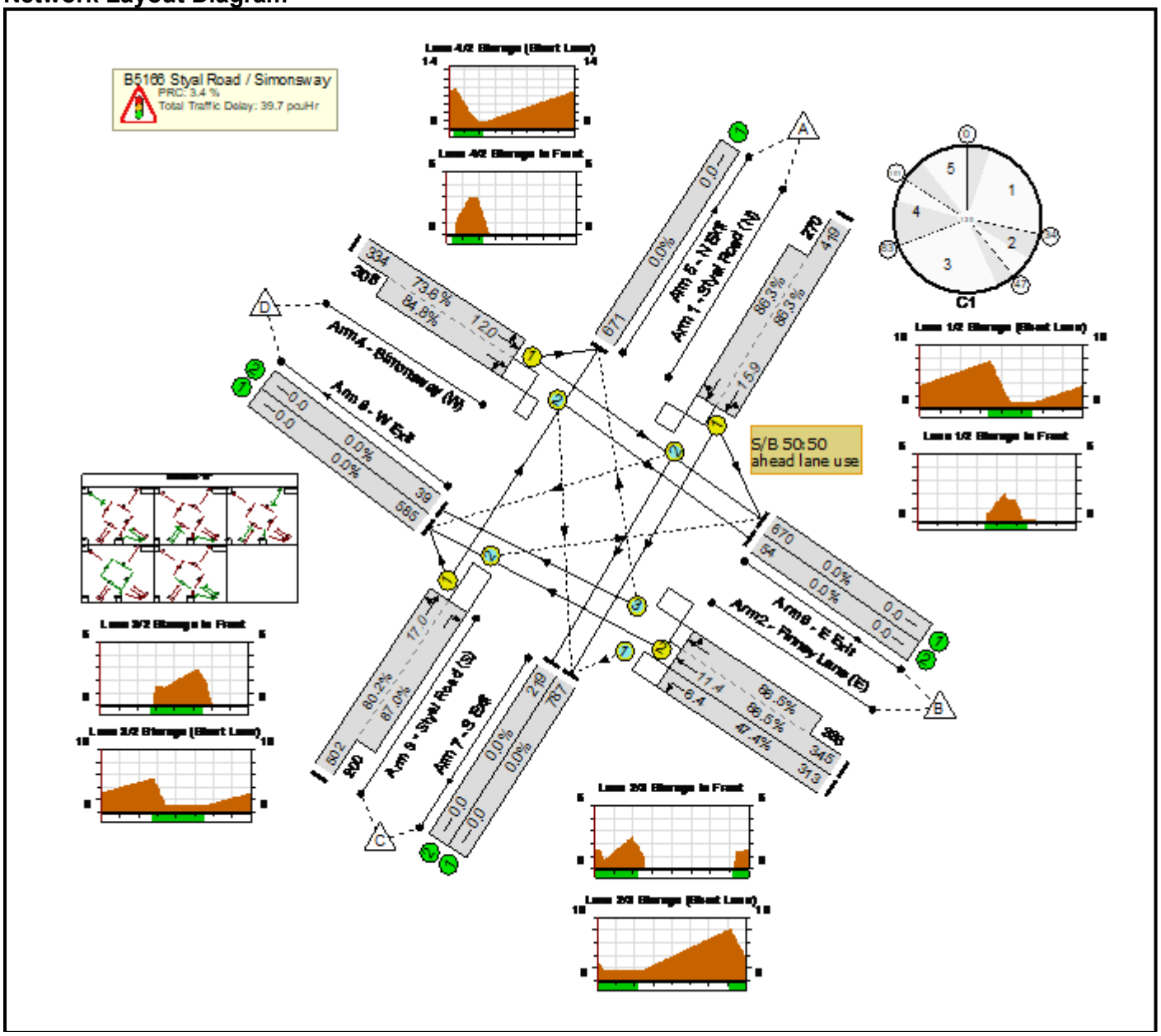
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.1%**	**471**	**368**	**86**	**45.2**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.1%**	**471**	**368**	**86**	**45.2**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	36	-	-	594	1895:1886	526+323	70.0 : 70.0%	47	0	0	7.1	43.2	11.7
2/1	Finney Lane (E) Left	O	B		1	57	-	-	179	1943	600	29.8%	45	131	3	1.1	21.9	3.6
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	8	-	493	1809:1797	269+268	91.9 : 91.9%	14	105	53	9.1	66.4	10.8
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	8	-	911	1848:1759	703+275	93.1 : 93.1%	119	132	5	14.0	55.5	26.7
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	763	1855:1795	433+412	89.6 : 90.9%	246	0	26	13.8	65.3	16.7

C1 PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 45.18 Cycle Time (s): 120
PRC Over All Lanes (%): -3.5 Total Delay Over All Lanes(pcuHr): 45.18

Scenario 11: '11' (FG11: '2035 AM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



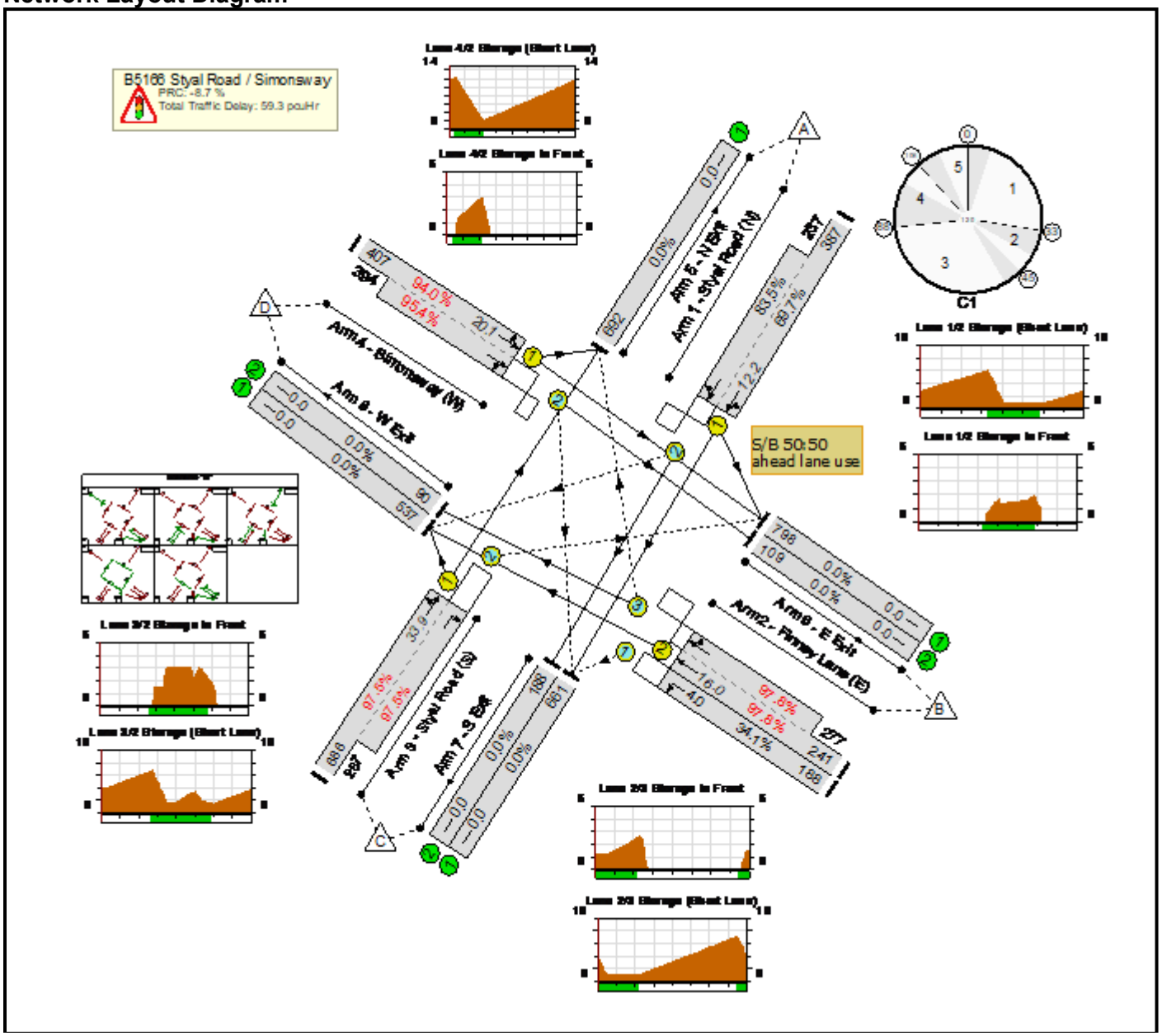
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**87.0%**	**482**	**534**	**97**	**39.7**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**87.0%**	**482**	**534**	**97**	**39.7**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	32	-	-	689	1880:1889	485+313	86.3 : 86.3%	51	0	0	10.7	55.7	15.9
2/1	Finney Lane (E) Left	O	B		1	61	-	-	313	1943	661	47.4%	81	227	5	1.9	21.9	6.4
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	13	-	681	1904:1769	399+389	86.5 : 86.5%	63	204	28	8.4	44.5	11.4
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	6	-	702	1813:1759	626+230	80.2 : 87.0%	50	103	48	9.1	46.8	17.0
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	28	-	-	642	1878:1778	454+363	73.6 : 84.8%	238	0	16	9.6	53.6	12.0

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 39.67 Cycle Time (s): 120
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 39.67

Scenario 12: '12' (FG12: '2035 PM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



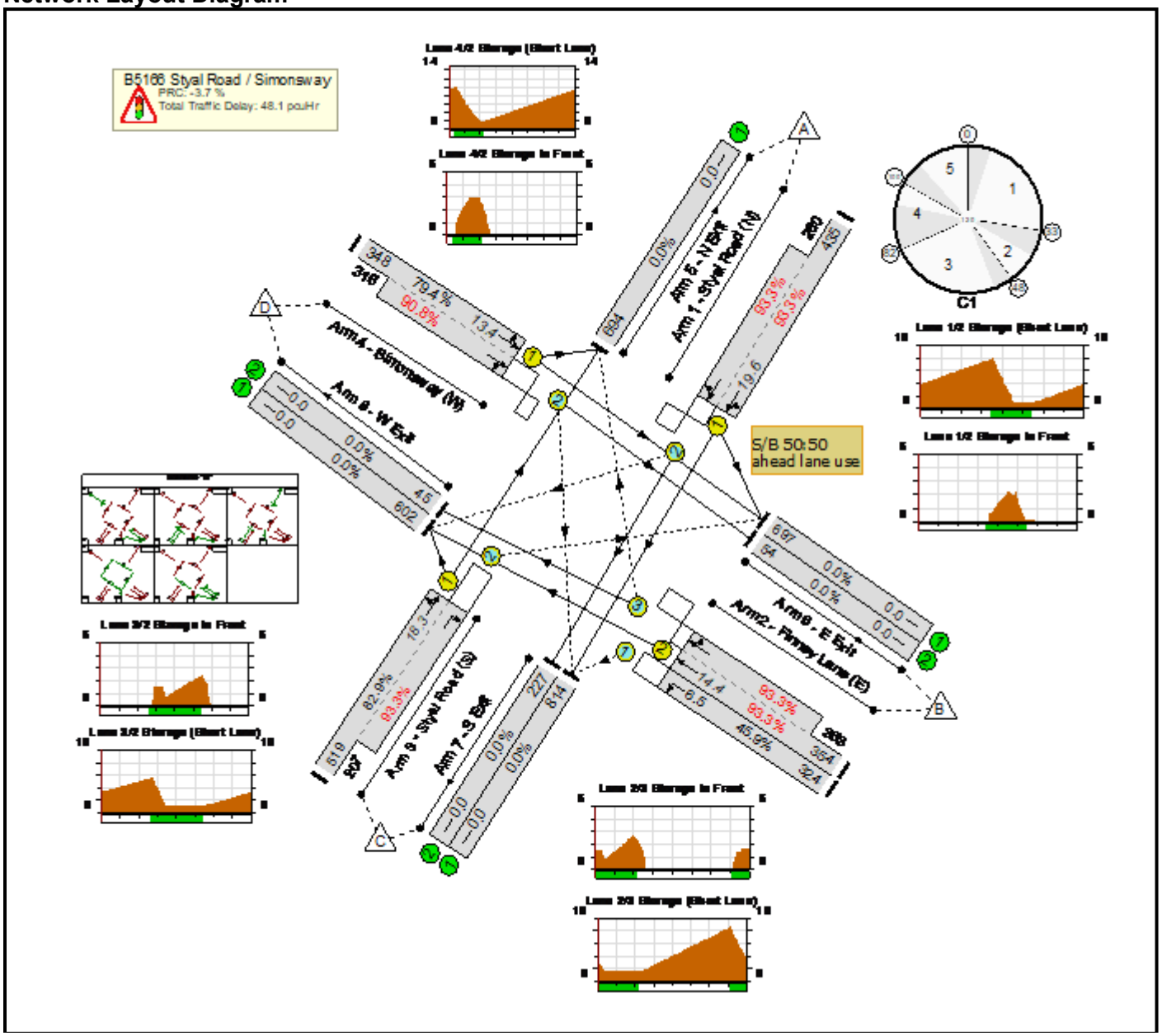
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**97.8%**	**453**	**329**	**185**	**59.3**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**97.8%**	**453**	**329**	**185**	**59.3**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	39	-	-	624	1895:1886	555+284	69.7 : 83.5%	20	0	29	7.4	42.9	12.2
2/1	Finney Lane (E) Left	O	B		1	54	-	-	188	1943	551	34.1%	47	138	3	1.3	24.5	4.0
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	8	-	518	1809:1805	246+283	97.8 : 97.8%	9	103	66	13.6	94.5	16.0
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	5	-	953	1848:1759	703+274	97.5 : 97.5%	129	88	50	19.9	75.1	33.9
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	801	1855:1795	433+413	94.0 : 95.4%	248	0	37	17.1	76.9	20.1

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 59.30 Cycle Time (s): 120
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 59.30

Scenario 13: '13' (FG13: '2040 AM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



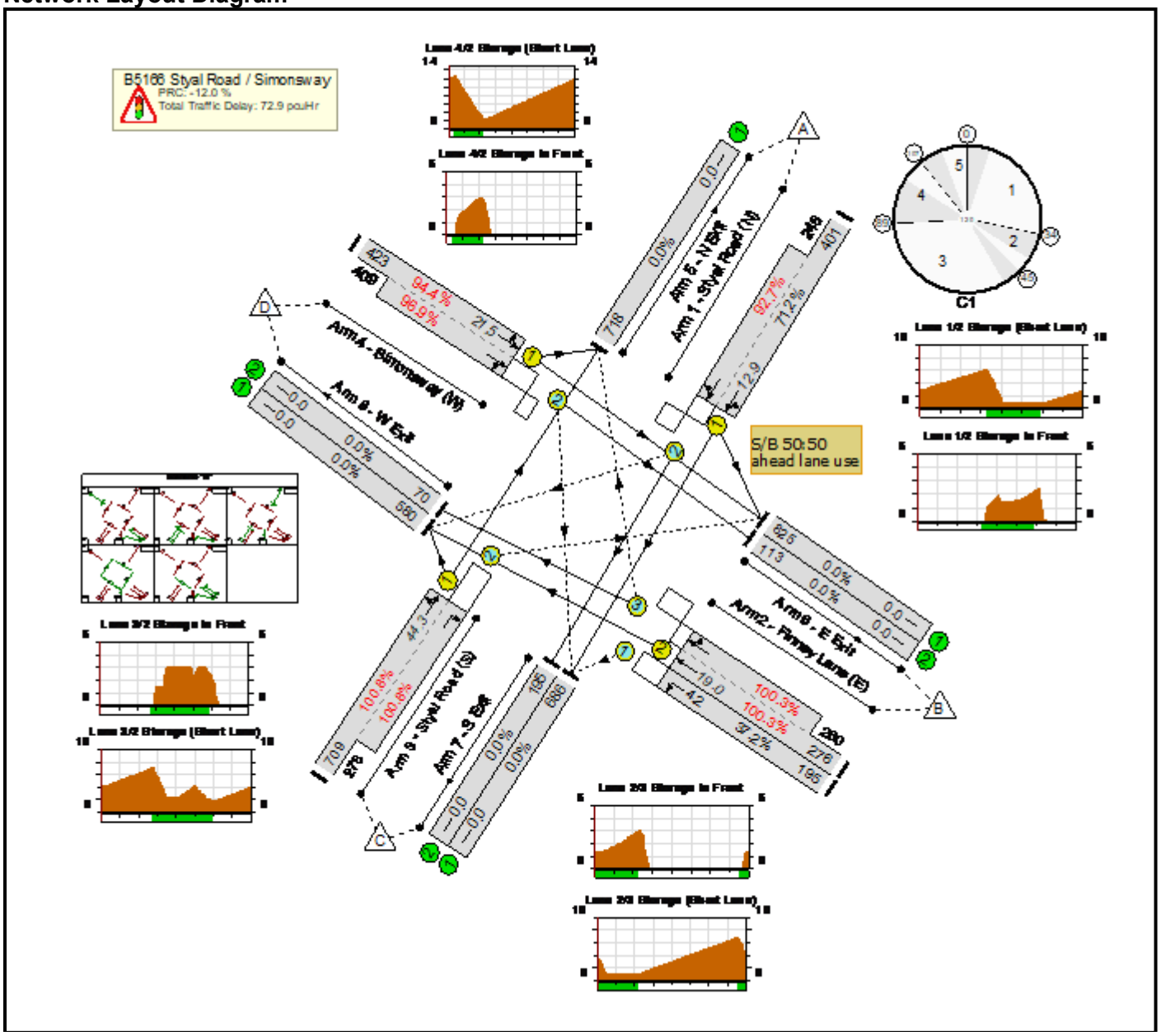
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.3%**	**432**	**582**	**137**	**48.1**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.3%**	**432**	**582**	**137**	**48.1**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	30	-	-	715	1880:1889	466+300	93.3 : 93.3%	53	0	0	14.1	70.9	19.6
2/1	Finney Lane (E) Left	O	B		1	63	-	-	324	1943	706	45.9%	81	238	5	1.8	20.4	6.5
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	14	-	707	1904:1771	379+378	93.3 : 93.3%	49	213	43	11.4	58.0	14.4
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	8	-	726	1813:1759	626+222	82.9 : 93.3%	24	132	51	9.9	48.9	18.3
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	664	1878:1778	438+348	79.4 : 90.8%	226	0	36	10.9	59.1	13.4

C1 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 48.07 Cycle Time (s): 120
PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 48.07

Scenario 14: '14' (FG14: '2040 PM Base+Dev', Plan 1: 'Peds every')

