

**APPENDICES 9.0 – 17.0 (PART 2 of 2)
FOR
TRANSPORT ASSESSMENT
VOLUME 2
PROPOSED McDONALD'S RESTAURANT
LAND AT PLAS COCH RETAIL PARK
WREXHAM
LL11 2BW**

APPLICATION REF: P/2019/0919

APPENDICES

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- 11.4 Pedestrian Crossing Plas Coch Road
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- 11.6 Proposed Parking Layout

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- 16.1 Geometry
- 16.2 Output

17.0 LINSIG: BERSE ROAD ROUNDABOUT

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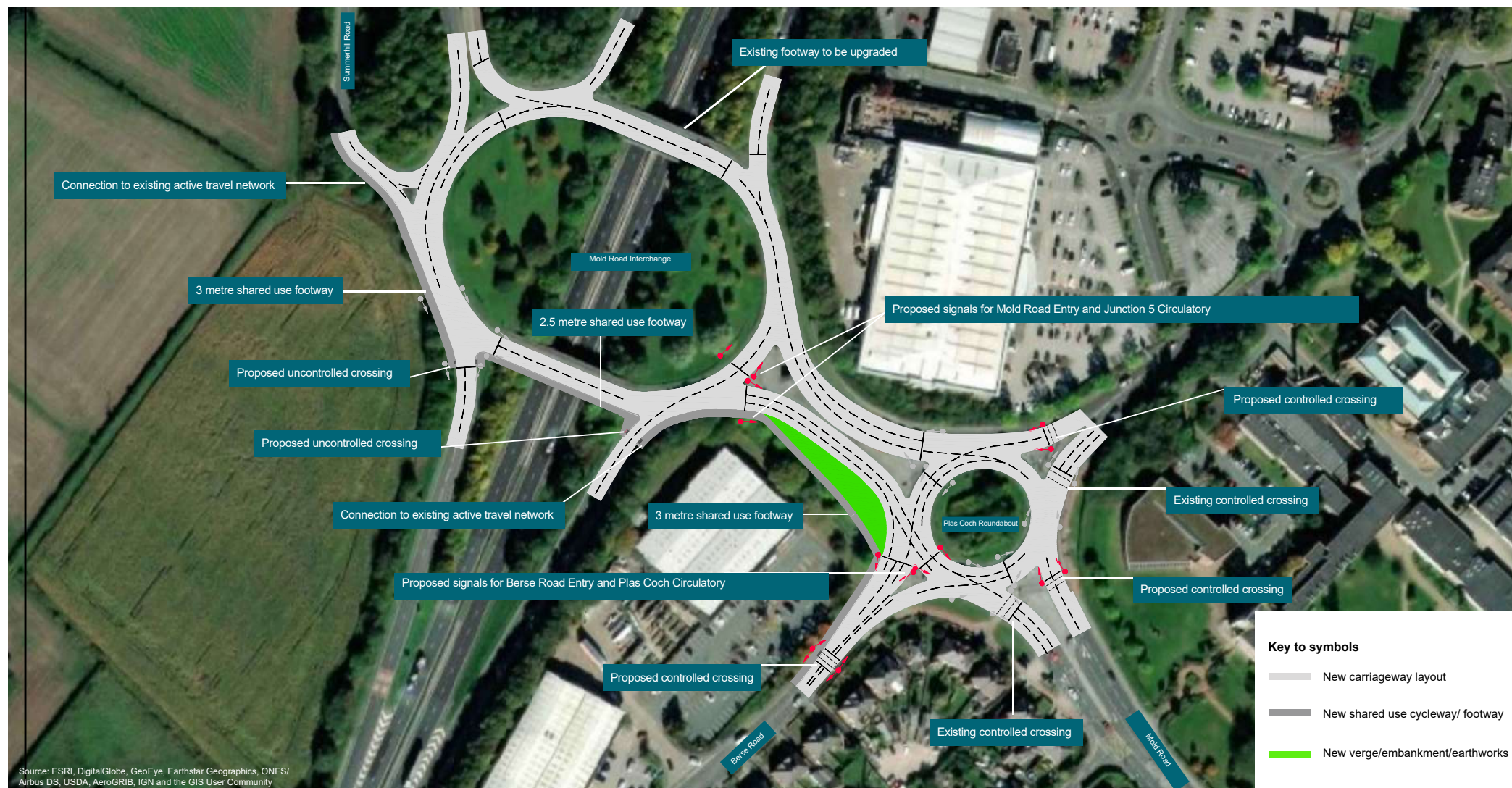
2036 BASE FLOWS (TEMPRO SENSITIVITY TEST)

WELSH GOVERNMENT IMPROVEMENTS SCHEME



Llywodraeth Cymru
Welsh Government

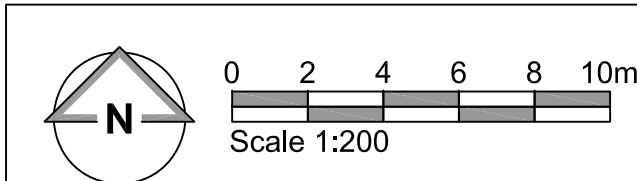
Proposed Scheme for Junction 5 (Plas Coch Roundabout / Mold Road)



APPENDIX 10.0
WELSH GOVERNMENT
A483 / BERSE ROAD IMPROVEMENTS

DEVELOPMENT PROPOSALS

11.1	Architect's Site Layout
11.2	Floor plans
11.3	Customer areas
11.4	Pedestrian Crossing, Plas Coch Road
11.5	Proposed Highway Improvements
11.6	Proposed Parking Layout



PLAS COCH RETAIL PARK

Proposed Site Plan

Proposed new tree (specimens TBC) and 1.5m x 1.5m tree pit

Existing parking spaces retained

Proposed 3no. parking spaces (2.4m x 5m)

Proposed 1100mm high close boarded timber fence for headlight screening

Proposed 3no. trees (specimens TBC)

Proposed sub station

Proposed stepped access point subject to confirmation of levels and S/E design of retaining structure

Proposed crossing point to highway engineers design - subject to LPA approval

Proposed High visibility pedestrian guardrail

MOLD ROAD

PLAS COCH ROAD (B5101)

El Sub Sta

McDonald's Restaurant DO100S

Cycles

Deliveries

Bespoke Corral

3 no. Grill Bays

29no. Car Parking Spaces (21 Existing)
Inc. 2no. Proposed Accessible Bays
Inc. 3no. Proposed Grill Bays

Proposed Schedule of Parking	
Accessible Bays	02
Grill Bays	03
General Bays	24
Total Parking Bays	29

Schedule of Areas	
Proposed Site Area (Hectares)	0.25
Proposed Building (GEA / m²) (Excluding Corral)	249.4

Patio Aubliam Furniture Schedule	
Circular Table x 4 Seat	
1500mm Ø (H 740mm), Galvanised steel frame with laminated timber effect finish	
Trash Bin	
492 x 492mm (H 1217mm), Galvanised steel frame with laminated timber effect finish	
Adn Bin	
297 x 297mm (H 901mm), Galvanised steel frame with laminated timber effect finish	
Umbrella	
2.1 m Octagonal Parasole (black canopy with white McDonald's text)	

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **at design workshops.**

Principal Designer: **TBC**

Unless noted below, all known hazards have been highlighted on the drawing:

Drawing Based on: Glanville's Survey Drawing no. 81901104101
Dated: January 2019 and Haydens Tree Survey Drawing no:7215-D-CP Dated:21/01/19

- Scale for planning purposes only.

Extent of McDonald's Demise Indicated Thus:

Proposed Site Finishes	
Tarmacadam - Car Park	
Imprinted Concrete To Drive-Thru Lane: An-Embedded Concrete With Full Layer Works, Hardening Agent & Curing System Through-Colour Concrete Grey, London Cobble Pattern.	
Marshall's 200mm x 100mm Charcoal Keyblock Paving - Patio	
Tarmacadam - Footpaths - Charcoal	
Turf & Low Level Shrubs - Soft Landscaping	
Brushed Concrete - Drive Thru Lanes w/ Road Markings and Delivery Route	
1100mm High Timber Close Boarded Fence	
1100mm High Timber Post and Rail Fence	
600mm High Timber Knee Rail Fence	
1000mm High visibility pedestrian guardrail	
Target Bin	
Cranked Bollards - McDonald's Standard Cranked Bollard Painted White	
Tactile Bloor Paving	
Bin Indicative Lighting Column - Positions subject to confirmation by MSE consultant	

General Site Proposal Notes:

DOT denotes Department of Transport Signs. For Signage type refer to AEW drawing no. 7391_AEW_8104_1008

DK denotes drop kerb to be installed

All drive thru related road markings to be in yellow thermoplastic material

Car park related road markings to be in white thermoplastic material

Standard parking bays to be finished in white thermoplastic material

All junction road markings to be finished in white thermoplastic material

Accessible parking bays to be finished in yellow thermoplastic material to current Part M standards with relevant DOT signage and drop kerbs as indicated

Parked order bays to be lined in yellow thermoplastic material with relevant DOT signage

All pedestrian crossings set out in white thermoplastic material. Tactile paving where crossing leads to safe destination

Drop kerbs to be installed along delivery routes

For more detailed landscape design please refer to Vector Landscape Designers drawing no 17229-VL-MCD-01 Rev: A

APPENDIX 11.1 ARCHITECT'S SITE LAYOUT

B 01/12/20 JJ TSS

Layout updated to show 1100mm high close boarded fence to DT lane for head light screening. Whittelling in car park amended to increase size of parking bays.