Network Layout Diagram



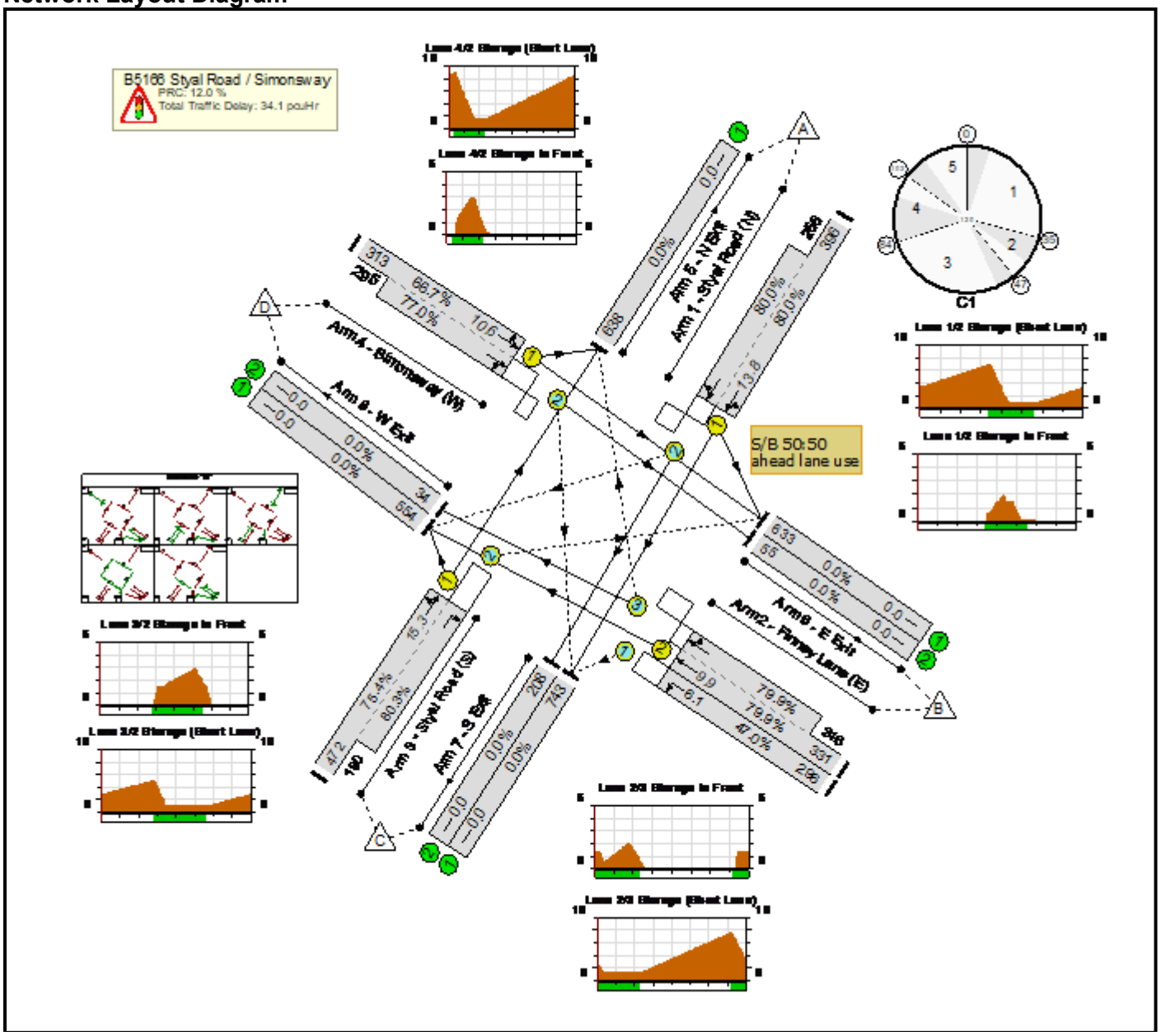
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**100.8%**	**463**	**322**	**220**	**72.9**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**100.8%**	**463**	**322**	**220**	**72.9**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	40	-	-	647	1895:1886	563+265	71.2 : 92.7%	1	0	50	7.9	44.0	12.9
2/1	Finney Lane (E) Left	O	B		1	53	-	-	195	1943	524	37.2%	50	141	3	1.4	25.7	4.2
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	7	-	536	1809:1794	275+259	100.3 : 100.3%	9	108	73	17.1	114.6	19.0
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	4	-	985	1848:1759	703+274	100.8 : 100.8%	149	73	52	28.2	103.1	44.3
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	28	-	-	832	1855:1795	448+422	94.4 : 96.9%	254	0	42	18.3	79.2	21.5

C1 PRC for Signalled Lanes (%): -12.0 Total Delay for Signalled Lanes (pcuHr): 72.88 Cycle Time (s): 120
PRC Over All Lanes (%): -12.0 Total Delay Over All Lanes(pcuHr): 72.88

Scenario 15: '15' (FG15: '2030 AM Base+Dev (-10pc)', Plan 1: 'Peds every')

Network Layout Diagram

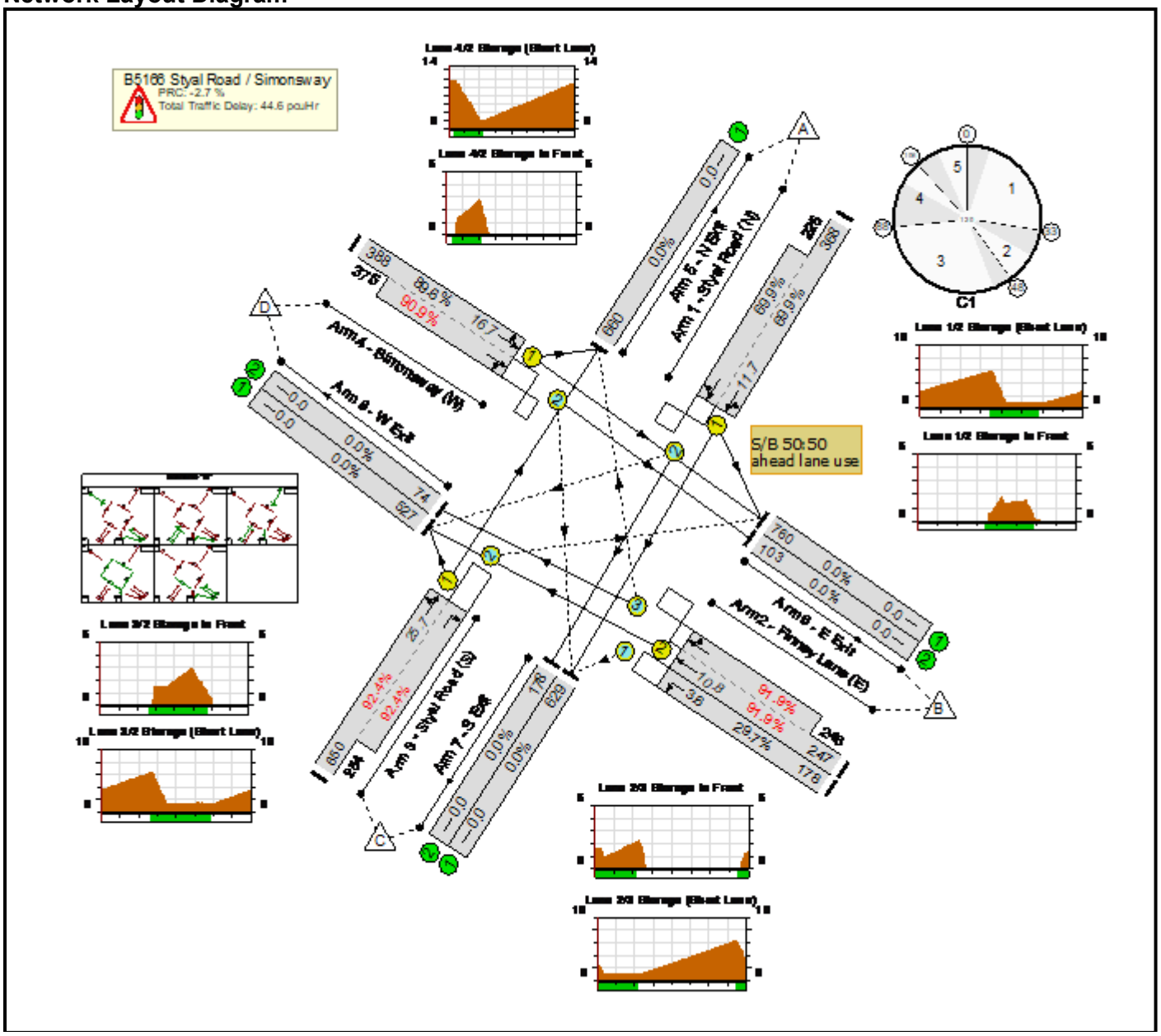


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**80.3%**	**517**	**497**	**42**	**34.1**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**80.3%**	**517**	**497**	**42**	**34.1**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	33	-	-	652	1880:1890	495+320	80.0 : 80.0%	48	0	0	8.9	49.3	13.8
2/1	Finney Lane (E) Left	O	B		1	60	-	-	296	1943	630	47.0%	79	212	5	1.9	22.5	6.1
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	12	-	647	1904:1767	414+395	79.9 : 79.9%	83	197	2	6.9	38.5	9.9
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	5	-	662	1813:1759	626+236	75.4 : 80.3%	72	88	30	8.1	43.9	15.3
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	29	-	-	608	1878:1780	470+383	66.7 : 77.0%	236	0	4	8.3	49.1	10.6

C1 PRC for Signalled Lanes (%): 12.0 Total Delay for Signalled Lanes (pcuHr): 34.07 Cycle Time (s): 120
PRC Over All Lanes (%): 12.0 Total Delay Over All Lanes(pcuHr): 34.07

Scenario 16: '16' (FG16: '2030 PM Base+Dev(-10pc)', Plan 1: 'Peds every')
Network Layout Diagram



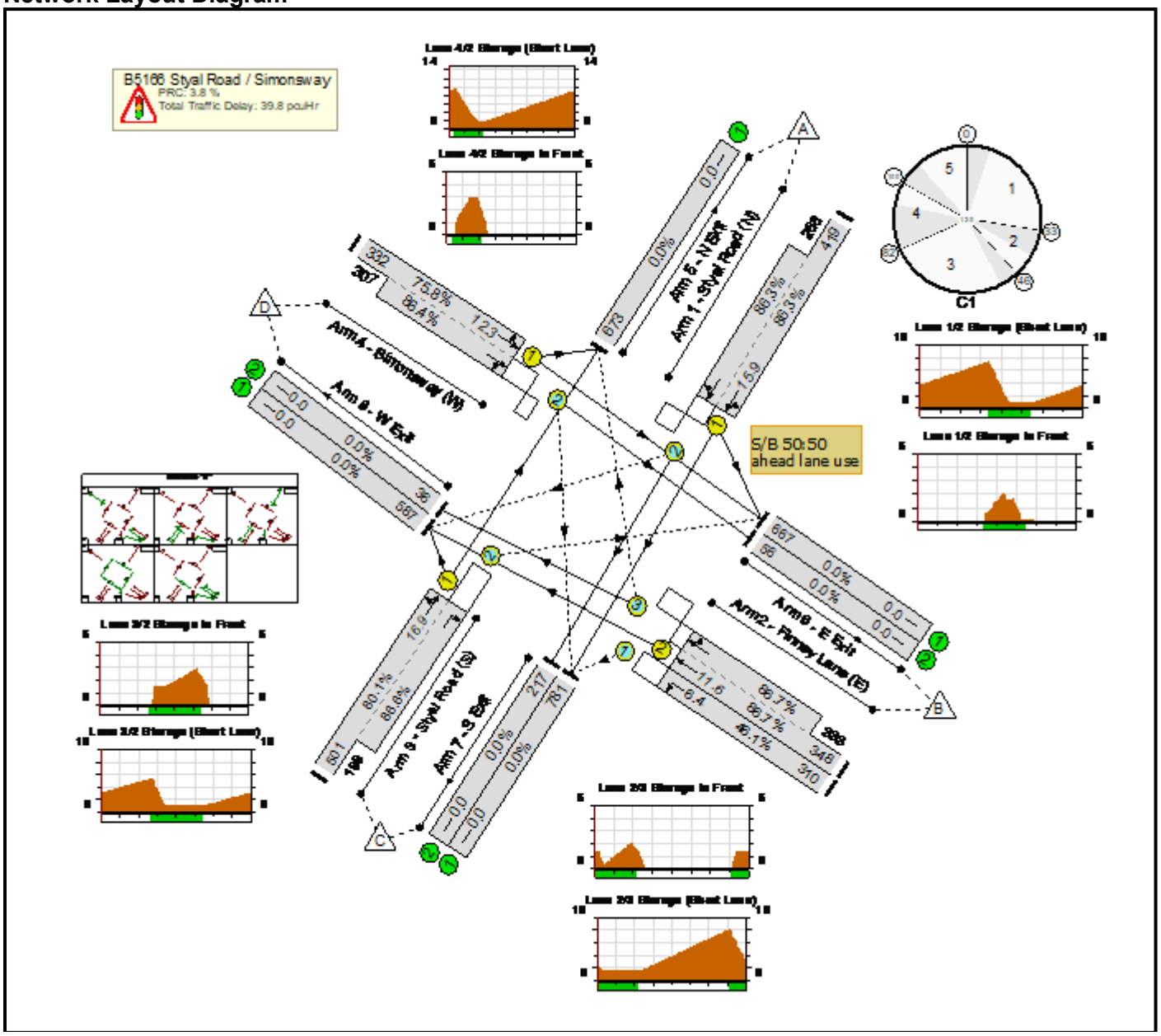
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**92.4%**	**471**	**368**	**84**	**44.6**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**92.4%**	**471**	**368**	**84**	**44.6**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	36	-	-	593	1895:1886	526+322	69.9 : 69.9%	47	0	0	7.1	43.1	11.7
2/1	Finney Lane (E) Left	O	B		1	57	-	-	178	1943	600	29.7%	44	131	3	1.1	21.9	3.6
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	8	-	493	1809:1797	269+268	91.9 : 91.9%	14	105	53	9.1	66.4	10.8
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	8	-	904	1848:1759	703+275	92.4 : 92.4%	119	132	3	13.5	53.7	25.7
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	763	1855:1795	433+412	89.6 : 90.9%	246	0	26	13.8	65.3	16.7

C1 PRC for Signalled Lanes (%): -2.7 Total Delay for Signalled Lanes (pcuHr): 44.59 Cycle Time (s): 120
PRC Over All Lanes (%): -2.7 Total Delay Over All Lanes(pcuHr): 44.59

Scenario 17: '17' (FG17: '2035 AM Base+Dev (-10pc)', Plan 1: 'Peds every')

Network Layout Diagram

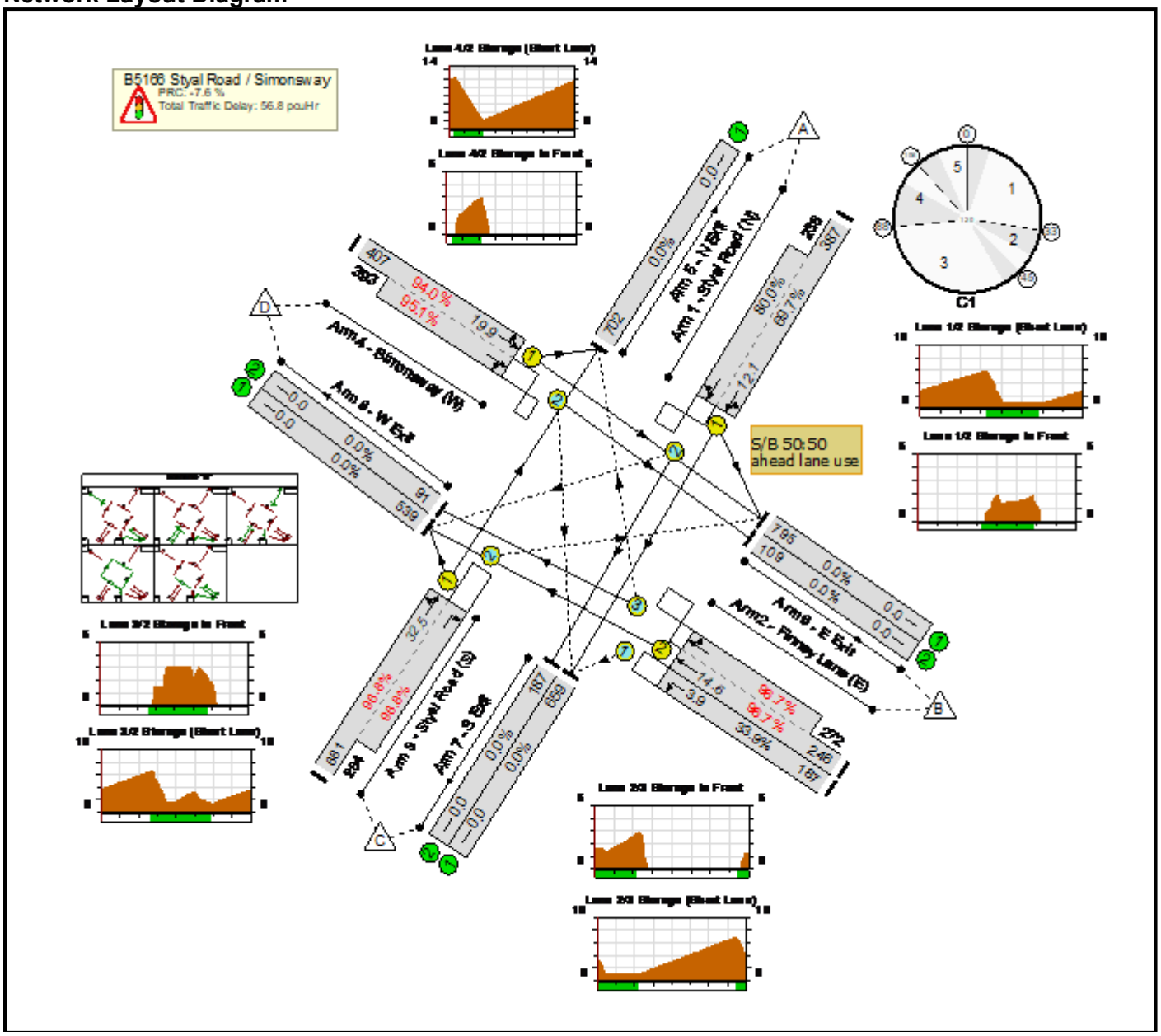


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**86.7%**	**463**	**550**	**95**	**39.8**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**86.7%**	**463**	**550**	**95**	**39.8**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	32	-	-	687	1880:1889	485+311	86.3 : 86.3%	51	0	0	10.6	55.7	15.9
2/1	Finney Lane (E) Left	O	B		1	61	-	-	310	1943	673	46.1%	77	227	5	1.9	21.7	6.4
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	14	-	681	1904:1767	401+384	86.7 : 86.7%	55	220	21	8.4	44.1	11.6
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	6	-	700	1813:1759	626+230	80.1 : 86.6%	50	103	47	9.1	46.6	16.9
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	639	1878:1780	438+355	75.8 : 86.4%	230	0	21	9.9	55.7	12.3

C1 PRC for Signalled Lanes (%): 3.8 Total Delay for Signalled Lanes (pcuHr): 39.80 Cycle Time (s): 120
PRC Over All Lanes (%): 3.8 Total Delay Over All Lanes(pcuHr): 39.80

Scenario 18: '18' (FG18: '2035 PM Base+Dev (-10pc)', Plan 1: 'Peds every')
Network Layout Diagram



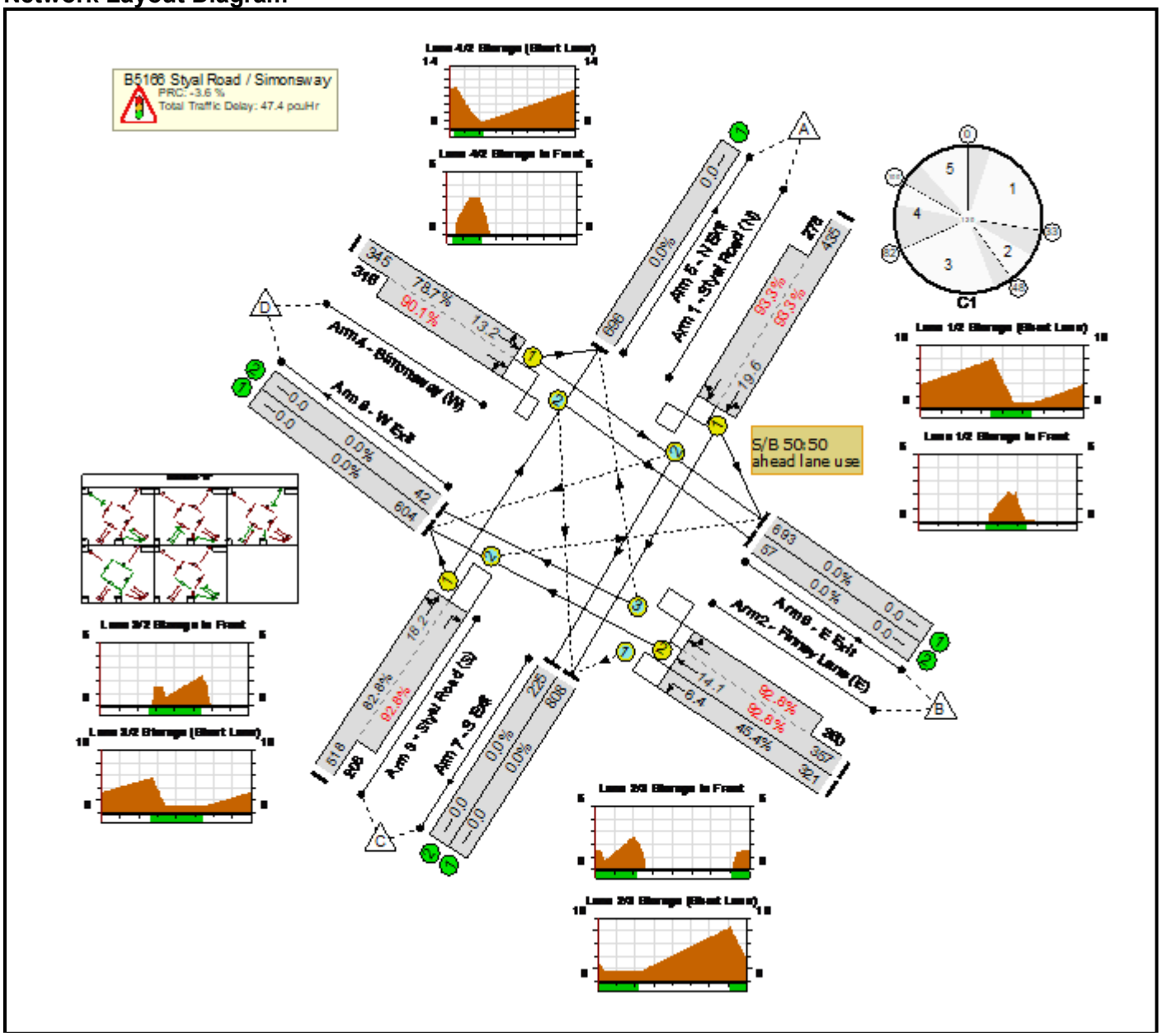
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**96.8%**	**458**	**335**	**181**	**56.8**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**96.8%**	**458**	**335**	**181**	**56.8**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	39	-	-	623	1895:1886	556+295	69.7 : 80.0%	25	0	24	7.3	42.4	12.1
2/1	Finney Lane (E) Left	O	B		1	54	-	-	187	1943	551	33.9%	47	137	3	1.3	24.4	3.9
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	8	-	518	1809:1803	254+281	96.7 : 96.7%	9	110	71	12.5	87.2	14.6
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	5	-	945	1848:1759	704+273	96.8 : 96.8%	129	88	47	18.6	71.0	32.5
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	800	1855:1795	433+413	94.0 : 95.1%	248	0	36	17.0	76.4	19.9