A 24/11/20 JJ TSS

Crossing point introduced towards south of site as per ADL's highways design.

- 29/10/20 JJ TSS

Initial Issue

REV Date Drawn by: - Checked by: -

Status Purpose of Issue

S2 For Information

drawing stage Planning

client

McDonald's Restaurants Ltd

project store

Plas Coch Retail Park

Wrexham 8104

drawing title

Proposed Site Plan

date 29/10/20 drawn JJ

scale:A1 1:200 checked TSS

PLANNING

Rev

B

7391_AEW_8104_1004

Job No

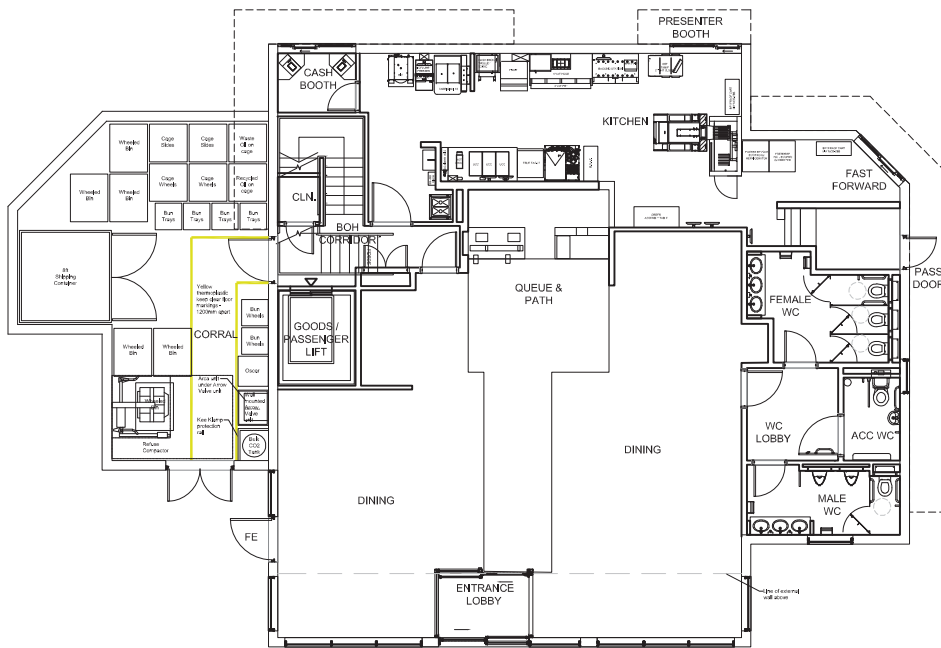
aeu architects
0161 214 4370
www.aeuarchitects.com



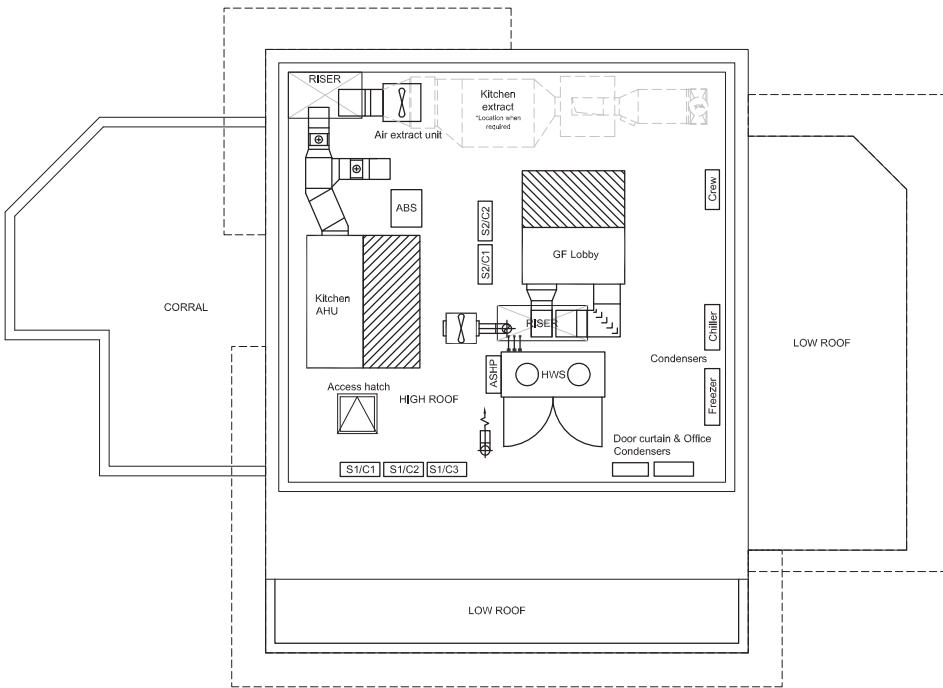
aeu

0 1 2 3 4 5m
Scale 1:100

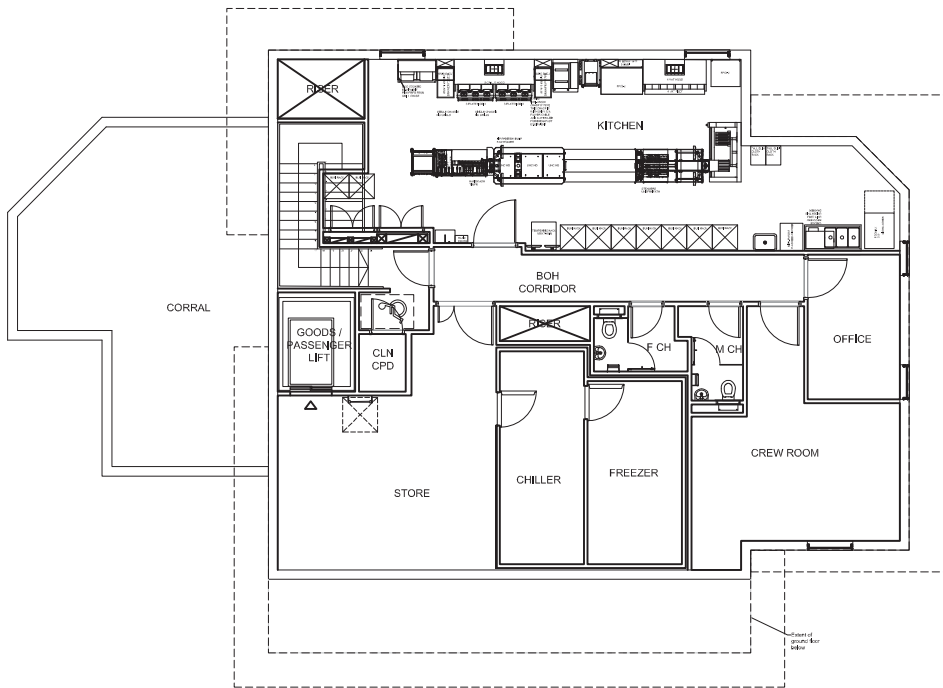
Proposed Internal Layout



Ground Floor Plan



Roof Plan



First Floor Plan

NOTES

- All dimensions and levels are to be checked on site.
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- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **AT DESIGN WORKSHOP**

Principal Designer: **TBC**

Unless noted below, all known hazards have been highlighted on the drawing:

- Scale for planning purposes only.

Elevations based on SCURR ARCHITECTS DRAWING NO. XXXX-SA-XXXX-P006 'DO1005 Plans & Elevations dated July 2020

-	29/10/20	JJ	TSS
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client	McDonald's Restaurants Ltd		
project	Plas Coch Retail Park Wrexham		
store	8104		
drawing title	Proposed Internal Layout		
date	29/10/20	drawn	JJ
scale: @A1	1:100	checked	TSS

APPENDIX 11.2 FLOOR PLANS

PLANNING

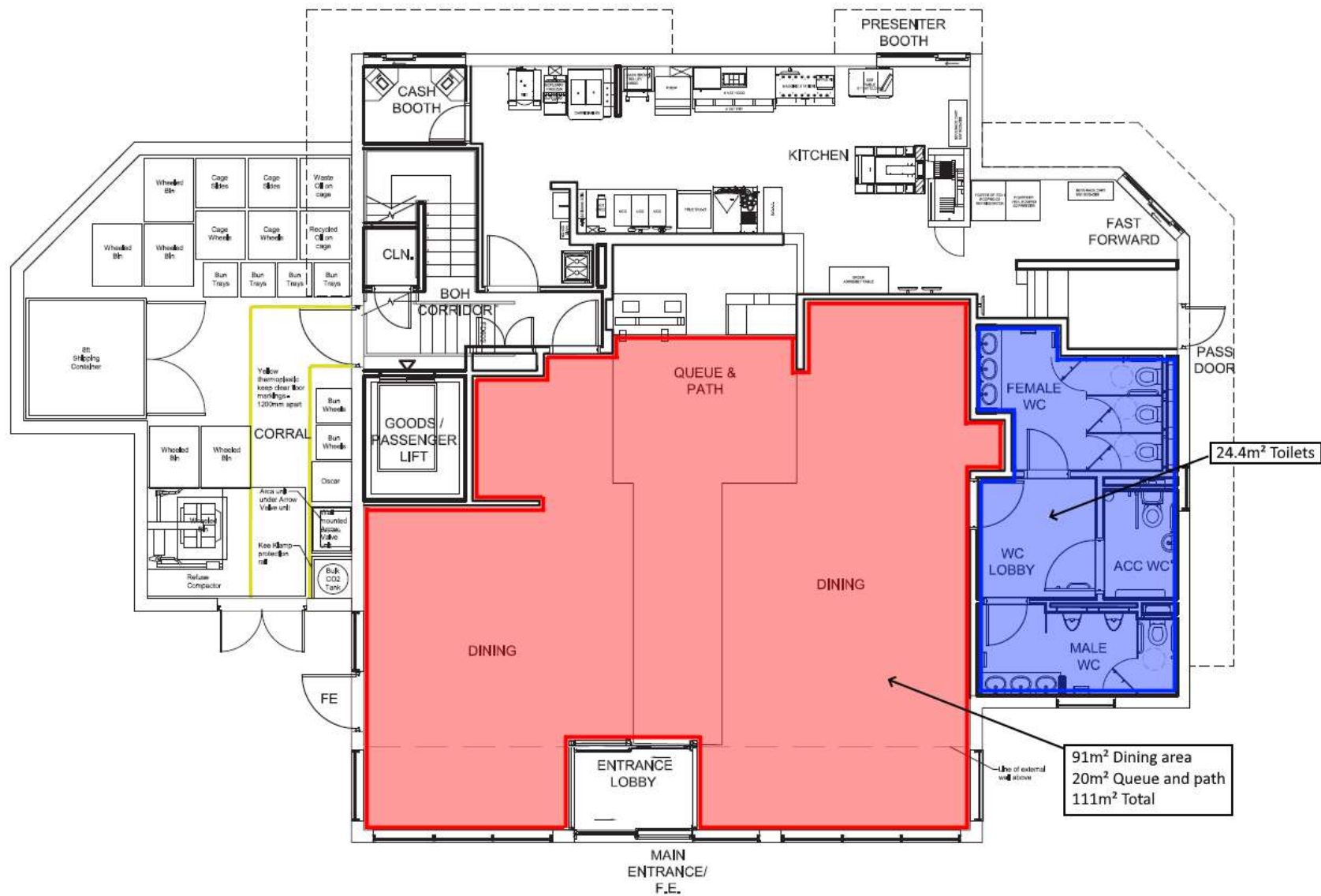
Rev

7391_AEW_8104_1006

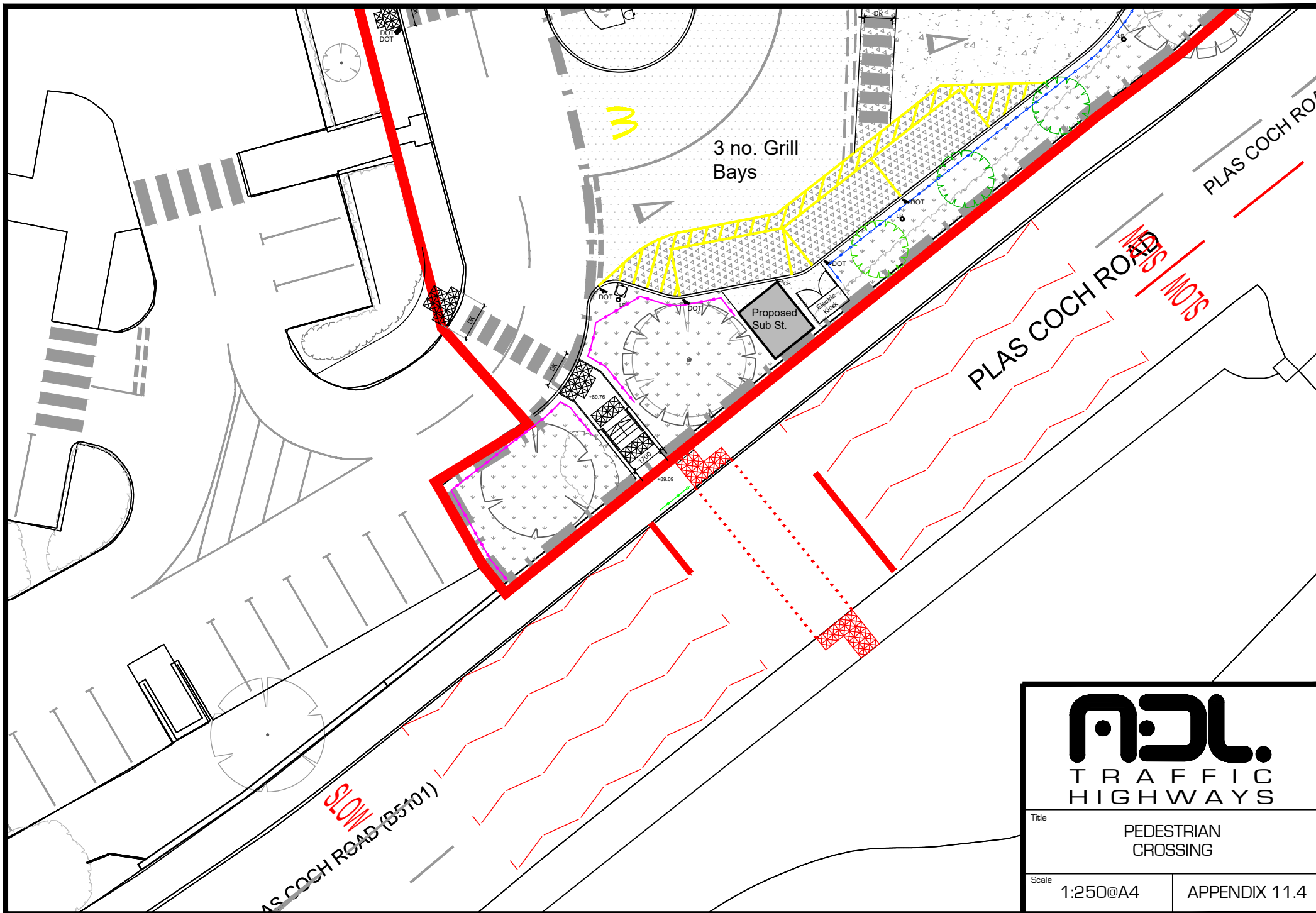
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www.dewarchitects.com