C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 56.76 Cycle Time (s): 120
PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 56.76

Scenario 19: '19' (FG19: '2040 AM Base+Dev (-10pc)', Plan 1: 'Peds every')

Network Layout Diagram



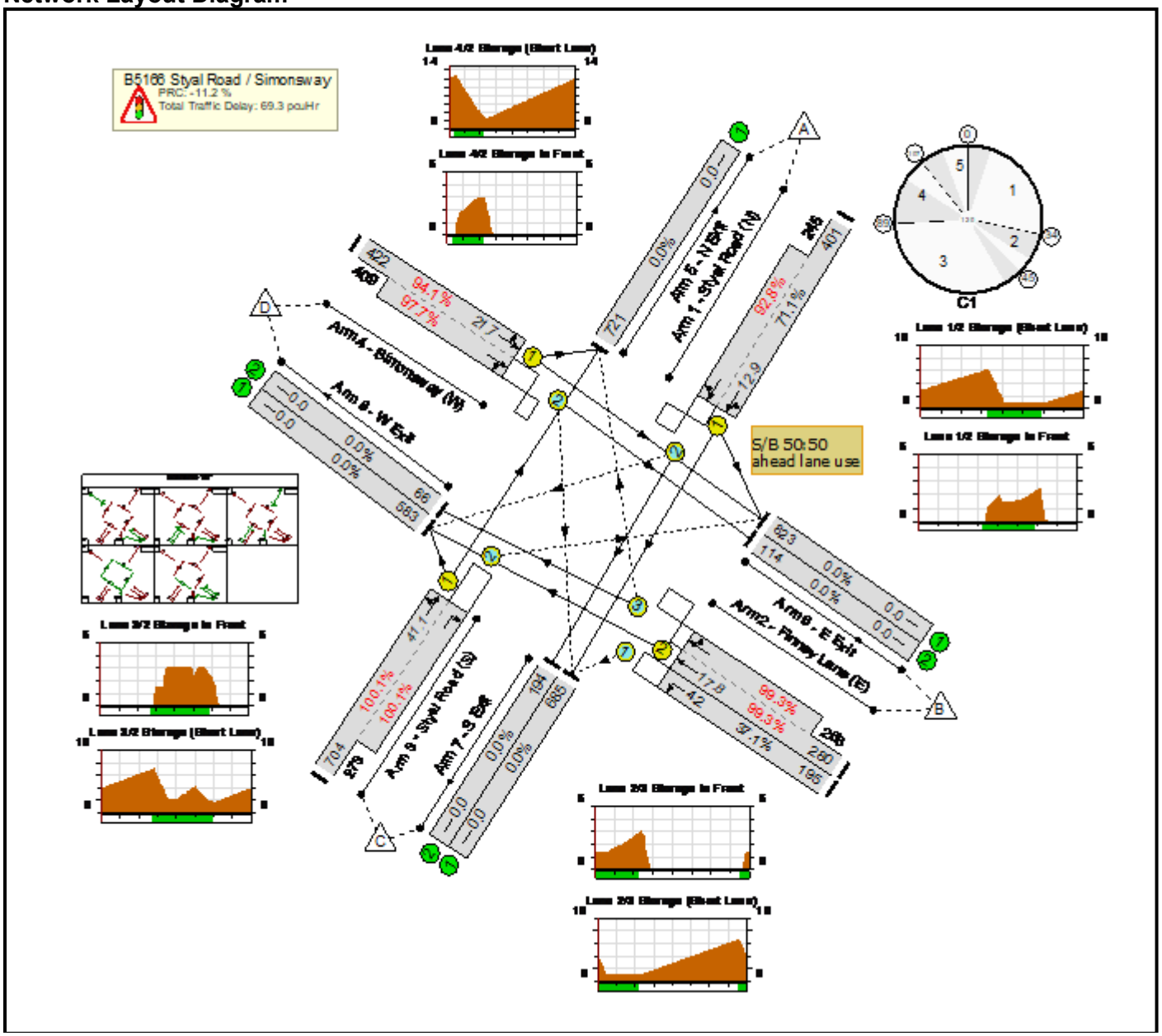
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.3%**	**431**	**585**	**131**	**47.4**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**93.3%**	**431**	**585**	**131**	**47.4**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	30	-	-	713	1880:1889	466+298	93.3 : 93.3%	53	0	0	14.0	70.9	19.6
2/1	Finney Lane (E) Left	O	B		1	63	-	-	321	1943	707	45.4%	80	235	5	1.8	20.3	6.4
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	47	14	-	707	1904:1769	385+377	92.8 : 92.8%	48	217	42	11.0	56.2	14.1
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	42	8	-	724	1813:1759	626+222	82.8 : 92.8%	24	132	50	9.8	48.7	18.2
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	27	-	-	661	1878:1779	438+351	78.7 : 90.1%	226	0	33	10.7	58.4	13.2

C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 47.40 Cycle Time (s): 120
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 47.40

Scenario 20: '20' (FG20: '2040 PM Base+Dev (-10pc)', Plan 1: 'Peds every')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**100.1%**	**460**	**324**	**221**	**69.3**	-	-
B5166 Styal Road / Simonsway	-	-	-		-	-	-	-	-	-	-	**100.1%**	**460**	**324**	**221**	**69.3**	-	-
1/1+1/2	Styal Road (N) Left Ahead Right	U+O	D		1	40	-	-	646	1895:1886	564+264	71.1 : 92.8%	1	0	50	7.9	43.9	12.9
2/1	Finney Lane (E) Left	O	B		1	53	-	-	195	1943	526	37.1%	50	141	3	1.4	25.6	4.2
2/2+2/3	Finney Lane (E) Right Ahead	U+O	A	F	1	41	7	-	536	1809:1792	282+258	99.3 : 99.3%	9	109	73	15.6	104.7	17.8
3/1+3/2	Styal Road (S) Ahead Right Left	U+O	E	G	1	48	4	-	977	1848:1759	704+273	100.1 : 100.1%	150	73	50	25.8	95.1	41.1
4/1+4/2	Simonsway (W) Left Ahead Right	U+O	C		1	28	-	-	831	1855:1795	448+418	94.1 : 97.7%	250	0	45	18.6	80.6	21.7

C1 PRC for Signalled Lanes (%): -11.2 Total Delay for Signalled Lanes (pcuHr): 69.28 Cycle Time (s): 120
PRC Over All Lanes (%): -11.2 Total Delay Over All Lanes(pcuHr): 69.28

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J9_A555_Wilmslow Rd Rbt AM.j10
Path: F:\clients\Buro\Manchester Airport
Report generation date: 03/09/2026 09:27:58

»2026 Observed, AM
»2030 Baseline, AM
»2035 Baseline, AM
»2040 Baseline, AM
»2030 Baseline + Dev, AM
»2035 Baseline + Dev, AM
»2040 Baseline + Dev, AM
»2030 Baseline + Dev (-10pc), AM
»2035 Baseline + Dev (-10pc), AM
»2040 Baseline + Dev (-10pc), AM

Summary of junction performance

	AM			
	Q (Veh)	Delay (s)	RFC	Junction LOS
	2026 Observed			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	6.1	32.49	0.88	D
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.55	0.43	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	9.2	80.77	0.95	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	9.8	52.18	0.94	D
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.99	0.10	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.4	2.19	0.28	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	3.8	23.84	0.81	
	2030 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	9.7	48.69	0.93	E
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.55	0.43	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	14.1	111.61	1.01	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	10.2	53.96	0.94	D
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	4.00	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.4	2.23	0.29	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	5.2	32.64	0.86	
	2035 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	16.7	76.82	0.99	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.55	0.43	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	21.5	152.85	1.07	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	10.4	55.28	0.94	D
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	4.01	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.4	2.26	0.30	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	7.2	45.04	0.90	

	2040 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	25.6	108.20	1.03	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.56	0.43	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	29.0	193.63	1.12	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	10.4	55.16	0.94	D
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	4.03	0.12	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.4	2.29	0.31	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	8.6	53.66	0.93	
	2030 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	24.8	104.50	1.03	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.45	0.40	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	8.8	71.47	0.93	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	62.3	311.18	1.16	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.76	0.10	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.34	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	27.5	142.02	1.07	
	2035 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	43.3	165.78	1.09	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.46	0.41	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	15.0	111.57	1.00	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	80.5	417.88	1.21	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.79	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.35	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	46.9	244.35	1.15	
	2040 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	58.7	238.94	1.13	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.47	0.41	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	22.8	157.01	1.05	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	100.7	568.55	1.25	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.82	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.35	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	60.6	348.00	1.20	
	2030 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	22.7	97.47	1.02	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.47	0.41	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	9.8	79.48	0.95	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	58.8	274.13	1.15	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.80	0.10	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.33	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	24.3	126.77	1.05	
	2035 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	40.0	154.81	1.08	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.48	0.41	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	16.7	122.85	1.01	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	77.3	395.57	1.20	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.83	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.34	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	43.3	219.66	1.14	
	2040 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	54.6	220.28	1.12	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.7	2.49	0.41	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	25.3	173.23	1.07	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	95.8	508.15	1.24	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.86	0.11	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.34	0.32	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	56.8	318.19	1.18	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s.

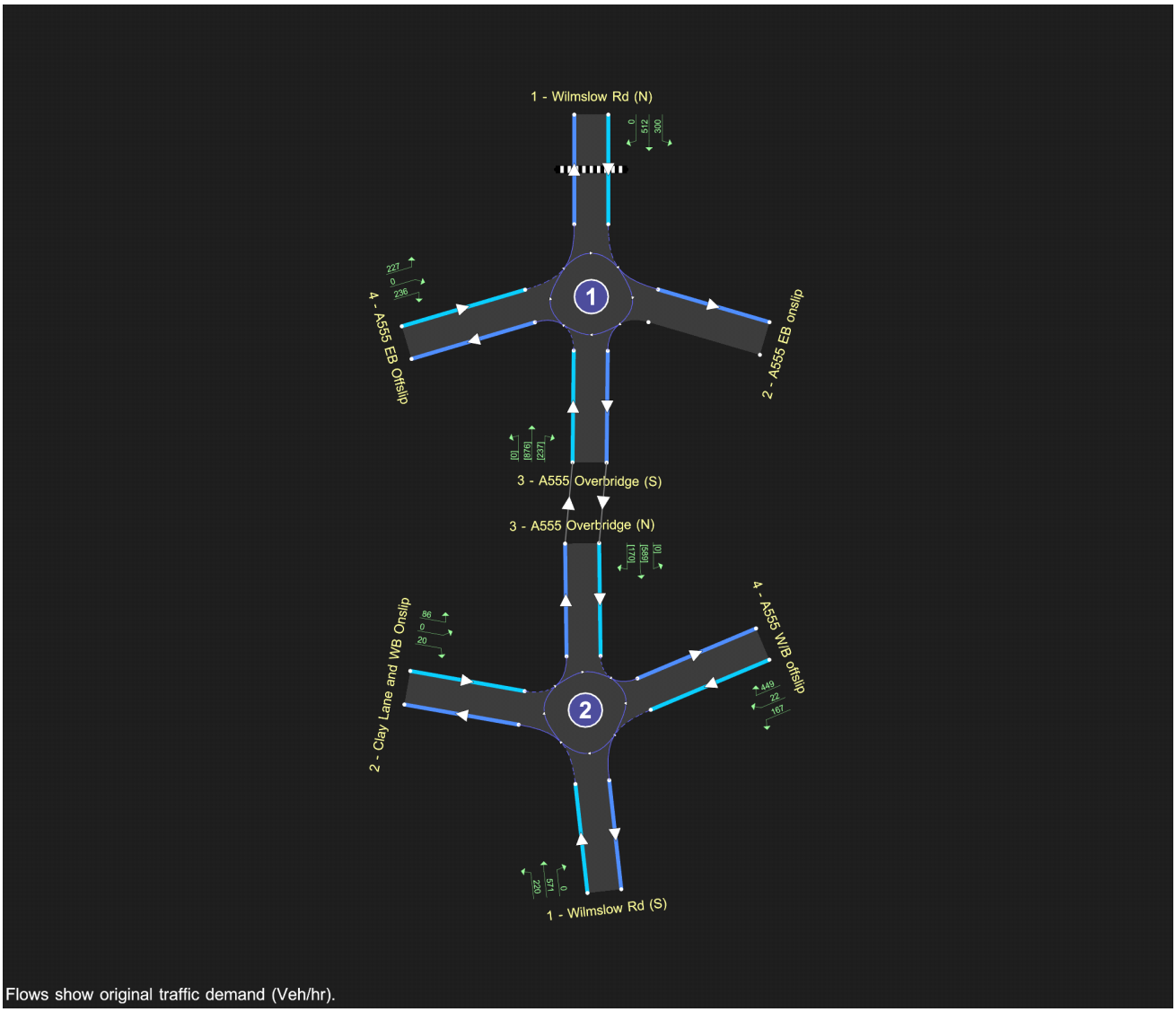
File summary

File Description

Title	J9_A555_Wilmslow Rd Rbt
Location	
Site number	
Date	27/06/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D3	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D7	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓
D9	2035 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2040 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2026 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	27.35	D
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	25.83	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.61	D

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1 - J9_A555_Wilmslow Rd North Rbt	1	Wilmslow Rd (N)		
	2	A555 EB onslip		
	3	A555 Overbridge (S)		
	4	A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1	Wilmslow Rd (S)		
	2	Clay Lane and WB Onslip		
	3	A555 Overbridge (N)		
	4	A555 W/B offslip		

Roundabout Geometry

Junction	Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	3.75	4.80	19.5	40.0	40.0	15.0		
	2 - A555 EB onslip								✓
	3 - A555 Overbridge (S)	4.40	5.80	8.5	40.0	40.0	35.0		
	4 - A555 EB Offslip	4.20	7.10	19.0	22.0	40.0	40.0	✓	
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	4.20	6.30	11.5	40.0	40.0	16.0		
	2 - Clay Lane and WB Onslip	4.10	5.20	2.0	15.0	40.0	20.0		
	3 - A555 Overbridge (N)	4.40	5.30	4.0	25.0	40.0	30.0		
	4 - A555 W/B offslip	7.30	9.40	9.0	40.0	40.0	16.0	✓	

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

Junction	Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	4.00	4.00		Distance	9.00	6.43

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	Direct	QLS	-900
	2 - A555 EB onslip			
	3 - A555 Overbridge (S)	None		
	4 - A555 EB Offslip	Direct	QLS	-760
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	Direct	QLS	-1010
	2 - Clay Lane and WB Onslip	None		
	3 - A555 Overbridge (N)	None		
	4 - A555 W/B offslip	Direct	QLS	-1600

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.237	1379
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)	1.345	2490
	4 - A555 EB Offslip	1.130	1665
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.312	1522
	2 - Clay Lane and WB Onslip	1.031	2026
	3 - A555 Overbridge (N)	1.293	2369
	4 - A555 W/B offslip	1.639	1873

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	659	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	385	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	654	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	92	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	555	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	261	398	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	762	206	0	0
	4 - A555 EB Offslip	187	0	198	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	157	497	0
	2 - Clay Lane and WB Onslip	17	0	75	0
	3 - A555 Overbridge (N)	505	100	0	0
	4 - A555 W/B offslip	145	19	391	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.88	32.49	6.1	D	605	907
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.43	2.55	0.7	A	882	1323
	4 - A555 EB Offslip	0.95	80.77	9.2	F	353	530
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	0.94	52.18	9.8	F	600	900
	2 - Clay Lane and WB Onslip	0.10	3.99	0.1	A	84	127
	3 - A555 Overbridge (N)	0.28	2.19	0.4	A	538	808
	4 - A555 W/B offslip	0.81	23.84	3.8	C	509	764

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	496	124	301	45.17	993	0.500	492	705	0.0
	2 - A555 EB onslip			445					348	
	3 - A555 Overbridge (S)	720	180	0		2465	0.292	718	445	0.0
	4 - A555 EB Offslip	290	72	718		838	0.346	288	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	379		1004	0.491	489	487	0.0
	2 - Clay Lane and WB Onslip	69	17	664		1320	0.052	69	204	0.0
	3 - A555 Overbridge (N)	439	110	13		2287	0.192	438	720	0.0
	4 - A555 W/B offslip	418	104	451		1102	0.379	415	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	592	148	360	53.94	920	0.644	589	845	1.0
	2 - A555 EB onslip			533					417	
	3 - A555 Overbridge (S)	861	215	0		2465	0.349	861	533	0.4
	4 - A555 EB Offslip	346	87	861		671	0.516	344	0	0.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	454		904	0.650	585	583	0.9
	2 - Clay Lane and WB Onslip	83	21	794		1185	0.070	83	244	0.1
	3 - A555 Overbridge (N)	525	131	15		2283	0.230	525	862	0.2
	4 - A555 W/B offslip	499	125	540		953	0.524	497	0	0.6

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	726	181	428	66.06	837	0.867	711	1010	1.8
	2 - A555 EB onslip			637					502	
	3 - A555 Overbridge (S)	1035	259	0		2465	0.420	1034	637	0.5
	4 - A555 EB Offslip	424	106	1034		465	0.911	404	0	1.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	548		779	0.924	696	700	1.8
	2 - Clay Lane and WB Onslip	101	25	953		1022	0.099	101	291	0.1
	3 - A555 Overbridge (N)	628	157	19		2279	0.276	628	1036	0.3
	4 - A555 W/B offslip	611	153	646		775	0.788	602	0	1.1

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	726	181	435	66.06	827	0.877	722	1028	5.3
	2 - A555 EB onslip			648					510	
	3 - A555 Overbridge (S)	1052	263	0		2465	0.427	1052	648	0.7
	4 - A555 EB Offslip	424	106	1052		444	0.955	412	0	6.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	556		770	0.935	712	711	7.7
	2 - Clay Lane and WB Onslip	101	25	970		1004	0.101	101	297	0.1
	3 - A555 Overbridge (N)	639	160	19		2279	0.280	639	1053	0.4
	4 - A555 W/B offslip	611	153	657		757	0.807	609	0	3.4

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	592	148	385	53.94	889	0.666	609	889	6.1
	2 - A555 EB onslip			562					432	
	3 - A555 Overbridge (S)	896	224	0		2465	0.363	897	562	0.7
	4 - A555 EB Offslip	346	87	897		628	0.551	378	0	9.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	468		886	0.664	619	611	9.8
	2 - Clay Lane and WB Onslip	83	21	829		1150	0.072	83	258	0.1
	3 - A555 Overbridge (N)	554	138	15		2283	0.242	554	897	0.4
	4 - A555 W/B offslip	499	125	569		904	0.552	509	0	3.8

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	496	124	306	45.17	987	0.503	500	717	2.1
	2 - A555 EB onslip			453					354	
	3 - A555 Overbridge (S)	730	182	0		2465	0.296	730	453	0.6
	4 - A555 EB Offslip	290	72	730		824	0.352	293	0	1.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	384		997	0.494	497	495	2.1
	2 - Clay Lane and WB Onslip	69	17	674		1310	0.053	69	207	0.1
	3 - A555 Overbridge (N)	446	112	13		2287	0.195	446	730	0.3
	4 - A555 W/B offslip	418	104	459		1088	0.384	420	0	1.3

2030 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	39.39	E
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	28.53	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.14	D