AEW



APPENDIX 11.3
CUSTOMER AREAS



ADL.
TRAFFIC
HIGHWAYS

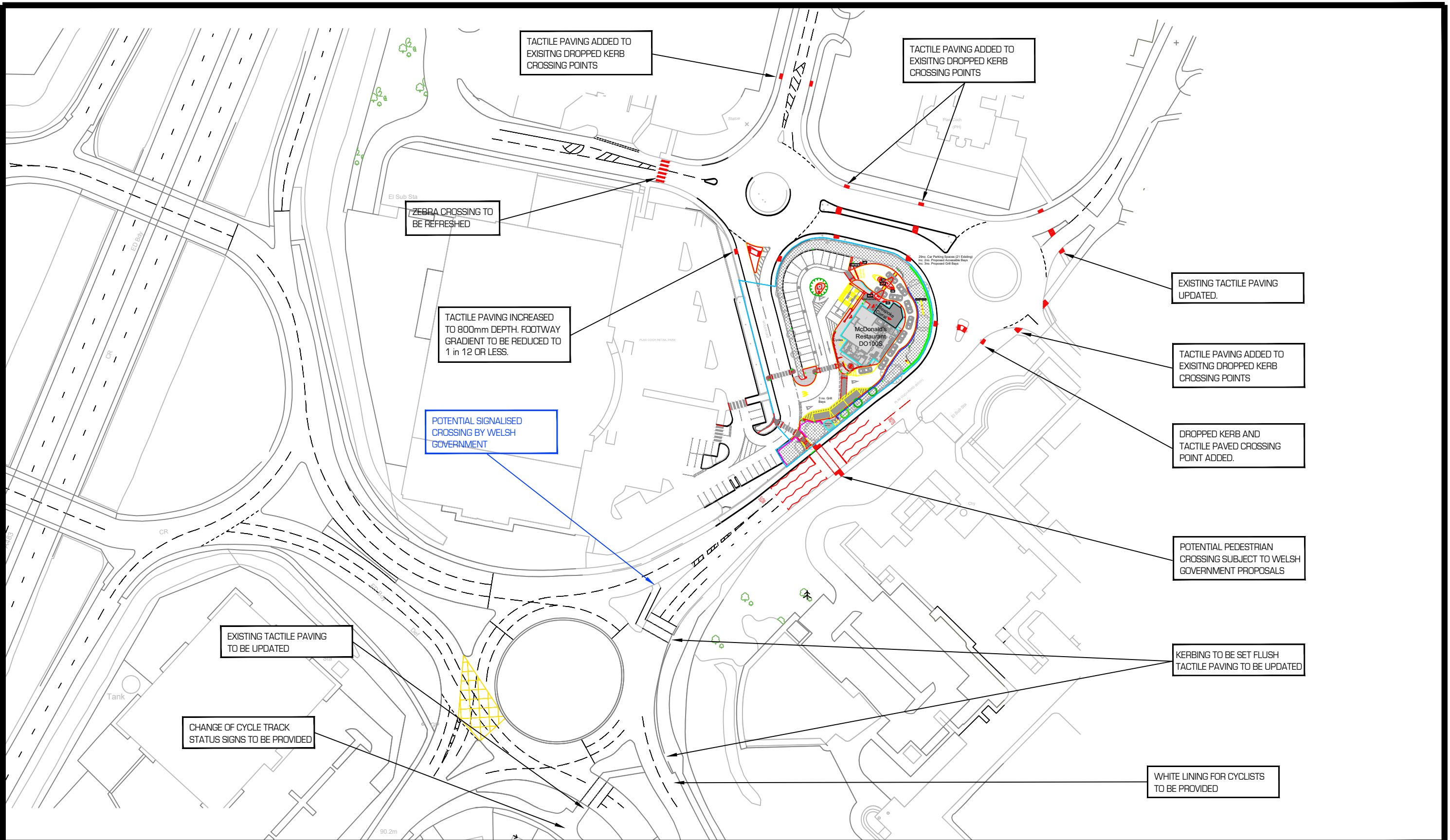
Title

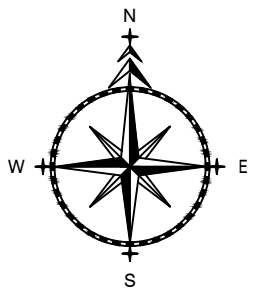
PEDESTRIAN
CROSSING

Scale

1:250@A4

APPENDIX 11.4







T R A F F I C &
H I G H W A Y S

ADL House
The Oaklands Business Park
Yate, Bristol
BS37 5NA
Tel : 01454 332100
Fax : 01454 327983
E-Mail : CAD@ADLTRAFFIC.CO.UK

NOTES

1. PRELIMINARY DESIGN PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. ALL DETAILS ARE SUBJECT TO INCLUDING CHECKING STATUTORY SERVICE APPARATUS.
2. DO NOT SCALE FROM THIS DRAWING.
3. BACKGROUND PLAN IS BASED UPON 7391_AEW_8104_1004B.
4. ALL DETAILS TO BE CONFIRMED ON SITE AND ON A TOPOGRAPHICAL SURVEY.
5. ALL TRACKS ASSUME GRADIENTS AND CAMBERS DO NOT EXCEED 1:60 AND 1:40 RESPECTIVELY OTHERWISE VEHICLE MANOEUVRABILITY MAY BE AFFECTED.
6. ALL LAND OWNERSHIP DETAILS, EXTENT OF ADOPTED HIGHWAY AND RIGHTS OF WAY TO BE CONFIRMED.
7. ASSUMES ALL LANDSCAPING CAN BE ALTERED AND NO TREES ARE SUBJECT TO TPO.

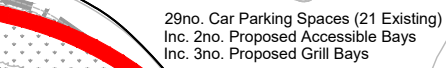
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AMENDMENTS		
REF.	DATE	DESCRIPTION

APPENDIX 11.5
PROPOSED HIGHWAY
IMPROVEMENTS

ADL Job No. 4171

Project Proposed McDonald's Restaurant Plas Coch, Wreham			
Title Proposed Local Improvements			
Date 05.11.20	Drawn PGL		
Checked	Date	Approved	Date
Scale 1:500@A3	Org No. 4171-08	Rev. A	



McDonald's
Restaurant
DO100S

3 no. G
Bays

SPACES	
ZONE	ADL
	STANDARD ACCESSIBLE PARENT AND CHILD
1	155 6 4
2	27 2 0
SUBTOTAL	182 8 4
TOTAL	194



Title

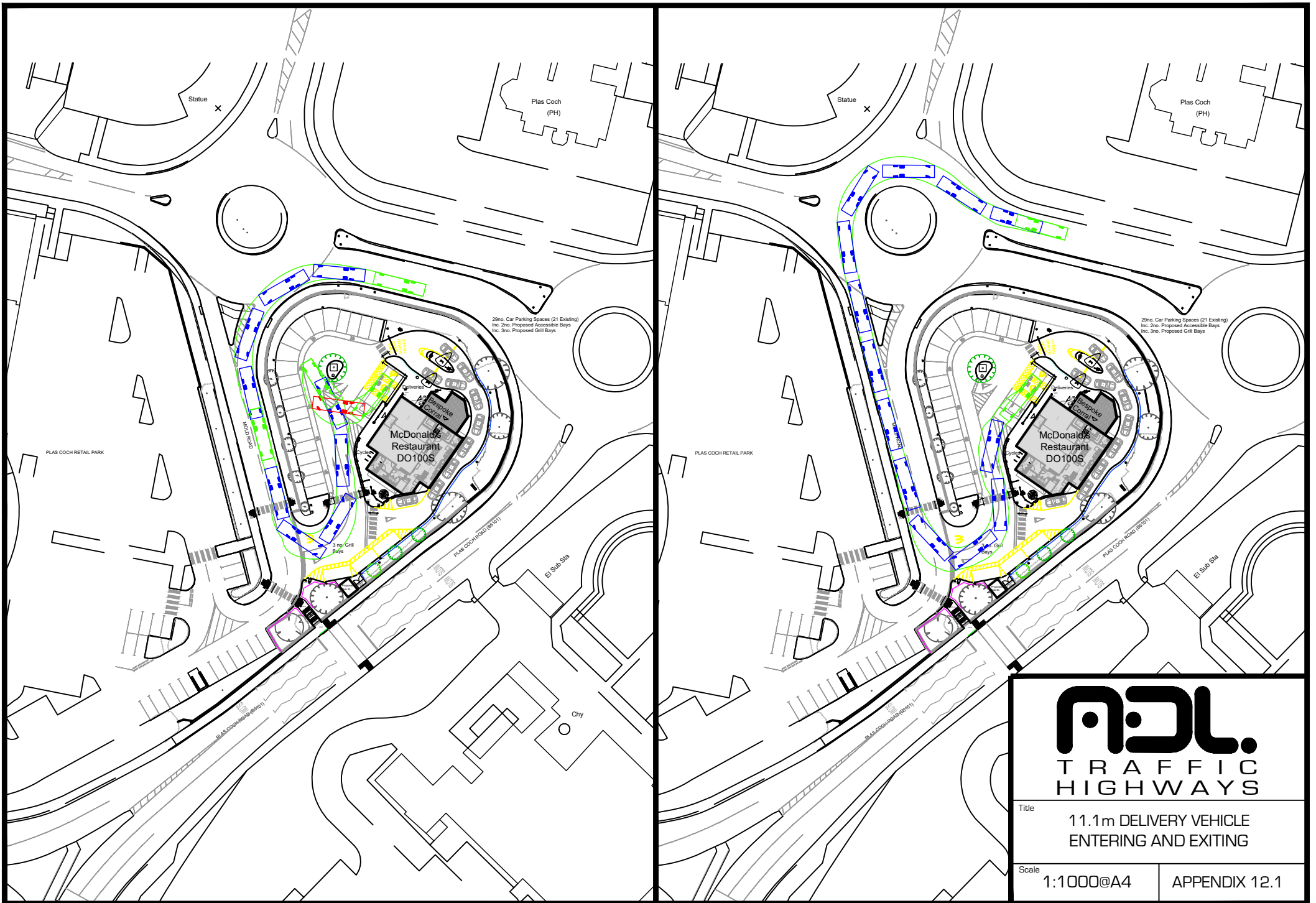
PROPOSED PARKING LAYOUT

Scale
1:500@A3

APPENDIX 11.6

TRACK ANALYSIS

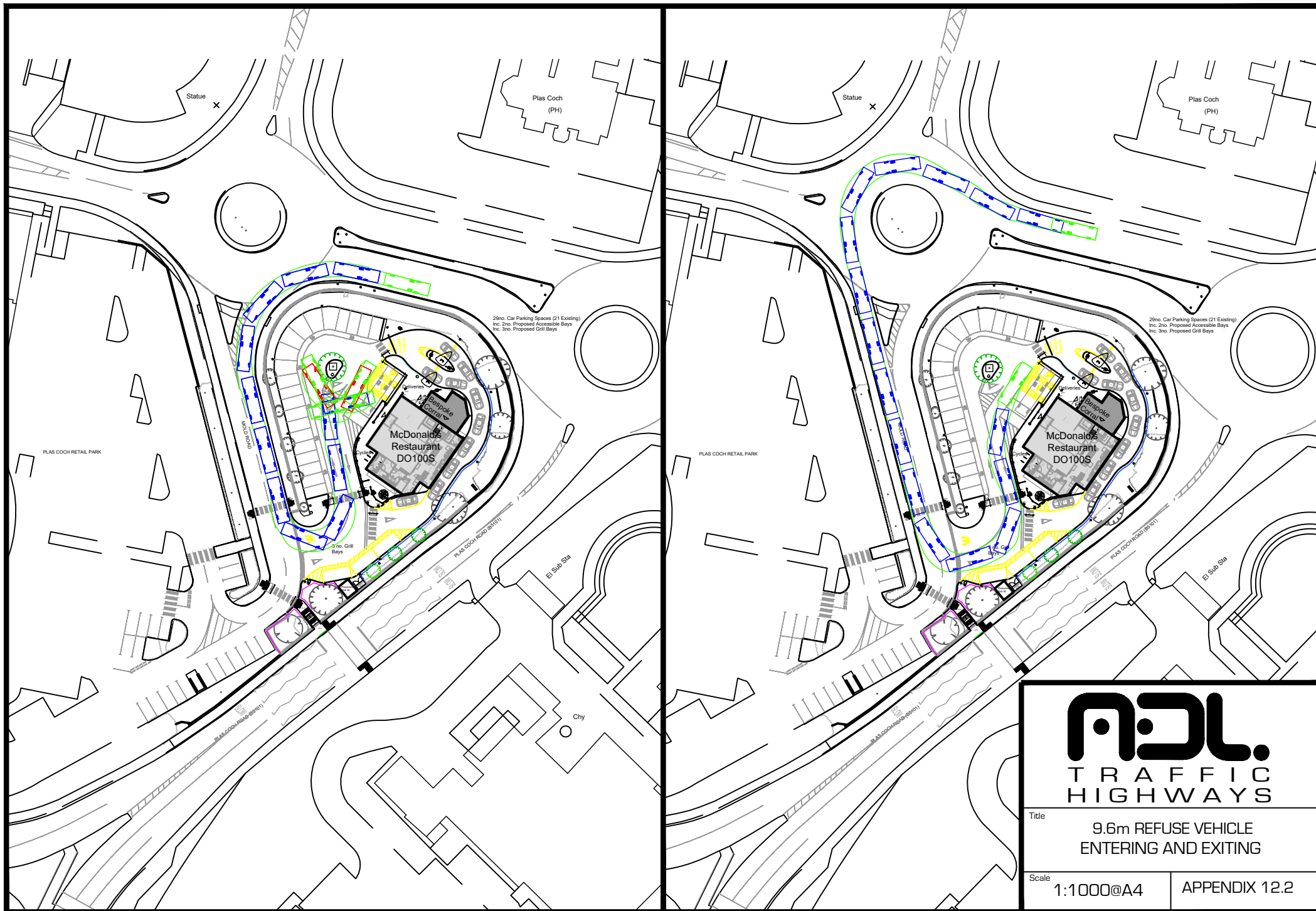
12.1	11.1m Delivery Vehicle
12.2	9.6m Refuse Vehicle
12.3	Customer Car



AOL.