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	694	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	405	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	654	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	97	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	555	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	275	419	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	802	217	0	0
	4 - A555 EB Offslip	197	0	208	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	157	497	0
	2 - Clay Lane and WB Onslip	18	0	79	0
	3 - A555 Overbridge (N)	532	105	0	0
	4 - A555 W/B offslip	145	19	391	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.93	48.69	9.7	E	637	955
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.43	2.55	0.7	A	886	1329
	4 - A555 EB Offslip	1.01	111.61	14.1	F	372	557
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	0.94	53.96	10.2	F	600	900
	2 - Clay Lane and WB Onslip	0.11	4.00	0.1	A	89	134
	3 - A555 Overbridge (N)	0.29	2.23	0.4	A	566	850
	4 - A555 W/B offslip	0.86	32.64	5.2	D	509	764

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	522	131	309	45.17	983	0.532	518	715	0.0
	2 - A555 EB onslip			468					359	
	3 - A555 Overbridge (S)	723	181	0		2465	0.293	721	468	0.0
	4 - A555 EB Offslip	305	76	721		834	0.365	303	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	383		999	0.493	489	507	0.0
	2 - Clay Lane and WB Onslip	73	18	664		1320	0.055	73	207	0.0
	3 - A555 Overbridge (N)	461	115	14		2286	0.202	460	723	0.0
	4 - A555 W/B offslip	418	104	474		1063	0.393	415	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	624	156	370	53.94	908	0.687	620	856	1.1
	2 - A555 EB onslip			560					430	
	3 - A555 Overbridge (S)	864	216	0		2465	0.351	864	560	0.4
	4 - A555 EB Offslip	364	91	864		667	0.546	362	0	0.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	458		899	0.654	584	607	1.0
	2 - Clay Lane and WB Onslip	87	22	794		1186	0.074	87	248	0.1
	3 - A555 Overbridge (N)	552	138	16		2282	0.242	552	865	0.3
	4 - A555 W/B offslip	499	125	568		906	0.550	497	0	0.6

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	764	191	435	66.06	828	0.923	741	1018	2.1
	2 - A555 EB onslip			662					514	
	3 - A555 Overbridge (S)	1037	259	0		2465	0.420	1036	662	0.5
	4 - A555 EB Offslip	446	111	1036		462	0.964	417	0	1.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	550		777	0.927	696	721	1.8
	2 - Clay Lane and WB Onslip	107	27	951		1024	0.104	107	295	0.1
	3 - A555 Overbridge (N)	652	163	20		2277	0.286	652	1037	0.3
	4 - A555 W/B offslip	611	153	672		733	0.834	599	0	1.2

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	764	191	442	66.06	820	0.932	757	1035	7.8
	2 - A555 EB onslip			674					524	
	3 - A555 Overbridge (S)	1054	264	0		2465	0.428	1054	674	0.7
	4 - A555 EB Offslip	446	111	1054		441	1.012	423	0	8.4
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	558		766	0.940	711	733	7.9
	2 - Clay Lane and WB Onslip	107	27	968		1006	0.106	107	301	0.1
	3 - A555 Overbridge (N)	664	166	20		2277	0.292	664	1055	0.4
	4 - A555 W/B offslip	611	153	684		712	0.858	607	0	4.3

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	624	156	405	53.94	864	0.722	652	913	9.7
	2 - A555 EB onslip			606					451	
	3 - A555 Overbridge (S)	903	226	0		2465	0.366	904	606	0.7
	4 - A555 EB Offslip	364	91	904		618	0.589	415	0	14.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	478		872	0.674	620	649	10.2
	2 - Clay Lane and WB Onslip	87	22	833		1146	0.076	87	265	0.1
	3 - A555 Overbridge (N)	597	149	16		2282	0.262	598	904	0.4
	4 - A555 W/B offslip	499	125	614		830	0.601	514	0	5.2

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	522	131	315	45.17	976	0.536	529	728	2.8
	2 - A555 EB onslip			478					366	
	3 - A555 Overbridge (S)	733	183	0		2465	0.298	734	478	0.6
	4 - A555 EB Offslip	305	76	734		819	0.372	308	0	1.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	389		990	0.497	497	517	2.2
	2 - Clay Lane and WB Onslip	73	18	675		1309	0.056	73	211	0.1
	3 - A555 Overbridge (N)	471	118	14		2286	0.206	471	734	0.4
	4 - A555 W/B offslip	418	104	485		1045	0.400	421	0	1.6

2035 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	58.11	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	31.97	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	45.52	E

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	730	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	426	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	654	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	102	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	555	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	289	441	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	844	228	0	0
	4 - A555 EB Offslip	207	0	219	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	157	497	0
	2 - Clay Lane and WB Onslip	19	0	83	0
	3 - A555 Overbridge (N)	559	111	0	0
	4 - A555 W/B offslip	145	19	391	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.99	76.82	16.7	F	670	1005
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.43	2.55	0.7	A	889	1334
	4 - A555 EB Offslip	1.07	152.85	21.5	F	391	586
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	0.94	55.28	10.4	F	600	900
	2 - Clay Lane and WB Onslip	0.11	4.01	0.1	A	94	140
	3 - A555 Overbridge (N)	0.30	2.26	0.4	A	596	894
	4 - A555 W/B offslip	0.90	45.04	7.2	E	509	764

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	550	137	318	45.17	972	0.565	544	724	0.0
	2 - A555 EB onslip			493					369	
	3 - A555 Overbridge (S)	725	181	0		2465	0.294	724	493	0.0
	4 - A555 EB Offslip	321	80	724		831	0.386	318	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	387		993	0.496	488	527	0.0
	2 - Clay Lane and WB Onslip	77	19	664		1320	0.058	77	212	0.0
	3 - A555 Overbridge (N)	485	121	14		2285	0.212	484	726	0.0
	4 - A555 W/B offslip	418	104	499		1022	0.409	415	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	656	164	380	53.94	896	0.733	651	867	1.3
	2 - A555 EB onslip			589					442	
	3 - A555 Overbridge (S)	867	217	0		2465	0.352	867	589	0.4
	4 - A555 EB Offslip	383	96	867		663	0.578	380	0	0.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	463		892	0.659	584	631	1.0
	2 - Clay Lane and WB Onslip	92	23	794		1186	0.077	92	253	0.1
	3 - A555 Overbridge (N)	580	145	17		2281	0.254	580	868	0.3
	4 - A555 W/B offslip	499	125	597		858	0.582	496	0	0.7

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	804	201	441	66.06	821	0.979	766	1024	2.6
	2 - A555 EB onslip			683					524	
	3 - A555 Overbridge (S)	1038	259	0		2465	0.421	1037	683	0.5
	4 - A555 EB Offslip	469	117	1037		460	1.019	428	0	1.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	551		776	0.928	696	737	1.9
	2 - Clay Lane and WB Onslip	112	28	947		1028	0.109	112	299	0.1
	3 - A555 Overbridge (N)	673	168	21		2276	0.296	673	1039	0.3
	4 - A555 W/B offslip	611	153	694		696	0.878	594	0	1.4

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	804	201	445	66.06	815	0.986	785	1040	12.0
	2 - A555 EB onslip			695					535	
	3 - A555 Overbridge (S)	1056	264	0		2465	0.428	1056	695	0.7
	4 - A555 EB Offslip	469	117	1056		438	1.070	429	0	11.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	560		763	0.944	710	750	8.0
	2 - Clay Lane and WB Onslip	112	28	966		1009	0.111	112	305	0.1
	3 - A555 Overbridge (N)	685	171	21		2276	0.301	685	1057	0.4
	4 - A555 W/B offslip	611	153	706		676	0.904	605	0	5.5

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	656	164	431	53.94	833	0.788	707	942	16.7
	2 - A555 EB onslip			664					474	
	3 - A555 Overbridge (S)	911	228	0		2465	0.369	911	664	0.7
	4 - A555 EB Offslip	383	96	911		608	0.630	462	0	21.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	492		853	0.689	620	698	10.4
	2 - Clay Lane and WB Onslip	92	23	837		1142	0.080	92	275	0.1
	3 - A555 Overbridge (N)	654	164	17		2281	0.287	654	912	0.4
	4 - A555 W/B offslip	499	125	671		734	0.680	519	0	7.2

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	550	137	325	45.17	964	0.570	561	740	4.2
	2 - A555 EB onslip			506					379	
	3 - A555 Overbridge (S)	739	185	0		2465	0.300	739	506	0.6
	4 - A555 EB Offslip	321	80	739		813	0.395	325	0	1.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	396		981	0.502	498	542	2.3
	2 - Clay Lane and WB Onslip	77	19	677		1306	0.059	77	217	0.1
	3 - A555 Overbridge (N)	499	125	14		2285	0.218	499	739	0.4
	4 - A555 W/B offslip	418	104	514		997	0.419	424	0	2.2

2040 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	78.24	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	33.90	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	56.98	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	757	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	443	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	654	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	106	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	555	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	300	457	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	876	237	0	0
	4 - A555 EB Offslip	215	0	228	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	157	497	0
	2 - Clay Lane and WB Onslip	20	0	86	0
	3 - A555 Overbridge (N)	580	115	0	0
	4 - A555 W/B offslip	145	19	391	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.03	108.20	25.6	F	695	1042
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.43	2.56	0.7	A	892	1338
	4 - A555 EB Offslip	1.12	193.63	29.0	F	407	610
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	0.94	55.16	10.4	F	600	900
	2 - Clay Lane and WB Onslip	0.12	4.03	0.1	A	97	146
	3 - A555 Overbridge (N)	0.31	2.29	0.4	A	619	928
	4 - A555 W/B offslip	0.93	53.66	8.6	F	509	764

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	570	142	325	45.17	963	0.592	564	732	0.0
	2 - A555 EB onslip			511					378	
	3 - A555 Overbridge (S)	727	182	0		2465	0.295	726	511	0.0
	4 - A555 EB Offslip	334	83	726		828	0.403	331	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	390		989	0.498	488	543	0.0
	2 - Clay Lane and WB Onslip	80	20	664		1320	0.060	80	215	0.0
	3 - A555 Overbridge (N)	504	126	15		2284	0.220	502	728	0.0
	4 - A555 W/B offslip	418	104	517		991	0.422	415	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	681	170	388	53.94	885	0.769	674	876	1.4
	2 - A555 EB onslip			610					452	
	3 - A555 Overbridge (S)	870	217	0		2465	0.353	869	610	0.4
	4 - A555 EB Offslip	398	100	869		660	0.604	395	0	0.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	466		888	0.662	584	649	1.0
	2 - Clay Lane and WB Onslip	95	24	793		1186	0.080	95	257	0.1
	3 - A555 Overbridge (N)	601	150	18		2280	0.264	601	871	0.3
	4 - A555 W/B offslip	499	125	619		821	0.608	496	0	0.7

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	833	208	445	66.06	816	1.021	779	1028	3.1
	2 - A555 EB onslip			694					530	
	3 - A555 Overbridge (S)	1039	260	0		2465	0.421	1038	694	0.5
	4 - A555 EB Offslip	488	122	1038		459	1.063	434	0	1.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	550		777	0.927	696	747	1.9
	2 - Clay Lane and WB Onslip	117	29	945		1030	0.113	117	300	0.1
	3 - A555 Overbridge (N)	684	171	22		2274	0.301	684	1040	0.4
	4 - A555 W/B offslip	611	153	706		676	0.904	591	0	1.5

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	833	208	447	66.06	813	1.025	798	1042	16.7
	2 - A555 EB onslip			704					542	
	3 - A555 Overbridge (S)	1058	265	0		2465	0.429	1058	704	0.7
	4 - A555 EB Offslip	488	122	1058		436	1.119	431	0	14.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	720	180	560		763	0.944	710	758	7.9
	2 - Clay Lane and WB Onslip	117	29	964		1010	0.116	117	306	0.1
	3 - A555 Overbridge (N)	694	173	22		2274	0.305	694	1059	0.4
	4 - A555 W/B offslip	611	153	716		659	0.927	603	0	6.5

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	681	170	455	53.94	804	0.846	754	964	25.6
	2 - A555 EB onslip			716					493	
	3 - A555 Overbridge (S)	913	228	0		2465	0.370	913	716	0.7
	4 - A555 EB Offslip	398	100	913		603	0.660	506	0	29.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	588	147	500		842	0.698	620	742	10.4
	2 - Clay Lane and WB Onslip	95	24	836		1142	0.083	95	283	0.1
	3 - A555 Overbridge (N)	705	176	18		2280	0.309	705	914	0.4
	4 - A555 W/B offslip	499	125	723		648	0.771	518	0	8.6

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	570	142	333	45.17	953	0.598	592	752	7.1
	2 - A555 EB onslip			532					394	
	3 - A555 Overbridge (S)	745	186	0		2465	0.302	746	532	0.6
	4 - A555 EB Offslip	334	83	746		805	0.414	339	0	2.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	492	123	404		970	0.508	498	566	2.4
	2 - Clay Lane and WB Onslip	80	20	681		1302	0.061	80	221	0.1
	3 - A555 Overbridge (N)	525	131	15		2284	0.230	525	746	0.4
	4 - A555 W/B offslip	418	104	540		953	0.439	430	0	3.7

2030 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	51.04	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	148.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	98.67	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	755	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	428	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	733	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	97	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	585	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	275	480	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	802	217	0	0
	4 - A555 EB Offslip	210	0	218	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	210	523	0
	2 - Clay Lane and WB Onslip	18	0	79	0
	3 - A555 Overbridge (N)	541	166	0	0
	4 - A555 W/B offslip	153	20	412	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.03	104.50	24.8	F	693	1039
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.40	2.45	0.7	A	928	1393
	4 - A555 EB Offslip	0.93	71.47	8.8	F	393	589
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.16	311.18	62.3	F	673	1009
	2 - Clay Lane and WB Onslip	0.10	3.76	0.1	A	89	134
	3 - A555 Overbridge (N)	0.32	2.34	0.5	A	628	942
	4 - A555 W/B offslip	1.07	142.02	27.5	F	537	805

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	568	142	323	45.17	964	0.589	563	750	0.0
	2 - A555 EB onslip			521					366	
	3 - A555 Overbridge (S)	756	189	0		2465	0.307	754	521	0.0
	4 - A555 EB Offslip	322	81	754		795	0.405	320	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	552	138	443		917	0.602	546	518	0.0
	2 - Clay Lane and WB Onslip	73	18	697		1285	0.057	73	291	0.0
	3 - A555 Overbridge (N)	511	128	14		2278	0.225	510	757	0.0
	4 - A555 W/B offslip	440	110	524		977	0.451	437	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	679	170	386	53.94	888	0.764	672	895	1.4
	2 - A555 EB onslip			622					437	
	3 - A555 Overbridge (S)	901	225	0		2465	0.365	900	622	0.4
	4 - A555 EB Offslip	385	96	900		624	0.617	381	0	0.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	659	165	529		802	0.822	649	620	1.5
	2 - Clay Lane and WB Onslip	87	22	830		1148	0.076	87	347	0.1
	3 - A555 Overbridge (N)	611	153	16		2274	0.269	610	901	0.3
	4 - A555 W/B offslip	526	131	627		805	0.653	522	0	0.8

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	831	208	441	66.06	820	1.013	780	1003	3.0
	2 - A555 EB onslip			725					496	
	3 - A555 Overbridge (S)	994	249	0		2465	0.403	994	725	0.6
	4 - A555 EB Offslip	471	118	994		510	0.924	450	0	1.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	807	202	605		700	1.154	687	720	4.1
	2 - Clay Lane and WB Onslip	107	27	908		1068	0.100	107	384	0.1
	3 - A555 Overbridge (N)	713	178	20		2270	0.314	712	995	0.4
	4 - A555 W/B offslip	644	161	732		628	1.025	593	0	1.8

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	831	208	449	66.06	811	1.025	795	1013	15.8
	2 - A555 EB onslip			742					502	
	3 - A555 Overbridge (S)	998	250	0		2465	0.405	998	742	0.7
	4 - A555 EB Offslip	471	118	998		504	0.934	464	0	6.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	807	202	608		695	1.161	694	732	34.0
	2 - Clay Lane and WB Onslip	107	27	912		1064	0.100	107	390	0.1
	3 - A555 Overbridge (N)	729	182	20		2270	0.321	729	999	0.5
	4 - A555 W/B offslip	644	161	748		601	1.072	592	0	14.5

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	679	170	418	53.94	849	0.800	759	977	24.8
	2 - A555 EB onslip			690					487	
	3 - A555 Overbridge (S)	988	247	0		2465	0.401	988	690	0.7
	4 - A555 EB Offslip	385	96	988		520	0.740	407	0	8.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	659	165	618		684	0.964	673	698	62.3
	2 - Clay Lane and WB Onslip	87	22	918		1059	0.082	87	373	0.1
	3 - A555 Overbridge (N)	678	170	16		2274	0.298	678	989	0.5
	4 - A555 W/B offslip	526	131	695		691	0.761	621	0	27.5

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	568	142	367	45.17	911	0.624	580	897	4.7
	2 - A555 EB onslip			537					410	
	3 - A555 Overbridge (S)	934	233	0		2465	0.379	934	537	0.7
	4 - A555 EB Offslip	322	81	934		586	0.550	330	0	3.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	552	138	458		897	0.616	780	536	58.8
	2 - Clay Lane and WB Onslip	73	18	875		1102	0.066	73	363	0.1
	3 - A555 Overbridge (N)	527	132	14		2278	0.232	528	934	0.4
	4 - A555 W/B offslip	440	110	542		947	0.465	452	0	3.8

2035 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	80.60	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	213.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	146.09	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	791	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	449	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	768	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	102	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	615	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	289	502	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	844	228	0	0
	4 - A555 EB Offslip	220	0	229	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	218	550	0
	2 - Clay Lane and WB Onslip	19	0	83	0
	3 - A555 Overbridge (N)	569	172	0	0
	4 - A555 W/B offslip	161	21	433	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.09	165.78	43.3	F	726	1089
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.41	2.46	0.7	A	956	1434
	4 - A555 EB Offslip	1.00	111.57	15.0	F	412	618
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.21	417.88	80.5	F	705	1057
	2 - Clay Lane and WB Onslip	0.11	3.79	0.1	A	94	140
	3 - A555 Overbridge (N)	0.32	2.35	0.5	A	658	986
	4 - A555 W/B offslip	1.15	244.35	46.9	F	564	847

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	596	149	339	45.17	945	0.630	589	788	0.0
	2 - A555 EB onslip			544					384	
	3 - A555 Overbridge (S)	794	198	0		2465	0.322	792	544	0.0
	4 - A555 EB Offslip	338	85	792		751	0.450	335	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	578	145	463		890	0.650	571	544	0.0
	2 - Clay Lane and WB Onslip	77	19	732		1249	0.061	77	302	0.0
	3 - A555 Overbridge (N)	535	134	14		2277	0.235	534	794	0.0
	4 - A555 W/B offslip	463	116	548		937	0.494	459	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	711	178	403	53.94	867	0.820	701	935	1.7
	2 - A555 EB onslip			648					456	
	3 - A555 Overbridge (S)	940	235	0		2465	0.381	940	648	0.5
	4 - A555 EB Offslip	404	101	940		577	0.700	398	0	0.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	690	173	551		772	0.894	672	649	1.8
	2 - Clay Lane and WB Onslip	92	23	866		1111	0.083	92	357	0.1
	3 - A555 Overbridge (N)	637	159	17		2274	0.280	637	941	0.3
	4 - A555 W/B offslip	553	138	654		759	0.728	547	0	1.0

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	871	218	449	66.06	811	1.074	789	1016	4.1
	2 - A555 EB onslip			736					502	
	3 - A555 Overbridge (S)	1004	251	0		2465	0.407	1003	736	0.6
	4 - A555 EB Offslip	494	124	1003		498	0.992	461	0	2.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	846	211	604		701	1.206	694	730	6.3
	2 - Clay Lane and WB Onslip	112	28	913		1063	0.106	112	385	0.1
	3 - A555 Overbridge (N)	723	181	21		2268	0.319	723	1005	0.4
	4 - A555 W/B offslip	677	169	744		609	1.112	591	0	2.5

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	871	218	457	66.06	801	1.087	796	1025	24.6
	2 - A555 EB onslip			748					505	
	3 - A555 Overbridge (S)	1005	251	0		2465	0.408	1005	748	0.7
	4 - A555 EB Offslip	494	124	1005		495	0.998	476	0	10.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	846	211	603		702	1.204	701	739	44.1
	2 - Clay Lane and WB Onslip	112	28	915		1061	0.106	112	390	0.1
	3 - A555 Overbridge (N)	735	184	21		2268	0.324	735	1006	0.5
	4 - A555 W/B offslip	677	169	756		588	1.151	586	0	24.1

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	711	178	438	53.94	824	0.863	805	996	43.3
	2 - A555 EB onslip			739					504	
	3 - A555 Overbridge (S)	987	247	0		2465	0.401	987	739	0.7
	4 - A555 EB Offslip	404	101	987		519	0.778	447	0	15.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	690	173	609		695	0.994	689	731	80.1
	2 - Clay Lane and WB Onslip	92	23	913		1063	0.086	92	385	0.1
	3 - A555 Overbridge (N)	726	182	17		2273	0.320	726	988	0.5
	4 - A555 W/B offslip	553	138	744		609	0.908	596	0	46.9

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	596	149	390	45.17	882	0.675	666	960	19.8
	2 - A555 EB onslip			599					457	
	3 - A555 Overbridge (S)	1005	251	0		2465	0.408	1005	599	0.7
	4 - A555 EB Offslip	338	85	1005		503	0.672	346	0	4.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	578	145	581		734	0.788	725	624	80.5
	2 - Clay Lane and WB Onslip	77	19	943		1032	0.074	77	363	0.1
	3 - A555 Overbridge (N)	589	147	14		2277	0.259	589	1005	0.5
	4 - A555 W/B offslip	463	116	604		843	0.549	602	0	36.0

2040 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	116.12	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	294.78	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	204.68	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	818	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	465	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	796	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	106	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	638	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	300	518	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	876	237	0	0
	4 - A555 EB Offslip	228	0	237	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	225	571	0
	2 - Clay Lane and WB Onslip	20	0	86	0
	3 - A555 Overbridge (N)	590	176	0	0
	4 - A555 W/B offslip	167	22	449	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.13	238.94	58.7	F	751	1126
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.41	2.47	0.7	A	966	1449
	4 - A555 EB Offslip	1.05	157.01	22.8	F	427	640
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.25	568.55	100.7	F	730	1096
	2 - Clay Lane and WB Onslip	0.11	3.82	0.1	A	97	146
	3 - A555 Overbridge (N)	0.32	2.35	0.5	A	679	1018
	4 - A555 W/B offslip	1.20	348.00	60.6	F	585	878

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	616	154	351	45.17	930	0.662	608	816	0.0
	2 - A555 EB onslip			562					398	
	3 - A555 Overbridge (S)	823	206	0		2465	0.334	821	562	0.0
	4 - A555 EB Offslip	350	88	821		718	0.488	346	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	599	150	478		870	0.689	591	564	0.0
	2 - Clay Lane and WB Onslip	80	20	759		1222	0.065	80	310	0.0
	3 - A555 Overbridge (N)	552	138	15		2277	0.242	551	823	0.0
	4 - A555 W/B offslip	480	120	566		907	0.530	476	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	735	184	415	53.94	853	0.862	722	961	1.9
	2 - A555 EB onslip			666					470	
	3 - A555 Overbridge (S)	966	242	0		2465	0.392	965	666	0.5
	4 - A555 EB Offslip	418	105	965		546	0.765	410	0	0.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	716	179	567		751	0.953	686	670	2.1
	2 - Clay Lane and WB Onslip	95	24	890		1087	0.088	95	364	0.1
	3 - A555 Overbridge (N)	655	164	18		2273	0.288	654	967	0.3
	4 - A555 W/B offslip	574	143	672		728	0.788	565	0	1.1

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	901	225	452	66.06	806	1.117	792	1023	5.2
	2 - A555 EB onslip			739					506	
	3 - A555 Overbridge (S)	1011	253	0		2465	0.410	1010	739	0.6
	4 - A555 EB Offslip	512	128	1010		490	1.046	466	0	2.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	876	219	602		703	1.246	699	735	9.5
	2 - Clay Lane and WB Onslip	117	29	917		1059	0.110	117	385	0.1
	3 - A555 Overbridge (N)	726	181	22		2267	0.320	726	1011	0.4
	4 - A555 W/B offslip	702	176	748		602	1.167	590	0	3.3

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	901	225	459	66.06	798	1.129	795	1031	32.4
	2 - A555 EB onslip			748					507	
	3 - A555 Overbridge (S)	1011	253	0		2465	0.410	1011	748	0.7
	4 - A555 EB Offslip	512	128	1011		488	1.049	479	0	14.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	876	219	601		705	1.243	704	741	53.8
	2 - Clay Lane and WB Onslip	117	29	917		1058	0.110	117	388	0.1
	3 - A555 Overbridge (N)	735	184	22		2267	0.324	735	1012	0.5
	4 - A555 W/B offslip	702	176	757		587	1.196	586	0	31.4

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	735	184	458	53.94	800	0.920	786	1019	58.7
	2 - A555 EB onslip			744					500	
	3 - A555 Overbridge (S)	994	249	0		2465	0.403	994	744	0.7
	4 - A555 EB Offslip	418	105	994		509	0.821	483	0	22.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	716	179	604		702	1.020	700	736	96.8
	2 - Clay Lane and WB Onslip	95	24	917		1058	0.090	95	386	0.1
	3 - A555 Overbridge (N)	731	183	18		2273	0.322	731	995	0.5
	4 - A555 W/B offslip	574	143	749		600	0.956	590	0	60.6

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	616	154	398	45.17	872	0.706	789	961	46.0
	2 - A555 EB onslip			687					501	
	3 - A555 Overbridge (S)	992	248	0		2465	0.402	992	687	0.7
	4 - A555 EB Offslip	350	88	992		517	0.677	367	0	6.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	599	150	661		627	0.956	621	715	100.
	2 - Clay Lane and WB Onslip	80	20	928		1048	0.076	80	354	0.1
	3 - A555 Overbridge (N)	675	169	15		2276	0.297	676	993	0.5
	4 - A555 W/B offslip	480	120	691		698	0.688	686	0	56.4

2030 Baseline + Dev (-10pc), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	50.02	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	131.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	89.78	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	749	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	426	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	728	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	97	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	585	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	275	474	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	802	217	0	0
	4 - A555 EB Offslip	209	0	217	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	205	523	0
	2 - Clay Lane and WB Onslip	18	0	79	0
	3 - A555 Overbridge (N)	540	160	0	0
	4 - A555 W/B offslip	153	20	412	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.02	97.47	22.7	F	687	1031
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.41	2.47	0.7	A	929	1393
	4 - A555 EB Offslip	0.95	79.48	9.8	F	391	586
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.15	274.13	58.8	F	668	1002
	2 - Clay Lane and WB Onslip	0.10	3.80	0.1	A	89	134
	3 - A555 Overbridge (N)	0.32	2.33	0.5	A	622	933
	4 - A555 W/B offslip	1.05	126.77	24.3	F	537	805

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	564	141	323	45.17	965	0.584	558	750	0.0
	2 - A555 EB onslip			515					366	
	3 - A555 Overbridge (S)	756	189	0		2465	0.307	755	515	0.0
	4 - A555 EB Offslip	321	80	755		795	0.403	318	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	548	137	438		923	0.594	542	518	0.0
	2 - Clay Lane and WB Onslip	73	18	698		1285	0.057	73	283	0.0
	3 - A555 Overbridge (N)	507	127	14		2279	0.222	505	757	0.0
	4 - A555 W/B offslip	440	110	519		986	0.447	437	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	673	168	385	53.94	889	0.758	667	895	1.4
	2 - A555 EB onslip			616					437	
	3 - A555 Overbridge (S)	901	225	0		2465	0.366	901	616	0.4
	4 - A555 EB Offslip	383	96	901		623	0.615	380	0	0.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	654	164	524		809	0.809	645	619	1.4
	2 - Clay Lane and WB Onslip	87	22	831		1148	0.076	87	338	0.1
	3 - A555 Overbridge (N)	605	151	16		2275	0.266	605	902	0.3
	4 - A555 W/B offslip	526	131	621		815	0.645	522	0	0.8

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	825	206	440	66.06	821	1.004	777	1007	2.9
	2 - A555 EB onslip			719					499	
	3 - A555 Overbridge (S)	1003	251	0		2465	0.407	1002	719	0.6
	4 - A555 EB Offslip	469	117	1002		500	0.937	446	0	1.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	802	200	604		702	1.141	689	721	3.8
	2 - Clay Lane and WB Onslip	107	27	916		1060	0.101	107	376	0.1
	3 - A555 Overbridge (N)	707	177	20		2270	0.311	706	1003	0.4
	4 - A555 W/B offslip	644	161	726		638	1.009	599	0	1.8

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	825	206	448	66.06	811	1.017	793	1018	14.7
	2 - A555 EB onslip			736					506	
	3 - A555 Overbridge (S)	1007	252	0		2465	0.409	1007	736	0.7
	4 - A555 EB Offslip	469	117	1007		494	0.950	459	0	7.4
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	802	200	608		696	1.151	694	734	32.0
	2 - Clay Lane and WB Onslip	107	27	921		1055	0.101	107	381	0.1
	3 - A555 Overbridge (N)	723	181	20		2270	0.318	723	1008	0.5
	4 - A555 W/B offslip	644	161	743		611	1.055	599	0	13.1

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	673	168	420	53.94	846	0.796	746	985	22.7
	2 - A555 EB onslip			680					486	
	3 - A555 Overbridge (S)	997	249	0		2465	0.404	997	680	0.7
	4 - A555 EB Offslip	383	96	997		509	0.752	408	0	9.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	654	164	603		703	0.930	692	692	58.8
	2 - Clay Lane and WB Onslip	87	22	926		1049	0.083	87	369	0.1
	3 - A555 Overbridge (N)	669	167	16		2275	0.294	669	998	0.5
	4 - A555 W/B offslip	526	131	685		707	0.744	610	0	24.3

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	564	141	361	45.17	918	0.614	575	876	4.5
	2 - A555 EB onslip			532					404	
	3 - A555 Overbridge (S)	907	227	0		2465	0.368	908	532	0.7
	4 - A555 EB Offslip	321	80	908		617	0.520	330	0	3.4
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	548	137	452		904	0.606	739	535	49.5
	2 - Clay Lane and WB Onslip	73	18	848		1130	0.065	73	343	0.1
	3 - A555 Overbridge (N)	523	131	14		2279	0.230	523	908	0.4
	4 - A555 W/B offslip	440	110	537		955	0.461	450	0	3.3

2035 Baseline + Dev (-10pc), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	78.58	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	199.18	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	137.90	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	785	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	447	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	764	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	102	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	615	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	289	496	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	844	228	0	0
	4 - A555 EB Offslip	219	0	228	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	214	550	0
	2 - Clay Lane and WB Onslip	19	0	83	0
	3 - A555 Overbridge (N)	568	166	0	0
	4 - A555 W/B offslip	161	21	433	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.08	154.81	40.0	F	720	1080
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.41	2.48	0.7	A	961	1441
	4 - A555 EB Offslip	1.01	122.85	16.7	F	410	615
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.20	395.57	77.3	F	701	1052
	2 - Clay Lane and WB Onslip	0.11	3.83	0.1	A	94	140
	3 - A555 Overbridge (N)	0.32	2.34	0.5	A	651	977
	4 - A555 W/B offslip	1.14	219.66	43.3	F	564	847

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	591	148	339	45.17	946	0.625	585	787	0.0
	2 - A555 EB onslip			539					384	
	3 - A555 Overbridge (S)	794	199	0		2465	0.322	792	539	0.0
	4 - A555 EB Offslip	337	84	792		751	0.448	333	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	575	144	459		896	0.642	568	544	0.0
	2 - Clay Lane and WB Onslip	77	19	732		1249	0.061	77	294	0.0
	3 - A555 Overbridge (N)	530	133	14		2278	0.233	529	795	0.0
	4 - A555 W/B offslip	463	116	543		945	0.490	459	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	706	176	402	53.94	868	0.813	697	935	1.6
	2 - A555 EB onslip			642					457	
	3 - A555 Overbridge (S)	942	235	0		2465	0.382	941	642	0.5
	4 - A555 EB Offslip	402	100	941		575	0.699	396	0	0.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	687	172	547		779	0.882	671	649	1.7
	2 - Clay Lane and WB Onslip	92	23	868		1110	0.083	92	349	0.1
	3 - A555 Overbridge (N)	631	158	17		2274	0.278	631	942	0.3
	4 - A555 W/B offslip	553	138	648		769	0.719	547	0	0.9

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	864	216	448	66.06	812	1.064	788	1019	3.9
	2 - A555 EB onslip			730					505	
	3 - A555 Overbridge (S)	1011	253	0		2465	0.410	1011	730	0.6
	4 - A555 EB Offslip	492	123	1011		490	1.005	456	0	2.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	841	210	603		703	1.197	695	733	5.8
	2 - Clay Lane and WB Onslip	112	28	921		1055	0.106	112	377	0.1
	3 - A555 Overbridge (N)	718	179	21		2269	0.316	718	1012	0.4
	4 - A555 W/B offslip	677	169	738		618	1.096	598	0	2.4

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	864	216	455	66.06	803	1.077	796	1028	23.0
	2 - A555 EB onslip			743					509	
	3 - A555 Overbridge (S)	1013	253	0		2465	0.411	1013	743	0.7
	4 - A555 EB Offslip	492	123	1013		486	1.013	470	0	11.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	841	210	603		703	1.197	702	741	42.4
	2 - Clay Lane and WB Onslip	112	28	923		1053	0.107	112	382	0.1
	3 - A555 Overbridge (N)	730	183	21		2269	0.322	730	1014	0.5
	4 - A555 W/B offslip	677	169	751		596	1.135	593	0	22.3

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	706	176	441	53.94	820	0.860	800	1002	40.0
	2 - A555 EB onslip			736					506	
	3 - A555 Overbridge (S)	992	248	0		2465	0.402	992	736	0.7
	4 - A555 EB Offslip	402	100	992		513	0.783	451	0	16.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	687	172	607		697	0.985	687	734	77.3
	2 - Clay Lane and WB Onslip	92	23	918		1058	0.087	92	377	0.1
	3 - A555 Overbridge (N)	723	181	17		2274	0.318	723	993	0.5
	4 - A555 W/B offslip	553	138	740		615	0.899	601	0	43.3

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	591	148	391	45.17	881	0.671	648	967	16.3
	2 - A555 EB onslip			585					454	
	3 - A555 Overbridge (S)	1013	253	0		2465	0.411	1013	585	0.7
	4 - A555 EB Offslip	337	84	1013		493	0.682	345	0	4.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	575	144	561		761	0.756	751	613	77.2
	2 - Clay Lane and WB Onslip	77	19	951		1024	0.075	77	361	0.1
	3 - A555 Overbridge (N)	575	144	14		2278	0.253	576	1014	0.5
	4 - A555 W/B offslip	463	116	590		866	0.534	583	0	31.3

2040 Baseline + Dev (-10pc), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	112.15	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	265.84	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	188.15	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	447		0.00
	2 - A555 EB onslip	665		0.00
	3 - A555 Overbridge (S)	0		0.00
	4 - A555 EB Offslip	1076		0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574		0.00
	2 - Clay Lane and WB Onslip	987		0.00
	3 - A555 Overbridge (N)	20		0.00
	4 - A555 W/B offslip	705		0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline + Dev (-10pc)	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	812	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	463	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	791	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	106	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	638	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

Demand (Veh/hr)

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	300	512	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	876	237	0	0
	4 - A555 EB Offslip	227	0	236	0

Demand (Veh/hr)

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	220	571	0
	2 - Clay Lane and WB Onslip	20	0	86	0
	3 - A555 Overbridge (N)	589	170	0	0
	4 - A555 W/B offslip	167	22	449	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

1 - J9_A555_Wilmslow Rd North Rbt

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	2	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

Heavy Vehicle %

2 - J9_A555_Wilmslow Rd South Rbt

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	6	0	0	0
	3 - A555 Overbridge (N)	2	7	0	0
	4 - A555 W/B offslip	1	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.12	220.28	54.6	F	745	1118
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.41	2.49	0.7	A	972	1458
	4 - A555 EB Offslip	1.07	173.23	25.3	F	425	637
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.24	508.15	95.8	F	726	1089
	2 - Clay Lane and WB Onslip	0.11	3.86	0.1	A	97	146
	3 - A555 Overbridge (N)	0.32	2.34	0.5	A	673	1009
	4 - A555 W/B offslip	1.18	318.19	56.8	F	585	878

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	611	153	351	45.17	931	0.656	604	815	0.0
	2 - A555 EB onslip			557					398	
	3 - A555 Overbridge (S)	823	206	0		2465	0.334	821	557	0.0
	4 - A555 EB Offslip	349	87	821		718	0.486	345	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	596	149	474		876	0.680	587	563	0.0
	2 - Clay Lane and WB Onslip	80	20	759		1222	0.065	80	302	0.0
	3 - A555 Overbridge (N)	547	137	15		2277	0.240	546	823	0.0
	4 - A555 W/B offslip	480	120	561		915	0.525	476	0	0.0

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	730	182	414	53.94	853	0.856	717	962	1.8
	2 - A555 EB onslip			660					471	
	3 - A555 Overbridge (S)	969	242	0		2465	0.393	968	660	0.5
	4 - A555 EB Offslip	416	104	968		543	0.766	408	0	0.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	711	178	563		757	0.939	685	669	2.0
	2 - Clay Lane and WB Onslip	95	24	892		1084	0.088	95	355	0.1
	3 - A555 Overbridge (N)	649	162	18		2273	0.286	649	969	0.3
	4 - A555 W/B offslip	574	143	667		738	0.777	565	0	1.1

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	894	224	451	66.06	808	1.106	792	1027	5.0
	2 - A555 EB onslip			734					510	
	3 - A555 Overbridge (S)	1019	255	0		2465	0.413	1018	734	0.6
	4 - A555 EB Offslip	510	127	1018		481	1.061	459	0	2.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	871	218	602		704	1.237	699	738	8.6
	2 - Clay Lane and WB Onslip	117	29	925		1051	0.111	117	376	0.1
	3 - A555 Overbridge (N)	721	180	22		2268	0.318	721	1020	0.4
	4 - A555 W/B offslip	702	176	743		611	1.151	597	0	3.2

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	894	224	457	66.06	800	1.117	797	1034	30.4
	2 - A555 EB onslip			743					512	
	3 - A555 Overbridge (S)	1020	255	0		2465	0.414	1020	743	0.7
	4 - A555 EB Offslip	510	127	1020		478	1.066	471	0	15.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	871	218	601		705	1.235	704	744	51.5
	2 - Clay Lane and WB Onslip	117	29	926		1050	0.111	117	380	0.1
	3 - A555 Overbridge (N)	730	183	22		2268	0.322	730	1021	0.5
	4 - A555 W/B offslip	702	176	752		595	1.181	593	0	29.5

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	730	182	460	53.94	797	0.915	783	1026	54.6
	2 - A555 EB onslip			740					503	
	3 - A555 Overbridge (S)	1002	250	0		2465	0.406	1002	740	0.7
	4 - A555 EB Offslip	416	104	1002		500	0.833	483	0	25.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	711	178	603		703	1.011	701	738	93.2
	2 - Clay Lane and WB Onslip	95	24	925		1050	0.091	95	378	0.1
	3 - A555 Overbridge (N)	727	182	18		2273	0.320	727	1003	0.5
	4 - A555 W/B offslip	574	143	745		606	0.946	596	0	56.8

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	611	153	403	45.17	866	0.706	766	971	41.3
	2 - A555 EB onslip			673					496	
	3 - A555 Overbridge (S)	1001	250	0		2465	0.406	1001	673	0.7
	4 - A555 EB Offslip	349	87	1001		506	0.689	373	0	8.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	596	149	647		647	0.921	640	706	95.8
	2 - Clay Lane and WB Onslip	80	20	937		1038	0.077	80	350	0.1
	3 - A555 Overbridge (N)	662	165	15		2277	0.291	662	1002	0.5
	4 - A555 W/B offslip	480	120	677		721	0.667	675	0	51.2

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275
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Filename: J9_A555_Wilmslow Rd Rbt PM.j10
Path: F:\clients\Buro\Manchester Airport
Report generation date: 03/09/2026 09:26:30

»2026 Observed, PM
»2030 Baseline, PM
»2035 Baseline, PM
»2040 Baseline, PM
»2030 Baseline + Dev, PM
»2035 Baseline + Dev, PM
»2040 Baseline + Dev, PM
»2030 Baseline + Dev (-10pc), PM
»2035 Baseline + Dev (-10pc), PM
»2040 Baseline + Dev (-10pc), PM

Summary of junction performance

	PM			
	Q (Veh)	Delay (s)	RFC	Junction LOS
	2026 Observed			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	4.6	22.53	0.83	C
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.29	0.36	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	6.6	58.43	0.90	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	10.2	49.56	0.94	D
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.31	0.05	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.5	2.36	0.35	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	3.4	26.35	0.79	
	2030 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	6.8	32.08	0.89	E
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.33	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	15.1	117.09	1.02	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	22.8	96.47	1.02	E
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.40	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.41	0.36	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	6.7	50.82	0.90	
	2035 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	10.5	46.98	0.94	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.34	0.38	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	25.3	182.82	1.09	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	41.5	158.41	1.08	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.42	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.46	0.37	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	17.2	111.53	1.03	

	2040 Baseline			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	15.2	64.27	0.97	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.35	0.38	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	33.3	263.99	1.13	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	53.7	242.32	1.11	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.44	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.49	0.38	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	34.6	202.09	1.13	
	2030 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	7.3	34.03	0.90	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.32	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	54.7	330.22	1.24	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	25.8	106.30	1.03	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.38	0.05	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.42	0.36	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	8.1	61.19	0.92	
	2035 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	10.9	48.06	0.94	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.33	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	78.7	544.91	1.30	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	44.4	167.57	1.09	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.40	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.46	0.37	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	19.9	128.15	1.04	
	2040 Baseline + Dev			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	15.5	64.82	0.97	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.33	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	92.3	678.30	1.35	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	56.2	264.38	1.11	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.40	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.50	0.38	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	37.9	223.47	1.15	
	2030 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	7.3	33.95	0.90	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.32	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	50.3	306.28	1.22	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	25.5	105.34	1.03	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.38	0.05	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.42	0.36	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	8.0	60.46	0.92	
	2035 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	10.8	47.93	0.94	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.33	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	72.2	510.16	1.28	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	44.1	166.69	1.09	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.40	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.46	0.37	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	19.6	126.47	1.04	
	2040 Baseline + Dev (-10pc)			
1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N)	15.4	64.64	0.97	F
1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	0.6	2.33	0.37	
1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip	85.1	632.98	1.32	
2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S)	56.0	262.22	1.11	F
2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip	0.1	3.40	0.06	
2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	0.6	2.50	0.38	
2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip	37.5	221.11	1.14	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s.