TRAFFIC HIGHWAYS

Title	
11.1m DELIVERY VEHICLE ENTERING AND EXITING	
Scale	
1:1000@A4	APPENDIX 12.1

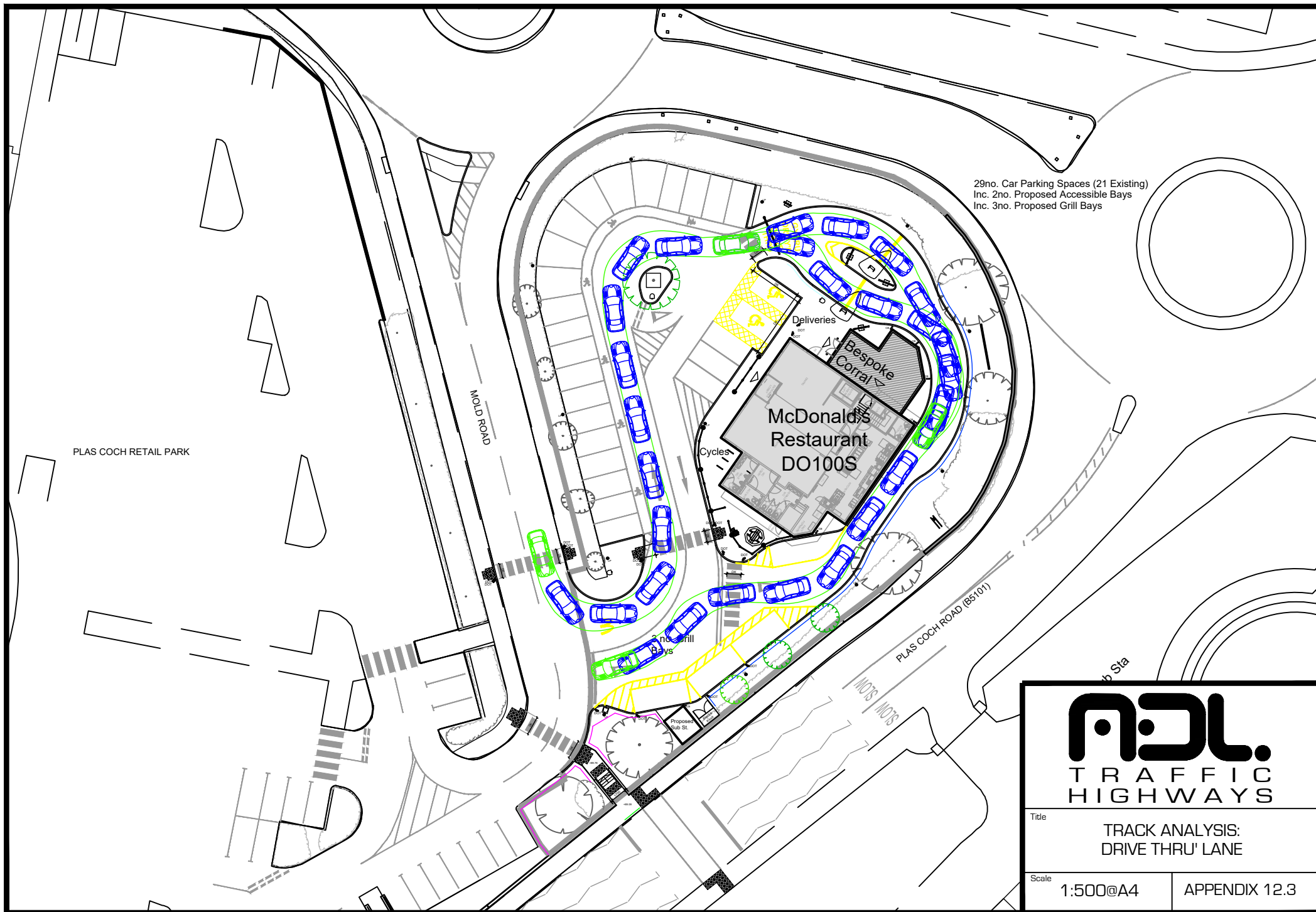


ADL.
TRAFFIC
HIGHWAYS

Title
9.6m REFUSE VEHICLE
ENTERING AND EXITING

Scale
1:1000@A4

APPENDIX 12.2



McDONALD'S TOTAL TRIPS

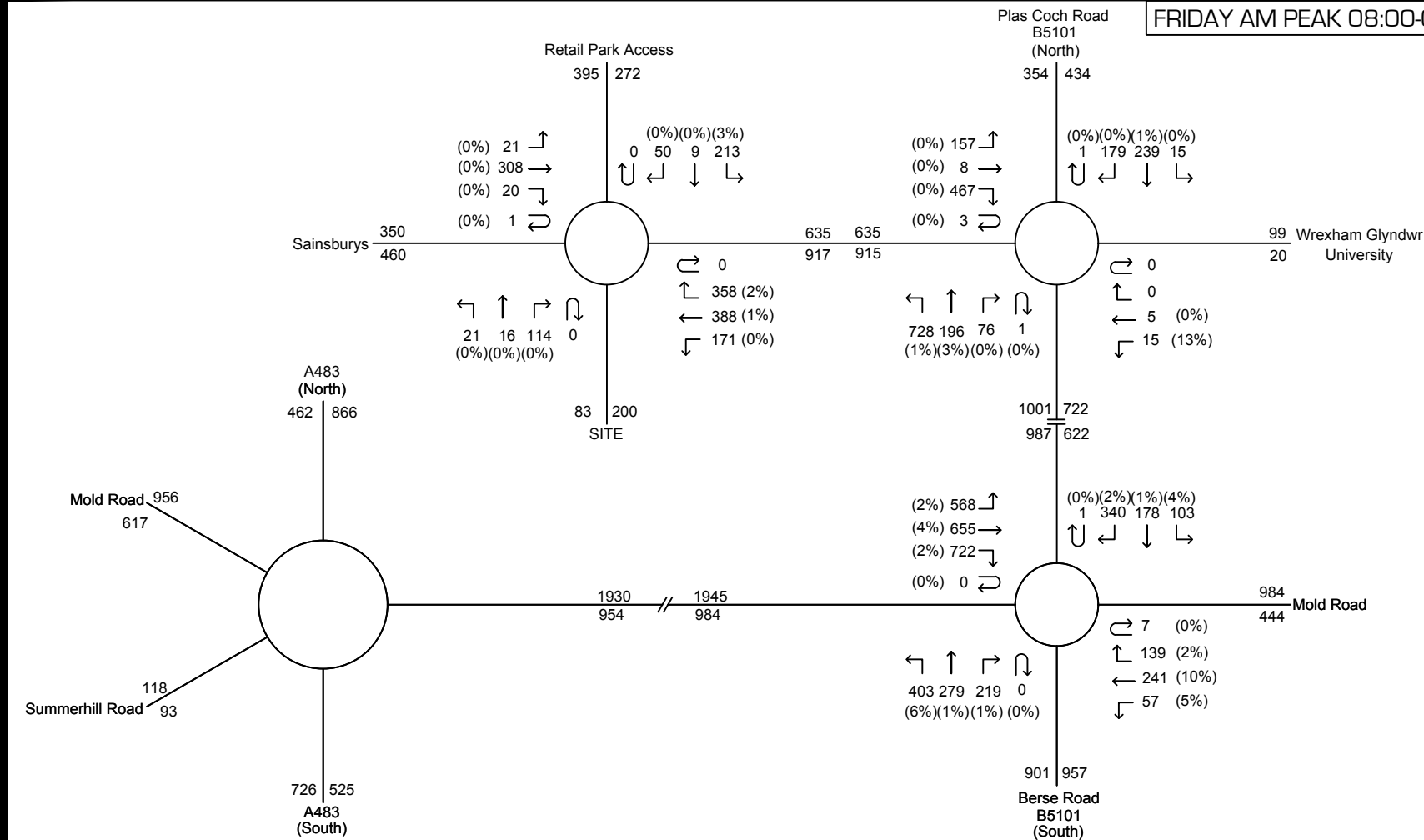
APPENDIX 14.0

TOTAL TRAFFIC

14.1	2021 (2021 Base + Non Resi Committed + McDonald's)
14.2	2036 (2021 Base + All Committed Dev + McDonald's)
14.3	2036 Sensitivity Test (2036 TEMPPO Base + McDonald's)

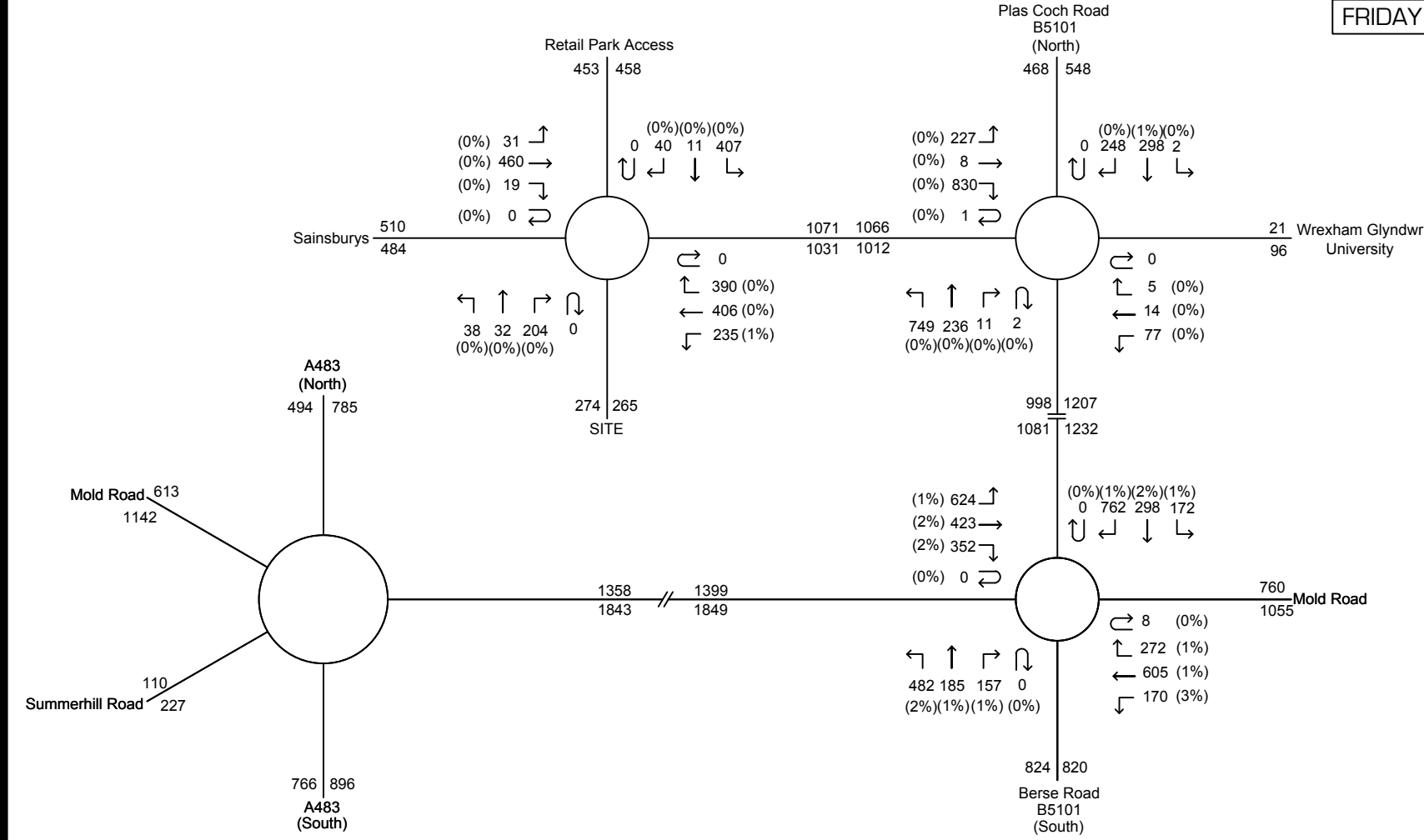
FRIDAY AM PEAK 08:00-09:00 AND 09:00-10:00 HOURS