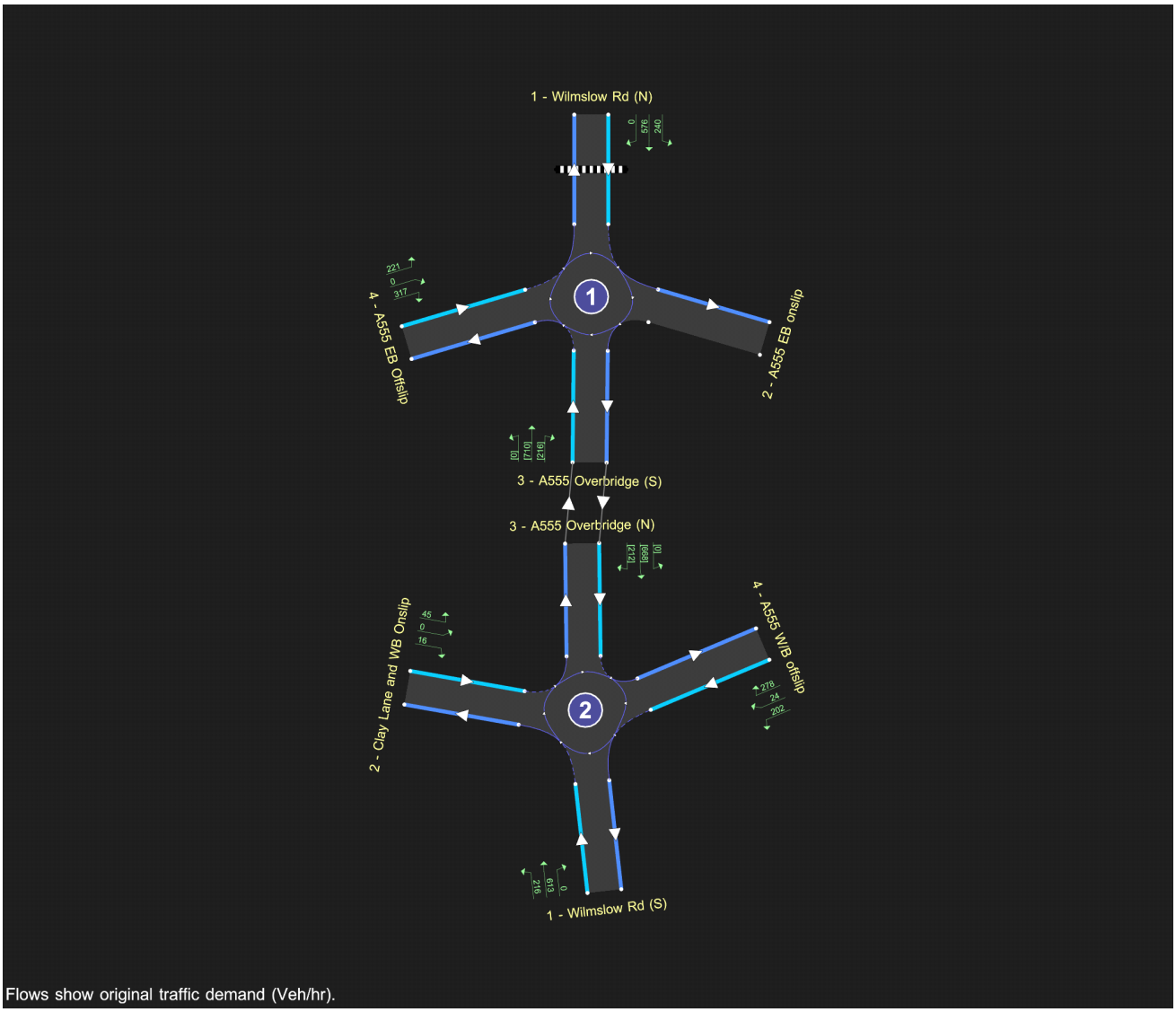
File summary

File Description

Title	J9_A555_Wilmslow Rd Rbt
Location	
Site number	
Date	27/06/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D4	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D6	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D8	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓
D10	2035 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2040 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	21.24	C
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	25.21	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.24	C

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1 - J9_A555_Wilmslow Rd North Rbt	1	Wilmslow Rd (N)		
	2	A555 EB onslip		
	3	A555 Overbridge (S)		
	4	A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1	Wilmslow Rd (S)		
	2	Clay Lane and WB Onslip		
	3	A555 Overbridge (N)		
	4	A555 W/B offslip		

Roundabout Geometry

Junction	Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	3.75	4.80	19.5	40.0	40.0	15.0		
	2 - A555 EB onslip								✓
	3 - A555 Overbridge (S)	4.40	5.80	8.5	40.0	40.0	35.0		
	4 - A555 EB Offslip	4.20	7.10	19.0	22.0	40.0	40.0	✓	
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	4.20	6.30	11.5	40.0	40.0	16.0		
	2 - Clay Lane and WB Onslip	4.10	5.20	2.0	15.0	40.0	20.0		
	3 - A555 Overbridge (N)	4.40	5.30	4.0	25.0	40.0	30.0		
	4 - A555 W/B offslip	7.30	9.40	9.0	40.0	40.0	16.0	✓	

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

Junction	Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	4.00	4.00		Distance	9.00	6.43

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	Direct	QLS	-750
	2 - A555 EB onslip			
	3 - A555 Overbridge (S)	None		
	4 - A555 EB Offslip	Direct	QLS	-920
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	Direct	QLS	-1050
	2 - Clay Lane and WB Onslip	None		
	3 - A555 Overbridge (N)	None		
	4 - A555 W/B offslip	Direct	QLS	-1500

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	1.229	1521
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)	1.345	2490
	4 - A555 EB Offslip	1.174	1546
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.335	1502
	2 - Clay Lane and WB Onslip	1.058	2054
	3 - A555 Overbridge (N)	1.294	2370
	4 - A555 W/B offslip	1.600	1946

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	704	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	394	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	717	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	53	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	440	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	210	494	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	620	189	0	0
	4 - A555 EB Offslip	149	0	245	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	182	535	0
	2 - Clay Lane and WB Onslip	14	0	39	0
	3 - A555 Overbridge (N)	551	176	0	0
	4 - A555 W/B offslip	176	21	243	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.83	22.53	4.6	C	646	969
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.36	2.29	0.6	A	749	1123
	4 - A555 EB Offslip	0.90	58.43	6.6	F	362	542
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	0.94	49.56	10.2	E	658	987
	2 - Clay Lane and WB Onslip	0.05	3.31	0.1	A	49	73
	3 - A555 Overbridge (N)	0.35	2.36	0.5	A	677	1015
	4 - A555 W/B offslip	0.79	26.35	3.4	D	404	606

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	530	133	325	45.17	1112	0.477	526	578	0.0
	2 - A555 EB onslip			552					299	
	3 - A555 Overbridge (S)	611	153	0		2465	0.248	609	552	0.0
	4 - A555 EB Offslip	297	74	609		819	0.362	294	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	540	135	331		1047	0.516	536	560	0.0
	2 - Clay Lane and WB Onslip	40	10	582		1432	0.028	40	285	0.0
	3 - A555 Overbridge (N)	552	138	11		2338	0.236	551	611	0.0
	4 - A555 W/B offslip	331	83	561		1036	0.320	329	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	633	158	390	53.94	1033	0.613	630	693	0.9
	2 - A555 EB onslip			661					359	
	3 - A555 Overbridge (S)	731	183	0		2465	0.296	730	661	0.3
	4 - A555 EB Offslip	354	89	730		675	0.525	352	0	0.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	645	161	396		960	0.671	641	671	1.0
	2 - Clay Lane and WB Onslip	48	12	696		1310	0.036	48	341	0.0
	3 - A555 Overbridge (N)	661	165	13		2336	0.283	660	731	0.3
	4 - A555 W/B offslip	396	99	673		857	0.462	394	0	0.5

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	775	194	465	66.06	941	0.824	765	829	1.5
	2 - A555 EB onslip			797					433	
	3 - A555 Overbridge (S)	876	219	0		2465	0.355	876	797	0.4
	4 - A555 EB Offslip	434	108	876		500	0.868	419	0	1.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	789	197	478		851	0.927	765	809	2.0
	2 - Clay Lane and WB Onslip	58	15	834		1163	0.050	58	409	0.0
	3 - A555 Overbridge (N)	796	199	15		2332	0.341	796	877	0.4
	4 - A555 W/B offslip	484	121	811		635	0.763	476	0	0.8

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	775	194	474	66.06	930	0.834	773	845	4.2
	2 - A555 EB onslip			808					439	
	3 - A555 Overbridge (S)	892	223	0		2465	0.362	892	808	0.5
	4 - A555 EB Offslip	434	108	892		480	0.904	427	0	4.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	789	197	485		842	0.937	781	820	8.1
	2 - Clay Lane and WB Onslip	58	15	849		1146	0.051	58	417	0.1
	3 - A555 Overbridge (N)	807	202	15		2332	0.346	807	892	0.5
	4 - A555 W/B offslip	484	121	823		616	0.786	483	0	2.9

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	633	158	412	53.94	1006	0.629	644	727	4.6
	2 - A555 EB onslip			686					371	
	3 - A555 Overbridge (S)	763	191	0		2465	0.310	764	686	0.6
	4 - A555 EB Offslip	354	89	764		635	0.558	375	0	6.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	645	161	409		943	0.683	676	694	10.2
	2 - Clay Lane and WB Onslip	48	12	728		1275	0.037	48	357	0.1
	3 - A555 Overbridge (N)	685	171	13		2336	0.293	685	764	0.5
	4 - A555 W/B offslip	396	99	698		817	0.484	405	0	3.4

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	530	133	331	45.17	1105	0.480	533	588	1.7
	2 - A555 EB onslip			560					304	
	3 - A555 Overbridge (S)	619	155	0		2465	0.251	620	560	0.4
	4 - A555 EB Offslip	297	74	620		807	0.368	299	0	1.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	540	135	336		1041	0.519	544	568	2.3
	2 - Clay Lane and WB Onslip	40	10	590		1423	0.028	40	290	0.0
	3 - A555 Overbridge (N)	560	140	11		2338	0.239	560	620	0.4
	4 - A555 W/B offslip	331	83	571		1020	0.325	333	0	1.0

2030 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	36.81	E
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	48.03	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.47	E

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	741	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	415	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	754	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	56	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	463	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	221	520	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	652	199	0	0
	4 - A555 EB Offslip	157	0	258	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	191	563	0
	2 - Clay Lane and WB Onslip	15	0	41	0
	3 - A555 Overbridge (N)	579	185	0	0
	4 - A555 W/B offslip	185	22	256	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.89	32.08	6.8	D	680	1020
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.33	0.6	A	788	1182
	4 - A555 EB Offslip	1.02	117.09	15.1	F	381	571
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.02	96.47	22.8	F	692	1038
	2 - Clay Lane and WB Onslip	0.06	3.40	0.1	A	51	77
	3 - A555 Overbridge (N)	0.36	2.41	0.6	A	712	1069
	4 - A555 W/B offslip	0.90	50.82	6.7	F	425	637

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	558	139	342	45.17	1091	0.511	554	608	0.0
	2 - A555 EB onslip			581					315	
	3 - A555 Overbridge (S)	642	161	0		2465	0.261	641	581	0.0
	4 - A555 EB Offslip	312	78	641		782	0.400	310	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	568	142	348		1024	0.554	563	589	0.0
	2 - Clay Lane and WB Onslip	42	11	612		1400	0.030	42	299	0.0
	3 - A555 Overbridge (N)	581	145	11		2338	0.248	579	643	0.0
	4 - A555 W/B offslip	349	87	591		988	0.353	346	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	666	167	410	53.94	1009	0.660	663	728	1.0
	2 - A555 EB onslip			695					377	
	3 - A555 Overbridge (S)	768	192	0		2465	0.311	767	695	0.4
	4 - A555 EB Offslip	373	93	767		630	0.592	370	0	0.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	678	169	417		933	0.726	673	705	1.2
	2 - Clay Lane and WB Onslip	50	13	731		1272	0.040	50	358	0.0
	3 - A555 Overbridge (N)	695	174	13		2335	0.298	694	768	0.3
	4 - A555 W/B offslip	416	104	708		801	0.520	414	0	0.5

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	816	204	476	66.06	927	0.880	800	852	1.9
	2 - A555 EB onslip			826					449	
	3 - A555 Overbridge (S)	901	225	0		2465	0.366	901	826	0.5
	4 - A555 EB Offslip	457	114	901		469	0.974	427	0	1.4
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	830	208	496		827	1.003	782	839	2.5
	2 - Clay Lane and WB Onslip	62	15	857		1138	0.054	62	421	0.0
	3 - A555 Overbridge (N)	826	206	16		2331	0.354	825	902	0.4
	4 - A555 W/B offslip	510	127	842		586	0.870	494	0	1.1

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	816	204	483	66.06	918	0.889	812	867	5.9
	2 - A555 EB onslip			839					457	
	3 - A555 Overbridge (S)	918	230	0		2465	0.372	918	839	0.6
	4 - A555 EB Offslip	457	114	918		449	1.019	432	0	9.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	830	208	505		816	1.018	797	853	14.6
	2 - Clay Lane and WB Onslip	62	15	874		1120	0.055	62	429	0.1
	3 - A555 Overbridge (N)	838	210	17		2331	0.360	838	919	0.5
	4 - A555 W/B offslip	510	127	855		566	0.901	503	0	5.1

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	666	167	461	53.94	946	0.704	683	806	6.8
	2 - A555 EB onslip			743					401	
	3 - A555 Overbridge (S)	843	211	0		2465	0.342	843	743	0.6
	4 - A555 EB Offslip	373	93	843		539	0.692	424	0	15.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	678	169	443		899	0.754	756	751	22.8
	2 - Clay Lane and WB Onslip	50	13	806		1192	0.042	50	392	0.1
	3 - A555 Overbridge (N)	742	186	13		2335	0.318	743	843	0.6
	4 - A555 W/B offslip	416	104	756		723	0.575	438	0	6.7

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	558	139	352	45.17	1079	0.517	563	623	2.5
	2 - A555 EB onslip			594					321	
	3 - A555 Overbridge (S)	655	164	0		2465	0.266	656	594	0.5
	4 - A555 EB Offslip	312	78	656		764	0.409	319	0	2.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	568	142	355		1015	0.559	576	602	3.4
	2 - Clay Lane and WB Onslip	42	11	625		1386	0.030	42	306	0.0
	3 - A555 Overbridge (N)	593	148	11		2337	0.254	594	656	0.5
	4 - A555 W/B offslip	349	87	605		965	0.361	352	0	1.4

2035 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	55.83	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	84.60	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	70.34	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	778	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	436	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	792	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	58	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	485	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	232	546	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	685	209	0	0
	4 - A555 EB Offslip	165	0	271	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	201	591	0
	2 - Clay Lane and WB Onslip	15	0	43	0
	3 - A555 Overbridge (N)	609	194	0	0
	4 - A555 W/B offslip	194	23	268	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.94	46.98	10.5	E	714	1071
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.38	2.34	0.6	A	826	1239
	4 - A555 EB Offslip	1.09	182.82	25.3	F	400	600
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.08	158.41	41.5	F	727	1090
	2 - Clay Lane and WB Onslip	0.06	3.42	0.1	A	53	80
	3 - A555 Overbridge (N)	0.37	2.46	0.6	A	748	1122
	4 - A555 W/B offslip	1.03	111.53	17.2	F	445	668

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	586	146	359	45.17	1070	0.547	581	638	0.0
	2 - A555 EB onslip			610					330	
	3 - A555 Overbridge (S)	673	168	0		2465	0.273	671	610	0.0
	4 - A555 EB Offslip	328	82	671		745	0.441	325	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	596	149	364		1003	0.595	591	617	0.0
	2 - Clay Lane and WB Onslip	44	11	641		1369	0.032	44	314	0.0
	3 - A555 Overbridge (N)	609	152	11		2338	0.261	608	673	0.0
	4 - A555 W/B offslip	365	91	619		943	0.387	363	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	699	175	429	53.94	985	0.710	695	762	1.2
	2 - A555 EB onslip			728					395	
	3 - A555 Overbridge (S)	803	201	0		2465	0.326	803	728	0.4
	4 - A555 EB Offslip	392	98	803		588	0.667	387	0	0.8
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	712	178	436		908	0.784	704	738	1.4
	2 - Clay Lane and WB Onslip	52	13	765		1236	0.042	52	375	0.0
	3 - A555 Overbridge (N)	728	182	13		2335	0.312	727	804	0.4
	4 - A555 W/B offslip	436	109	741		748	0.583	433	0	0.6

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	857	214	481	66.06	921	0.930	832	862	2.3
	2 - A555 EB onslip			851					461	
	3 - A555 Overbridge (S)	913	228	0		2465	0.370	913	851	0.5
	4 - A555 EB Offslip	480	120	913		455	1.055	431	0	1.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	872	218	505		815	1.070	791	861	3.3
	2 - Clay Lane and WB Onslip	64	16	866		1128	0.057	64	430	0.0
	3 - A555 Overbridge (N)	851	213	16		2331	0.365	850	914	0.5
	4 - A555 W/B offslip	534	133	867		546	0.978	500	0	1.4

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	857	214	487	66.06	914	0.937	849	872	8.5
	2 - A555 EB onslip			867					469	
	3 - A555 Overbridge (S)	923	231	0		2465	0.375	923	867	0.6
	4 - A555 EB Offslip	480	120	923		442	1.085	436	0	14.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	872	218	512		807	1.081	801	875	23.7
	2 - Clay Lane and WB Onslip	64	16	876		1117	0.057	64	436	0.1
	3 - A555 Overbridge (N)	866	216	17		2331	0.372	866	924	0.6
	4 - A555 W/B offslip	534	133	882		521	1.025	505	0	9.9

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	699	175	479	53.94	923	0.758	728	870	10.5
	2 - A555 EB onslip			773					434	
	3 - A555 Overbridge (S)	927	232	0		2465	0.376	927	773	0.6
	4 - A555 EB Offslip	392	98	927		439	0.893	422	0	25.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	712	178	485		842	0.845	823	798	41.5
	2 - Clay Lane and WB Onslip	52	13	888		1104	0.047	52	419	0.1
	3 - A555 Overbridge (N)	772	193	13		2335	0.331	773	927	0.6
	4 - A555 W/B offslip	436	109	786		675	0.646	497	0	17.2

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	586	146	414	45.17	1003	0.584	593	700	3.4
	2 - A555 EB onslip			662					345	
	3 - A555 Overbridge (S)	718	179	0		2465	0.291	719	662	0.6
	4 - A555 EB Offslip	328	82	719		688	0.477	395	0	17.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	596	149	382		980	0.609	645	661	13.8
	2 - Clay Lane and WB Onslip	44	11	686		1321	0.033	44	341	0.0
	3 - A555 Overbridge (N)	661	165	11		2337	0.283	662	718	0.5
	4 - A555 W/B offslip	365	91	673		856	0.426	370	0	1.9

2040 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	78.84	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	135.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	107.67	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	806	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	452	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	821	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	61	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	504	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	240	566	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	710	216	0	0
	4 - A555 EB Offslip	171	0	281	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	208	613	0
	2 - Clay Lane and WB Onslip	16	0	45	0
	3 - A555 Overbridge (N)	631	202	0	0
	4 - A555 W/B offslip	202	24	278	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.97	64.27	15.2	F	740	1109
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.38	2.35	0.6	A	857	1286
	4 - A555 EB Offslip	1.13	263.99	33.3	F	415	622
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.11	242.32	53.7	F	753	1130
	2 - Clay Lane and WB Onslip	0.06	3.44	0.1	A	56	84
	3 - A555 Overbridge (N)	0.38	2.49	0.6	A	775	1162
	4 - A555 W/B offslip	1.13	202.09	34.6	F	462	694

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	607	152	372	45.17	1055	0.575	601	661	0.0
	2 - A555 EB onslip			632					341	
	3 - A555 Overbridge (S)	698	174	0		2465	0.283	696	632	0.0
	4 - A555 EB Offslip	340	85	696		716	0.476	337	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	618	155	378		984	0.628	612	640	0.0
	2 - Clay Lane and WB Onslip	46	11	664		1344	0.034	46	326	0.0
	3 - A555 Overbridge (N)	631	158	12		2337	0.270	630	698	0.0
	4 - A555 W/B offslip	379	95	642		907	0.419	377	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	725	181	442	53.94	968	0.748	719	788	1.3
	2 - A555 EB onslip			753					408	
	3 - A555 Overbridge (S)	831	208	0		2465	0.337	830	753	0.4
	4 - A555 EB Offslip	406	102	830		555	0.733	400	0	0.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	738	185	451		887	0.832	727	764	1.6
	2 - Clay Lane and WB Onslip	55	14	791		1209	0.045	55	388	0.0
	3 - A555 Overbridge (N)	753	188	14		2334	0.323	752	831	0.4
	4 - A555 W/B offslip	453	113	767		707	0.641	449	0	0.7

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	887	222	483	66.06	918	0.966	853	867	2.8
	2 - A555 EB onslip			868					468	
	3 - A555 Overbridge (S)	917	229	0		2465	0.372	917	868	0.5
	4 - A555 EB Offslip	498	124	917		450	1.105	433	0	2.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	904	226	506		815	1.109	798	872	4.4
	2 - Clay Lane and WB Onslip	67	17	868		1126	0.060	67	436	0.0
	3 - A555 Overbridge (N)	868	217	18		2329	0.373	867	918	0.5
	4 - A555 W/B offslip	555	139	885		517	1.074	493	0	1.7

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	887	222	488	66.06	912	0.973	872	874	11.4
	2 - A555 EB onslip			885					475	
	3 - A555 Overbridge (S)	923	231	0		2465	0.374	923	885	0.6
	4 - A555 EB Offslip	498	124	923		442	1.125	439	0	18.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	904	226	505		816	1.108	812	882	30.8
	2 - Clay Lane and WB Onslip	67	17	874		1120	0.060	67	443	0.1
	3 - A555 Overbridge (N)	885	221	18		2329	0.380	885	924	0.6
	4 - A555 W/B offslip	555	139	902		489	1.134	485	0	17.1

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	725	181	484	53.94	917	0.790	769	876	15.2
	2 - A555 EB onslip			807					446	
	3 - A555 Overbridge (S)	931	233	0		2465	0.378	931	807	0.6
	4 - A555 EB Offslip	406	102	931		433	0.938	429	0	33.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	738	185	542		767	0.963	767	857	53.7
	2 - Clay Lane and WB Onslip	55	14	891		1101	0.050	55	417	0.1
	3 - A555 Overbridge (N)	806	201	14		2333	0.345	806	932	0.6
	4 - A555 W/B offslip	453	113	821		620	0.731	578	0	34.6

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	607	152	472	45.17	932	0.651	616	814	4.2
	2 - A555 EB onslip			708					380	
	3 - A555 Overbridge (S)	843	211	0		2465	0.342	843	708	0.6
	4 - A555 EB Offslip	340	85	843		539	0.631	443	0	27.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	618	155	405		949	0.651	796	704	46.5
	2 - Clay Lane and WB Onslip	46	11	809		1189	0.039	46	392	0.1
	3 - A555 Overbridge (N)	707	177	12		2336	0.303	707	843	0.5
	4 - A555 W/B offslip	379	95	719		782	0.485	389	0	3.4

2030 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	92.16	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	52.99	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	72.63	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	752	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	510	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	763	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	56	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	463	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	221	531	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	652	199	0	0
	4 - A555 EB Offslip	212	0	298	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	200	563	0
	2 - Clay Lane and WB Onslip	15	0	41	0
	3 - A555 Overbridge (N)	620	196	0	0
	4 - A555 W/B offslip	185	22	256	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.90	34.03	7.3	D	690	1035
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.32	0.6	A	788	1182
	4 - A555 EB Offslip	1.24	330.22	54.7	F	468	702
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.03	106.30	25.8	F	700	1050
	2 - Clay Lane and WB Onslip	0.05	3.38	0.1	A	51	77
	3 - A555 Overbridge (N)	0.36	2.42	0.6	A	759	1138
	4 - A555 W/B offslip	0.92	61.19	8.1	F	425	637

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	566	142	372	45.17	1055	0.537	562	649	0.0
	2 - A555 EB onslip			619					315	
	3 - A555 Overbridge (S)	642	160	0		2465	0.260	641	619	0.0
	4 - A555 EB Offslip	384	96	641		781	0.492	380	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574	144	356		1014	0.567	569	618	0.0
	2 - Clay Lane and WB Onslip	42	11	611		1400	0.030	42	314	0.0
	3 - A555 Overbridge (N)	618	154	11		2337	0.264	617	642	0.0
	4 - A555 W/B offslip	349	87	628		929	0.375	346	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	676	169	444	53.94	967	0.699	672	775	1.1
	2 - A555 EB onslip			739					377	
	3 - A555 Overbridge (S)	767	192	0		2465	0.311	767	739	0.4
	4 - A555 EB Offslip	458	115	767		630	0.728	452	0	0.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	686	171	425		922	0.744	680	739	1.3
	2 - Clay Lane and WB Onslip	50	13	730		1273	0.040	50	375	0.0
	3 - A555 Overbridge (N)	738	184	13		2335	0.316	737	767	0.4
	4 - A555 W/B offslip	416	104	751		732	0.569	413	0	0.6

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	828	207	480	66.06	923	0.897	810	878	2.2
	2 - A555 EB onslip			842					448	
	3 - A555 Overbridge (S)	896	224	0		2465	0.363	896	842	0.5
	4 - A555 EB Offslip	562	140	896		474	1.185	463	0	2.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	840	210	496		828	1.015	787	851	2.7
	2 - Clay Lane and WB Onslip	62	15	851		1144	0.054	62	432	0.0
	3 - A555 Overbridge (N)	842	210	16		2331	0.361	841	897	0.5
	4 - A555 W/B offslip	510	127	858		560	0.910	489	0	1.3

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	828	207	477	66.06	925	0.895	825	888	6.7
	2 - A555 EB onslip			847					456	
	3 - A555 Overbridge (S)	914	228	0		2465	0.371	914	847	0.6
	4 - A555 EB Offslip	562	140	914		453	1.240	452	0	27.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	840	210	505		815	1.030	801	860	15.9
	2 - Clay Lane and WB Onslip	62	15	869		1125	0.055	62	437	0.1
	3 - A555 Overbridge (N)	846	212	17		2331	0.363	846	914	0.6
	4 - A555 W/B offslip	510	127	863		553	0.922	503	0	6.4

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	676	169	501	53.94	896	0.754	692	867	7.3
	2 - A555 EB onslip			791					403	
	3 - A555 Overbridge (S)	851	213	0		2465	0.345	851	791	0.6
	4 - A555 EB Offslip	458	115	851		527	0.871	517	0	54.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	686	171	455		883	0.777	773	790	25.8
	2 - Clay Lane and WB Onslip	50	13	815		1183	0.043	50	413	0.1
	3 - A555 Overbridge (N)	790	197	13		2335	0.338	790	851	0.6
	4 - A555 W/B offslip	416	104	804		647	0.643	441	0	8.1

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	566	142	469	45.17	936	0.605	573	728	3.3
	2 - A555 EB onslip			720					322	
	3 - A555 Overbridge (S)	657	164	0		2465	0.266	657	720	0.5
	4 - A555 EB Offslip	384	96	657		759	0.506	540	0	40.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574	144	384		976	0.588	584	699	3.9
	2 - Clay Lane and WB Onslip	42	11	626		1385	0.030	42	343	0.0
	3 - A555 Overbridge (N)	719	180	11		2337	0.307	719	657	0.5
	4 - A555 W/B offslip	349	87	730		765	0.456	353	0	1.9

2035 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	147.92	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	90.21	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	119.18	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	789	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	531	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	800	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	58	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	485	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	232	557	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	685	209	0	0
	4 - A555 EB Offslip	220	0	311	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	209	591	0
	2 - Clay Lane and WB Onslip	15	0	43	0
	3 - A555 Overbridge (N)	649	206	0	0
	4 - A555 W/B offslip	194	23	268	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.94	48.06	10.9	E	724	1086
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.33	0.6	A	826	1239
	4 - A555 EB Offslip	1.30	544.91	78.7	F	487	731
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.09	167.57	44.4	F	734	1101
	2 - Clay Lane and WB Onslip	0.06	3.40	0.1	A	53	80
	3 - A555 Overbridge (N)	0.37	2.46	0.6	A	788	1183
	4 - A555 W/B offslip	1.04	128.15	19.9	F	445	668

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	594	149	388	45.17	1035	0.574	589	678	0.0
	2 - A555 EB onslip			647					330	
	3 - A555 Overbridge (S)	673	168	0		2465	0.273	671	647	0.0
	4 - A555 EB Offslip	400	100	671		744	0.537	395	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	602	151	373		992	0.607	596	646	0.0
	2 - Clay Lane and WB Onslip	44	11	641		1369	0.032	44	328	0.0
	3 - A555 Overbridge (N)	646	162	11		2337	0.277	645	673	0.0
	4 - A555 W/B offslip	365	91	656		884	0.413	362	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	709	177	461	53.94	946	0.750	703	808	1.3
	2 - A555 EB onslip			770					394	
	3 - A555 Overbridge (S)	802	200	0		2465	0.325	801	770	0.4
	4 - A555 EB Offslip	477	119	801		587	0.813	467	0	1.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	719	180	444		896	0.802	710	770	1.5
	2 - Clay Lane and WB Onslip	52	13	764		1238	0.042	52	391	0.0
	3 - A555 Overbridge (N)	769	192	13		2335	0.329	769	802	0.4
	4 - A555 W/B offslip	436	109	782		681	0.640	432	0	0.7

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	869	217	478	66.06	925	0.940	843	883	2.8
	2 - A555 EB onslip			861					460	
	3 - A555 Overbridge (S)	907	227	0		2465	0.368	907	861	0.5
	4 - A555 EB Offslip	585	146	907		461	1.269	454	0	3.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	881	220	503		818	1.077	795	867	3.7
	2 - Clay Lane and WB Onslip	64	16	860		1134	0.056	64	438	0.0
	3 - A555 Overbridge (N)	861	215	16		2331	0.369	860	908	0.5
	4 - A555 W/B offslip	534	133	877		530	1.008	494	0	1.7

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	869	217	477	66.06	926	0.938	862	888	9.2
	2 - A555 EB onslip			871					468	
	3 - A555 Overbridge (S)	918	229	0		2465	0.372	918	871	0.6
	4 - A555 EB Offslip	585	146	918		448	1.305	447	0	36.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	881	220	511		808	1.090	803	878	25.0
	2 - Clay Lane and WB Onslip	64	16	871		1123	0.057	64	443	0.1
	3 - A555 Overbridge (N)	870	218	17		2331	0.373	870	918	0.6
	4 - A555 W/B offslip	534	133	887		514	1.039	502	0	11.8

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	709	177	476	53.94	927	0.765	739	889	10.9
	2 - A555 EB onslip			782					432	
	3 - A555 Overbridge (S)	920	230	0		2465	0.373	920	782	0.6
	4 - A555 EB Offslip	477	119	920		446	1.070	445	0	70.6
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	719	180	493		832	0.864	814	810	44.4
	2 - Clay Lane and WB Onslip	52	13	881		1112	0.047	52	425	0.1
	3 - A555 Overbridge (N)	781	195	13		2335	0.335	782	920	0.6
	4 - A555 W/B offslip	436	109	795		660	0.660	507	0	19.9

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	594	149	555	45.17	831	0.715	597	835	3.5
	2 - A555 EB onslip			805					348	
	3 - A555 Overbridge (S)	736	184	0		2465	0.299	737	805	0.6
	4 - A555 EB Offslip	400	100	737		662	0.604	654	0	78.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	602	151	414		937	0.643	678	768	20.8
	2 - Clay Lane and WB Onslip	44	11	704		1302	0.034	44	388	0.0
	3 - A555 Overbridge (N)	803	201	11		2337	0.343	803	736	0.5
	4 - A555 W/B offslip	365	91	814		630	0.579	368	0	2.1

2040 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	184.90	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	148.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	166.61	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
	1 - Wilmslow Rd (N)		ONE HOUR	✓	817	100.000
	2 - A555 EB onslip					
	4 - A555 EB Offslip		ONE HOUR	✓	547	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	830	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	61	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	504	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	240	577	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	710	216	0	0
	4 - A555 EB Offslip	226	0	321	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	217	613	0
	2 - Clay Lane and WB Onslip	16	0	45	0
	3 - A555 Overbridge (N)	672	213	0	0
	4 - A555 W/B offslip	202	24	278	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.97	64.82	15.5	F	750	1125
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.33	0.6	A	857	1285
	4 - A555 EB Offslip	1.35	678.30	92.3	F	502	753
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.11	264.38	56.2	F	762	1142
	2 - Clay Lane and WB Onslip	0.06	3.40	0.1	A	56	84
	3 - A555 Overbridge (N)	0.38	2.50	0.6	A	795	1192
	4 - A555 W/B offslip	1.15	223.47	37.9	F	462	694

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	615	154	401	45.17	1019	0.603	609	701	0.0
	2 - A555 EB onslip			669					341	
	3 - A555 Overbridge (S)	697	174	0		2465	0.283	696	669	0.0
	4 - A555 EB Offslip	412	103	696		715	0.576	407	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	625	156	386		974	0.641	618	669	0.0
	2 - Clay Lane and WB Onslip	46	11	664		1344	0.034	46	340	0.0
	3 - A555 Overbridge (N)	668	167	12		2337	0.286	666	698	0.0
	4 - A555 W/B offslip	379	95	678		848	0.448	376	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	734	184	472	53.94	932	0.788	727	831	1.5
	2 - A555 EB onslip			792					407	
	3 - A555 Overbridge (S)	829	207	0		2465	0.336	828	792	0.4
	4 - A555 EB Offslip	492	123	828		555	0.886	475	0	1.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	746	187	458		878	0.850	734	794	1.7
	2 - Clay Lane and WB Onslip	55	14	789		1211	0.045	55	403	0.0
	3 - A555 Overbridge (N)	791	198	14		2333	0.339	791	829	0.4
	4 - A555 W/B offslip	453	113	805		645	0.703	447	0	0.8

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	900	225	477	66.06	925	0.972	865	885	3.4
	2 - A555 EB onslip			876					467	
	3 - A555 Overbridge (S)	912	228	0		2465	0.370	911	876	0.5
	4 - A555 EB Offslip	602	151	911		455	1.322	451	0	5.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	914	228	502		820	1.114	805	877	4.8
	2 - Clay Lane and WB Onslip	67	17	863		1132	0.059	67	444	0.0
	3 - A555 Overbridge (N)	875	219	18		2329	0.376	875	912	0.5
	4 - A555 W/B offslip	555	139	892		505	1.099	486	0	2.2

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	900	225	477	66.06	926	0.971	886	889	12.1
	2 - A555 EB onslip			888					474	
	3 - A555 Overbridge (S)	918	229	0		2465	0.372	918	888	0.6
	4 - A555 EB Offslip	602	151	918		448	1.345	447	0	43.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	914	228	502		820	1.114	817	884	32.0
	2 - Clay Lane and WB Onslip	67	17	869		1125	0.060	67	450	0.1
	3 - A555 Overbridge (N)	888	222	18		2329	0.381	888	918	0.6
	4 - A555 W/B offslip	555	139	905		484	1.146	481	0	19.5

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	734	184	478	53.94	925	0.794	779	888	15.5
	2 - A555 EB onslip			815					442	
	3 - A555 Overbridge (S)	915	229	0		2465	0.371	915	815	0.6
	4 - A555 EB Offslip	492	123	915		451	1.089	451	0	82.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	746	187	548		758	0.984	746	868	56.2
	2 - Clay Lane and WB Onslip	55	14	875		1119	0.049	55	419	0.1
	3 - A555 Overbridge (N)	814	204	14		2333	0.349	814	915	0.6
	4 - A555 W/B offslip	453	113	829		607	0.747	587	0	37.9

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	615	154	495	45.17	904	0.681	623	874	4.3
	2 - A555 EB onslip			732					386	
	3 - A555 Overbridge (S)	871	218	0		2465	0.353	871	732	0.6
	4 - A555 EB Offslip	412	103	871		503	0.819	498	0	92.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	625	156	411		940	0.664	841	725	56.2
	2 - Clay Lane and WB Onslip	46	11	838		1159	0.040	46	415	0.1
	3 - A555 Overbridge (N)	731	183	12		2336	0.313	731	872	0.5
	4 - A555 W/B offslip	379	95	744		743	0.510	393	0	4.4

2030 Baseline + Dev (-10pc), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	85.48	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	52.57	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	69.05	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2030 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	751	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	501	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	762	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	56	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	463	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	221	530	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	652	199	0	0
	4 - A555 EB Offslip	207	0	294	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	199	563	0
	2 - Clay Lane and WB Onslip	15	0	41	0
	3 - A555 Overbridge (N)	616	195	0	0
	4 - A555 W/B offslip	185	22	256	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.90	33.95	7.3	D	689	1034
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.32	0.6	A	788	1182
	4 - A555 EB Offslip	1.22	306.28	50.3	F	460	690
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.03	105.34	25.5	F	699	1049
	2 - Clay Lane and WB Onslip	0.05	3.38	0.1	A	51	77
	3 - A555 Overbridge (N)	0.36	2.42	0.6	A	754	1131
	4 - A555 W/B offslip	0.92	60.46	8.0	F	425	637

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	565	141	369	45.17	1058	0.534	561	645	0.0
	2 - A555 EB onslip			615					315	
	3 - A555 Overbridge (S)	642	160	0		2465	0.260	641	615	0.0
	4 - A555 EB Offslip	377	94	641		781	0.483	374	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574	143	355		1015	0.565	569	615	0.0
	2 - Clay Lane and WB Onslip	42	11	612		1400	0.030	42	312	0.0
	3 - A555 Overbridge (N)	614	154	11		2337	0.263	613	642	0.0
	4 - A555 W/B offslip	349	87	624		935	0.373	346	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	675	169	440	53.94	971	0.695	671	771	1.1
	2 - A555 EB onslip			734					377	
	3 - A555 Overbridge (S)	767	192	0		2465	0.311	767	734	0.4
	4 - A555 EB Offslip	450	113	767		630	0.715	445	0	0.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	685	171	425		923	0.742	679	736	1.3
	2 - Clay Lane and WB Onslip	50	13	731		1273	0.040	50	373	0.0
	3 - A555 Overbridge (N)	734	183	13		2335	0.314	733	767	0.4
	4 - A555 W/B offslip	416	104	747		738	0.564	414	0	0.6

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	827	207	480	66.06	922	0.897	809	877	2.2
	2 - A555 EB onslip			841					448	
	3 - A555 Overbridge (S)	897	224	0		2465	0.364	896	841	0.5
	4 - A555 EB Offslip	552	138	896		474	1.165	461	0	2.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	839	210	496		828	1.013	787	850	2.7
	2 - Clay Lane and WB Onslip	62	15	852		1143	0.054	62	431	0.0
	3 - A555 Overbridge (N)	841	210	16		2331	0.361	840	897	0.5
	4 - A555 W/B offslip	510	127	857		562	0.907	490	0	1.3

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	827	207	478	66.06	924	0.895	824	887	6.6
	2 - A555 EB onslip			846					456	
	3 - A555 Overbridge (S)	914	229	0		2465	0.371	914	846	0.6
	4 - A555 EB Offslip	552	138	914		452	1.220	451	0	25.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	839	210	505		815	1.029	800	860	15.8
	2 - Clay Lane and WB Onslip	62	15	869		1125	0.055	62	436	0.1
	3 - A555 Overbridge (N)	846	211	17		2331	0.363	846	914	0.6
	4 - A555 W/B offslip	510	127	862		553	0.921	503	0	6.3