() = % HGV



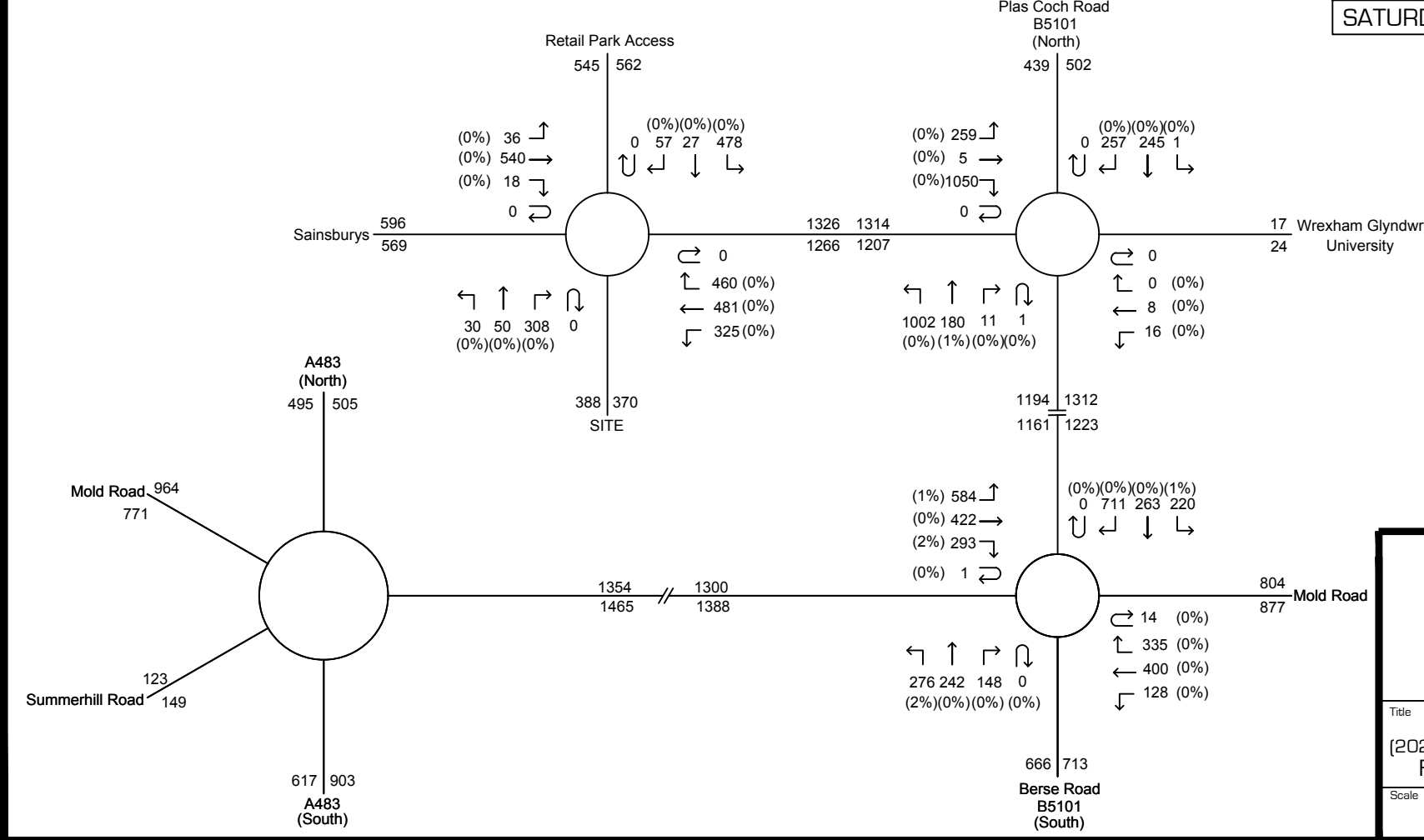
FRIDAY PM PEAK 16:00 -17:00 HOURS

() = % HGV



SATURDAY PEAK 12:00 -13:00 HOURS

() = % HGV



Title

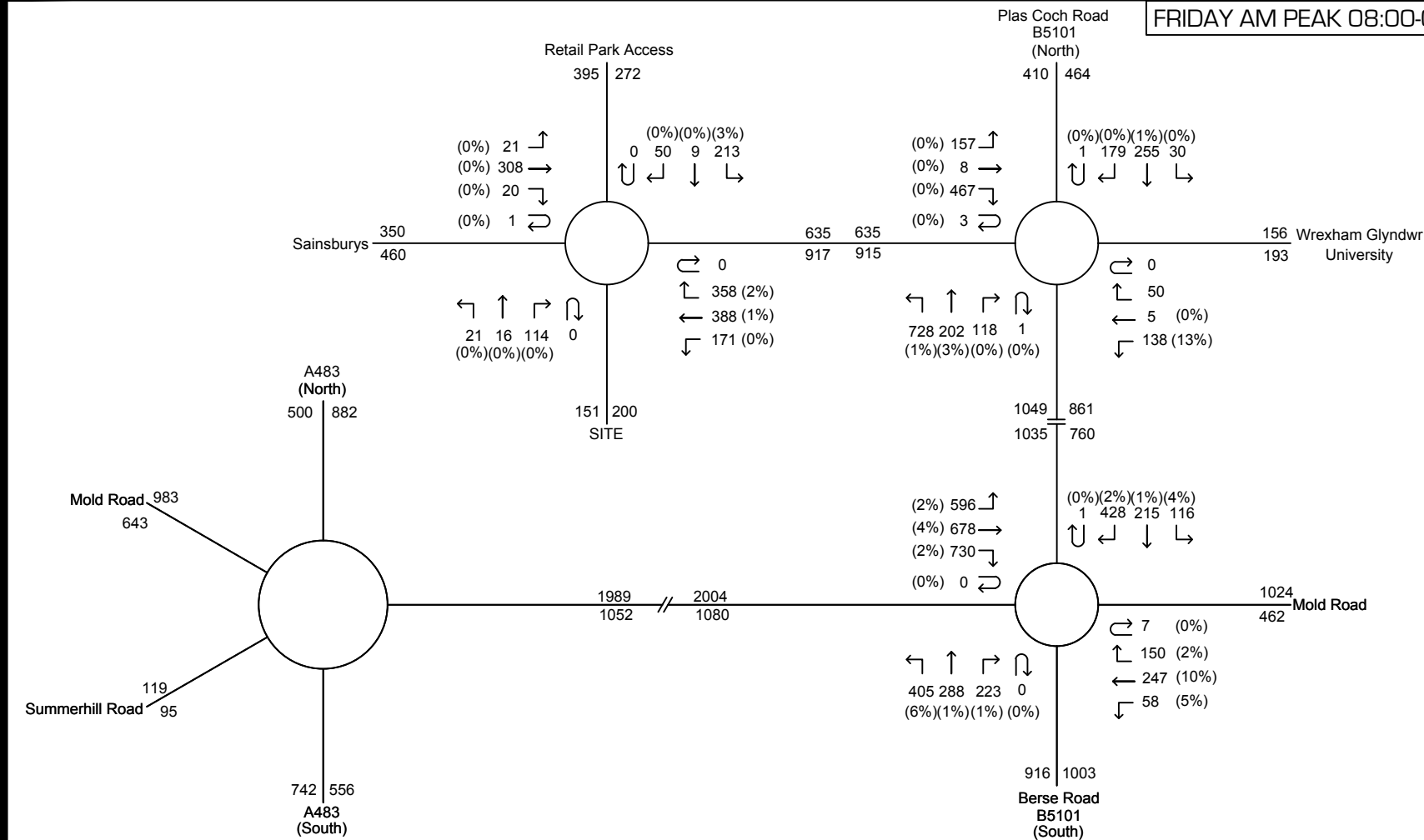
2021 Total
(2021 Base+Non Resi Committed+McDonalds)
FRIDAY AND SATURDAY PEAKS

Scale

APPENDIX 14.1

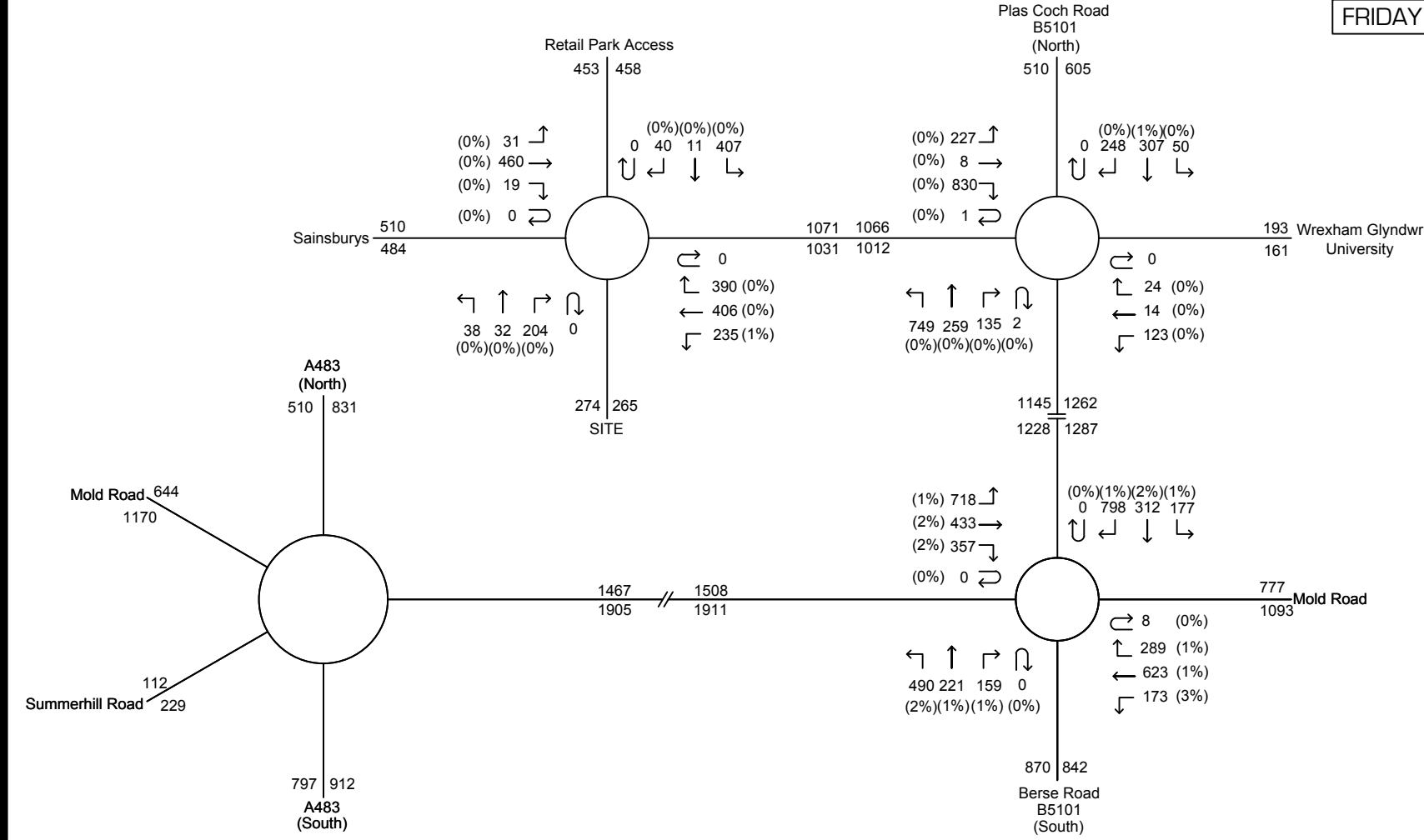
FRIDAY AM PEAK 08:00-09:00 AND 09:00-10:00 HOURS