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	675	169	503	53.94	895	0.754	691	865	7.3
	2 - A555 EB onslip			792					402	
	3 - A555 Overbridge (S)	850	213	0		2465	0.345	850	792	0.6
	4 - A555 EB Offslip	450	113	850		528	0.853	517	0	50.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	685	171	455		883	0.776	771	790	25.5
	2 - Clay Lane and WB Onslip	50	13	814		1184	0.043	50	412	0.1
	3 - A555 Overbridge (N)	790	198	13		2335	0.339	791	850	0.6
	4 - A555 W/B offslip	416	104	804		646	0.644	441	0	8.0

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	565	141	451	45.17	958	0.590	573	713	3.3
	2 - A555 EB onslip			702					322	
	3 - A555 Overbridge (S)	657	164	0		2465	0.266	658	702	0.5
	4 - A555 EB Offslip	377	94	658		760	0.497	507	0	33.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	574	143	380		982	0.584	584	685	3.9
	2 - Clay Lane and WB Onslip	42	11	626		1385	0.030	42	338	0.0
	3 - A555 Overbridge (N)	700	175	11		2337	0.300	701	657	0.5
	4 - A555 W/B offslip	349	87	712		794	0.439	353	0	1.9

2035 Baseline + Dev (-10pc), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	138.12	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	89.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	113.88	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2035 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	788	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	522	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	799	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	58	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	485	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	232	556	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	685	209	0	0
	4 - A555 EB Offslip	215	0	307	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	208	591	0
	2 - Clay Lane and WB Onslip	15	0	43	0
	3 - A555 Overbridge (N)	645	205	0	0
	4 - A555 W/B offslip	194	23	268	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.94	47.93	10.8	E	723	1085
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.33	0.6	A	826	1239
	4 - A555 EB Offslip	1.28	510.16	72.2	F	479	718
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.09	166.69	44.1	F	733	1100
	2 - Clay Lane and WB Onslip	0.06	3.40	0.1	A	53	80
	3 - A555 Overbridge (N)	0.37	2.46	0.6	A	787	1181
	4 - A555 W/B offslip	1.04	126.47	19.6	F	445	668

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	593	148	385	45.17	1038	0.571	588	674	0.0
	2 - A555 EB onslip			643					330	
	3 - A555 Overbridge (S)	673	168	0		2465	0.273	671	643	0.0
	4 - A555 EB Offslip	393	98	671		744	0.528	389	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	602	150	372		992	0.606	596	643	0.0
	2 - Clay Lane and WB Onslip	44	11	641		1369	0.032	44	327	0.0
	3 - A555 Overbridge (N)	643	161	11		2337	0.275	641	673	0.0
	4 - A555 W/B offslip	365	91	652		889	0.411	362	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	708	177	458	53.94	950	0.746	703	804	1.3
	2 - A555 EB onslip			766					394	
	3 - A555 Overbridge (S)	802	200	0		2465	0.325	802	766	0.4
	4 - A555 EB Offslip	469	117	802		587	0.799	460	0	1.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	718	180	444		897	0.800	710	767	1.5
	2 - Clay Lane and WB Onslip	52	13	764		1238	0.042	52	390	0.0
	3 - A555 Overbridge (N)	765	191	13		2335	0.328	765	802	0.4
	4 - A555 W/B offslip	436	109	778		688	0.634	432	0	0.7

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	868	217	478	66.06	924	0.939	842	882	2.8
	2 - A555 EB onslip			860					460	
	3 - A555 Overbridge (S)	908	227	0		2465	0.368	907	860	0.5
	4 - A555 EB Offslip	575	144	907		460	1.249	453	0	3.5
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	880	220	504		817	1.076	795	866	3.6
	2 - Clay Lane and WB Onslip	64	16	861		1134	0.056	64	438	0.0
	3 - A555 Overbridge (N)	860	215	16		2331	0.369	859	908	0.5
	4 - A555 W/B offslip	534	133	876		531	1.005	494	0	1.7

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	868	217	477	66.06	925	0.938	861	887	9.1
	2 - A555 EB onslip			870					468	
	3 - A555 Overbridge (S)	918	230	0		2465	0.372	918	870	0.6
	4 - A555 EB Offslip	575	144	918		447	1.284	447	0	33.9
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	880	220	511		808	1.089	803	877	24.9
	2 - Clay Lane and WB Onslip	64	16	871		1123	0.057	64	443	0.1
	3 - A555 Overbridge (N)	870	217	17		2331	0.373	870	919	0.6
	4 - A555 W/B offslip	534	133	886		515	1.037	502	0	11.6

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	708	177	476	53.94	927	0.765	738	888	10.8
	2 - A555 EB onslip			782					432	
	3 - A555 Overbridge (S)	920	230	0		2465	0.373	920	782	0.6
	4 - A555 EB Offslip	469	117	920		445	1.054	444	0	66.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	718	180	492		833	0.862	814	809	44.1
	2 - Clay Lane and WB Onslip	52	13	882		1111	0.047	52	424	0.1
	3 - A555 Overbridge (N)	781	195	13		2335	0.335	781	921	0.6
	4 - A555 W/B offslip	436	109	795		661	0.659	506	0	19.6

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	593	148	557	45.17	828	0.716	597	833	3.5
	2 - A555 EB onslip			806					347	
	3 - A555 Overbridge (S)	734	184	0		2465	0.298	735	806	0.6
	4 - A555 EB Offslip	393	98	735		665	0.591	655	0	72.2
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	602	150	415		936	0.642	674	769	20.1
	2 - Clay Lane and WB Onslip	44	11	702		1304	0.033	44	387	0.0
	3 - A555 Overbridge (N)	805	201	11		2337	0.344	804	734	0.5
	4 - A555 W/B offslip	365	91	816		628	0.582	368	0	2.1

2040 Baseline + Dev (-10pc), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 1 - Wilmslow Rd (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 2 - A555 EB onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	1 - J9_A555_Wilmslow Rd North Rbt - 4 - A555 EB Offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 1 - Wilmslow Rd (S) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 2 - Clay Lane and WB Onslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N) - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Geometry	2 - J9_A555_Wilmslow Rd South Rbt - 4 - A555 W/B offslip - Large roundabout data	Large roundabout: if arm has an entry-exit separation, a non-zero value should be entered.
Warning	Linked Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - J9_A555_Wilmslow Rd South Rbt - 3 - A555 Overbridge (N)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Large Roundabout	1 - J9_A555_Wilmslow Rd North Rbt - 3 - A555 Overbridge (S) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	J9_A555_Wilmslow Rd North Rbt	Large Roundabout		1, 2, 3, 4	172.33	F
2	J9_A555_Wilmslow Rd South Rbt	Large Roundabout		1, 2, 3, 4	146.73	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	159.61	F

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	480	✓	0.00
	2 - A555 EB onslip	819	✓	0.00
	3 - A555 Overbridge (S)	0	✓	0.00
	4 - A555 EB Offslip	900	✓	0.00
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	487	✓	0.00
	2 - Clay Lane and WB Onslip	865	✓	0.00
	3 - A555 Overbridge (N)	15	✓	0.00
	4 - A555 W/B offslip	822	✓	0.00

Zebra Crossings

[same as above]

Slope / Intercept / Capacity

[same as above]

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	2040 Baseline + Dev (-10pc)	PM	ONE HOUR	16:45	18:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - J9_A555_Wilmslow Rd North Rbt	3 - A555 Overbridge (S)	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - J9_A555_Wilmslow Rd South Rbt	3 - A555 Overbridge (N)	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)		ONE HOUR	✓	816	100.000
	2 - A555 EB onslip					
	3 - A555 Overbridge (S)	✓				
	4 - A555 EB Offslip		ONE HOUR	✓	538	100.000
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		ONE HOUR	✓	829	100.000
	2 - Clay Lane and WB Onslip		ONE HOUR	✓	61	100.000
	3 - A555 Overbridge (N)	✓				
	4 - A555 W/B offslip		ONE HOUR	✓	504	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	[ONEHOUR]	60.00
	2 - A555 EB onslip		
	3 - A555 Overbridge (S)		
	4 - A555 EB Offslip		
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)		
	2 - Clay Lane and WB Onslip		
	3 - A555 Overbridge (N)		
	4 - A555 W/B offslip		

Origin-Destination Data

1 - J9_A555_Wilmslow Rd North Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	240	576	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	710	216	0	0
	4 - A555 EB Offslip	221	0	317	0

2 - J9_A555_Wilmslow Rd South Rbt

Demand (Veh/hr)

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	216	613	0
	2 - Clay Lane and WB Onslip	16	0	45	0
	3 - A555 Overbridge (N)	668	212	0	0
	4 - A555 W/B offslip	202	24	278	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

1 - J9_A555_Wilmslow Rd North Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (N)	2 - A555 EB onslip	3 - A555 Overbridge (S)	4 - A555 EB Offslip
From	1 - Wilmslow Rd (N)	0	0	1	0
	2 - A555 EB onslip	0	0	0	0
	3 - A555 Overbridge (S)	1	1	0	0
	4 - A555 EB Offslip	1	0	0	0

2 - J9_A555_Wilmslow Rd South Rbt

Heavy Vehicle %

		To			
		1 - Wilmslow Rd (S)	2 - Clay Lane and WB Onslip	3 - A555 Overbridge (N)	4 - A555 W/B offslip
From	1 - Wilmslow Rd (S)	0	1	1	0
	2 - Clay Lane and WB Onslip	0	0	0	0
	3 - A555 Overbridge (N)	1	0	0	0
	4 - A555 W/B offslip	0	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	0.97	64.64	15.4	F	749	1123
	2 - A555 EB onslip						
	3 - A555 Overbridge (S)	0.37	2.33	0.6	A	857	1285
	4 - A555 EB Offslip	1.32	632.98	85.1	F	494	741
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	1.11	262.22	56.0	F	761	1141
	2 - Clay Lane and WB Onslip	0.06	3.40	0.1	A	56	84
	3 - A555 Overbridge (N)	0.38	2.50	0.6	A	793	1190
	4 - A555 W/B offslip	1.14	221.11	37.5	F	462	694

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	614	154	398	45.17	1023	0.601	608	698	0.0
	2 - A555 EB onslip			665					341	
	3 - A555 Overbridge (S)	697	174	0		2465	0.283	696	665	0.0
	4 - A555 EB Offslip	405	101	696		715	0.566	400	0	0.0
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	624	156	385		975	0.640	617	666	0.0
	2 - Clay Lane and WB Onslip	46	11	664		1344	0.034	46	338	0.0
	3 - A555 Overbridge (N)	664	166	12		2337	0.284	663	698	0.0
	4 - A555 W/B offslip	379	95	675		854	0.445	376	0	0.0

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	734	183	469	53.94	936	0.784	726	828	1.5
	2 - A555 EB onslip			788					407	
	3 - A555 Overbridge (S)	829	207	0		2465	0.336	828	788	0.4
	4 - A555 EB Offslip	484	121	828		555	0.871	468	0	1.3
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	745	186	458		879	0.848	733	791	1.7
	2 - Clay Lane and WB Onslip	55	14	789		1211	0.045	55	402	0.0
	3 - A555 Overbridge (N)	788	197	14		2333	0.338	787	829	0.4
	4 - A555 W/B offslip	453	113	802		650	0.697	448	0	0.8

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	898	225	478	66.06	925	0.972	864	884	3.4
	2 - A555 EB onslip			875					467	
	3 - A555 Overbridge (S)	912	228	0		2465	0.370	912	875	0.5
	4 - A555 EB Offslip	592	148	912		455	1.302	450	0	5.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	913	228	502		820	1.114	804	876	4.8
	2 - Clay Lane and WB Onslip	67	17	863		1131	0.059	67	443	0.0
	3 - A555 Overbridge (N)	874	219	18		2329	0.375	874	913	0.5
	4 - A555 W/B offslip	555	139	892		506	1.097	487	0	2.2

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	898	225	477	66.06	925	0.971	885	888	12.0
	2 - A555 EB onslip			888					474	
	3 - A555 Overbridge (S)	918	230	0		2465	0.373	918	888	0.6
	4 - A555 EB Offslip	592	148	918		447	1.325	447	0	40.7
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	913	228	502		819	1.114	816	884	31.9
	2 - Clay Lane and WB Onslip	67	17	869		1125	0.060	67	449	0.1
	3 - A555 Overbridge (N)	887	222	18		2329	0.381	887	919	0.6
	4 - A555 W/B offslip	555	139	905		485	1.144	482	0	19.2

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	734	183	479	53.94	923	0.795	778	887	15.4
	2 - A555 EB onslip			815					442	
	3 - A555 Overbridge (S)	914	229	0		2465	0.371	914	815	0.6
	4 - A555 EB Offslip	484	121	914		452	1.069	452	0	77.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	745	186	547		759	0.982	745	868	56.0
	2 - Clay Lane and WB Onslip	55	14	874		1120	0.049	55	418	0.1
	3 - A555 Overbridge (N)	815	204	14		2333	0.349	815	915	0.6
	4 - A555 W/B offslip	453	113	829		606	0.748	586	0	37.5

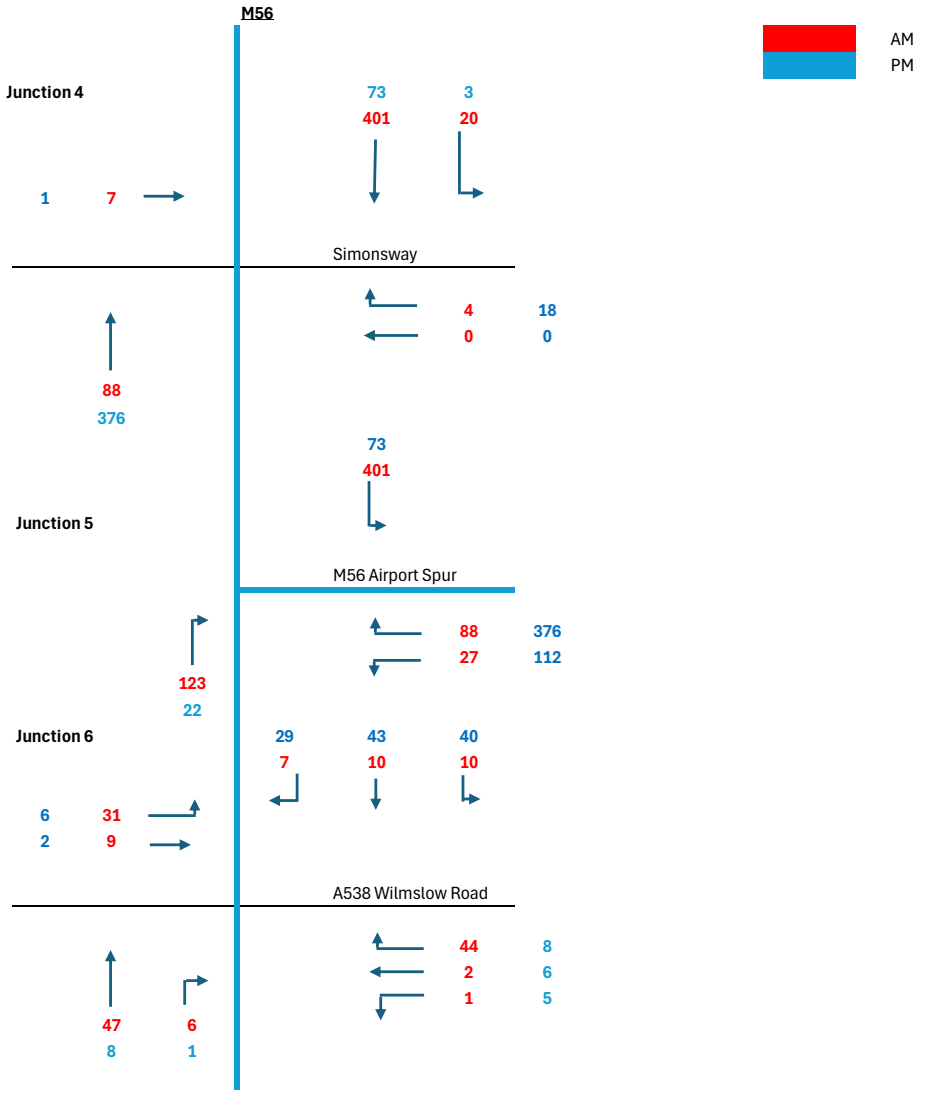
18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Star queu (Veh
1 - J9_A555_Wilmslow Rd North Rbt	1 - Wilmslow Rd (N)	614	154	497	45.17	902	0.681	623	872	4.3
	2 - A555 EB onslip			733					386	
	3 - A555 Overbridge (S)	871	218	0		2465	0.353	871	733	0.6
	4 - A555 EB Offslip	405	101	871		504	0.804	498	0	85.1
2 - J9_A555_Wilmslow Rd South Rbt	1 - Wilmslow Rd (S)	624	156	412		940	0.664	839	725	56.0
	2 - Clay Lane and WB Onslip	46	11	837		1159	0.040	46	414	0.1
	3 - A555 Overbridge (N)	732	183	12		2336	0.313	732	871	0.5
	4 - A555 W/B offslip	379	95	744		742	0.511	392	0	4.3

Appendix K Trip Generation at M56 Junctions 4 to 6

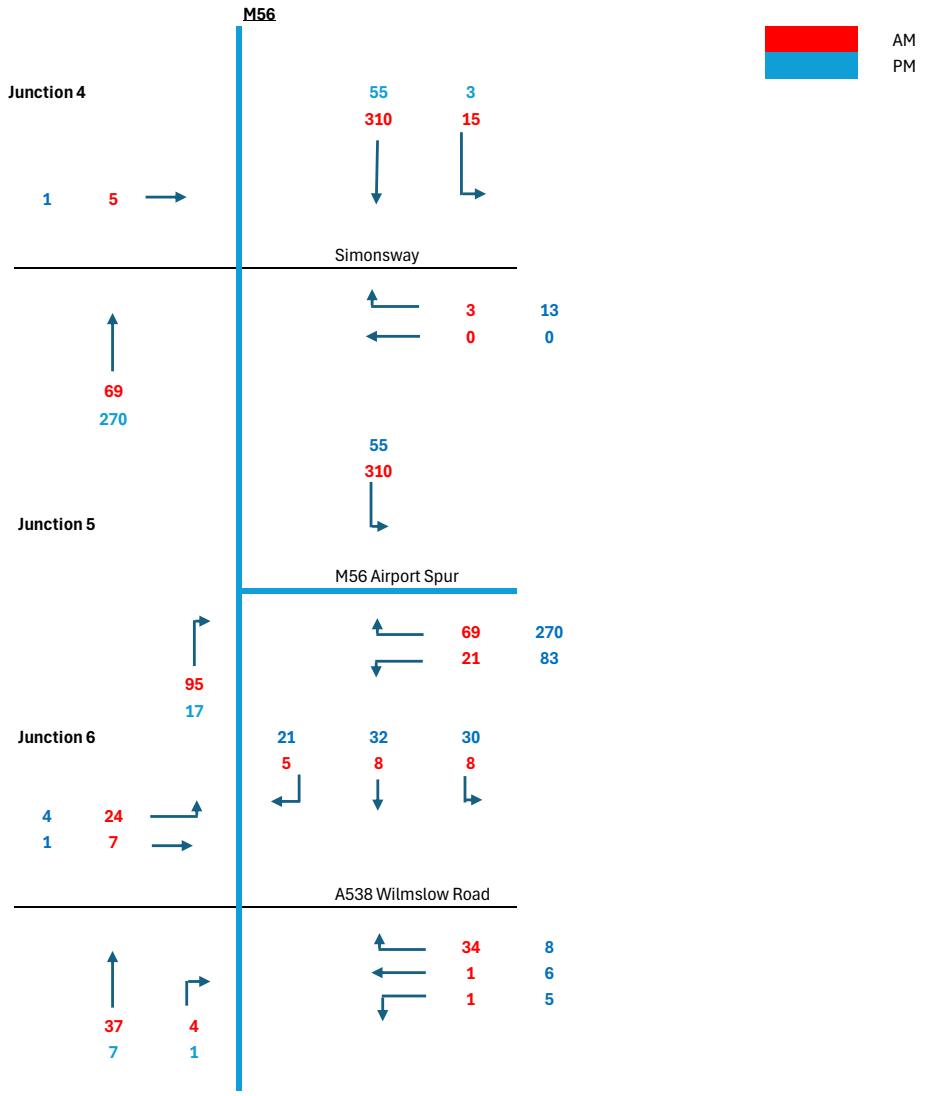
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M56 - MIX Trip Distribution -Detailed + Outline (including 649 Spaces Allocated to Permitted Off-Site Development)



BURO HAPPOLD	**Project:**	Manchester MIX	**Date:**	23/07/2026	
	Project Number:	68696	**Initials:**	JMc	**Revision:** A

M56 - MIX Trip Distribution -Detailed + Outline (excluding 649 Spaces Allocated to Permitted Off-Site Development)



Project:	Manchester MIX	**Date:**	23/07/2026		
Project Number:	68696	**Initials:**	JMc	**Revision:**	A

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