() = % HGV



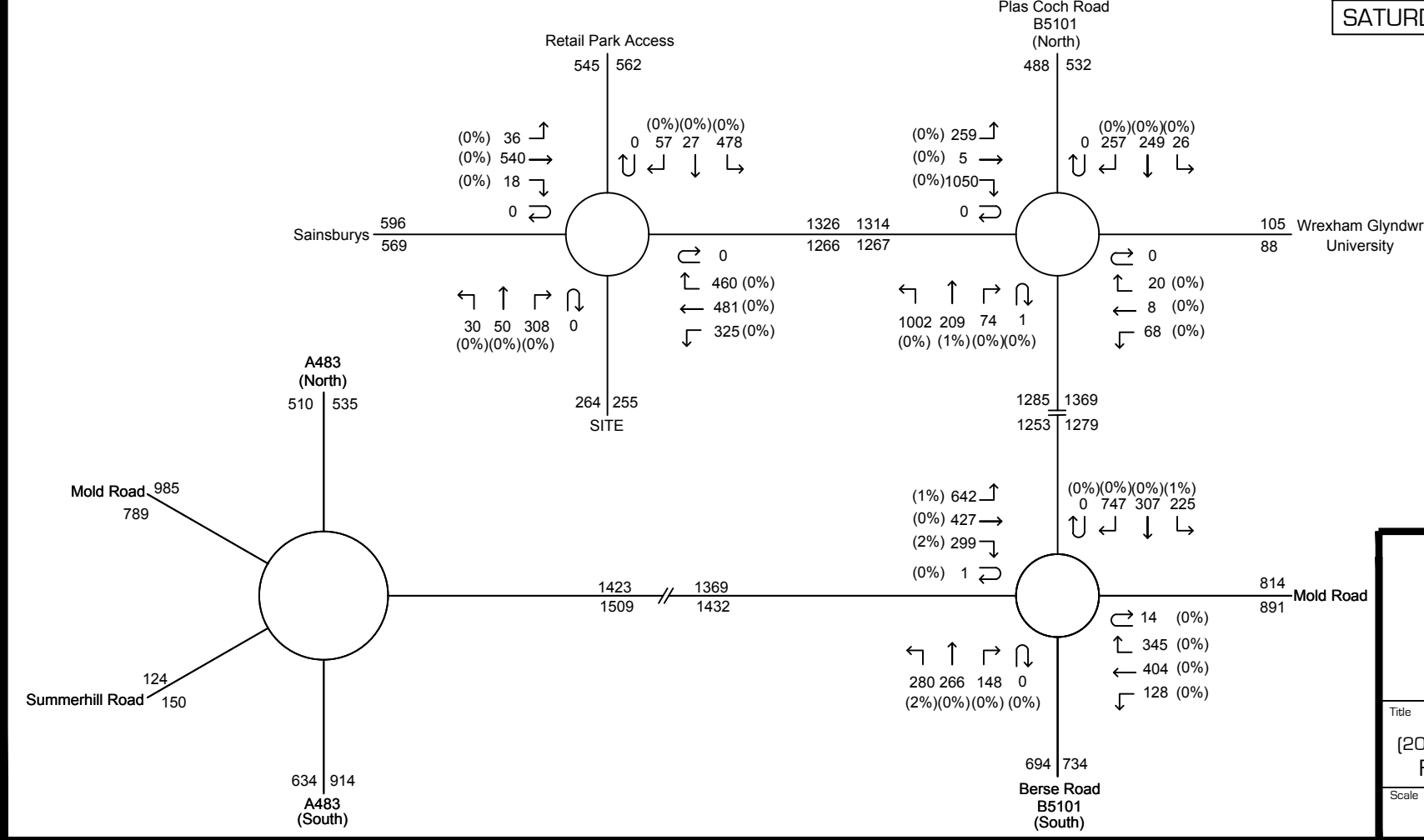
FRIDAY PM PEAK 16:00 -17:00 HOURS

() = % HGV



SATURDAY PEAK 12:00 -13:00 HOURS

() = % HGV

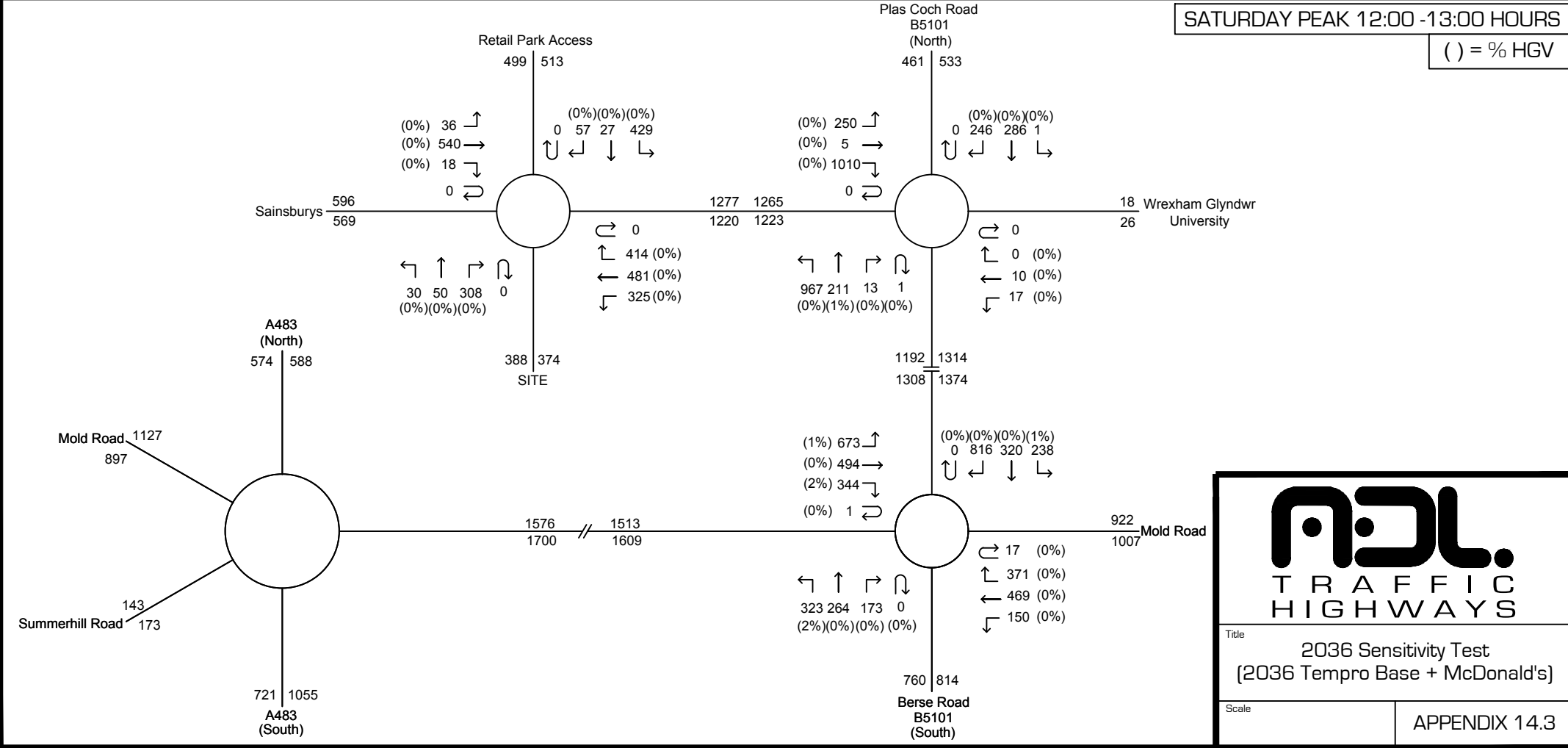
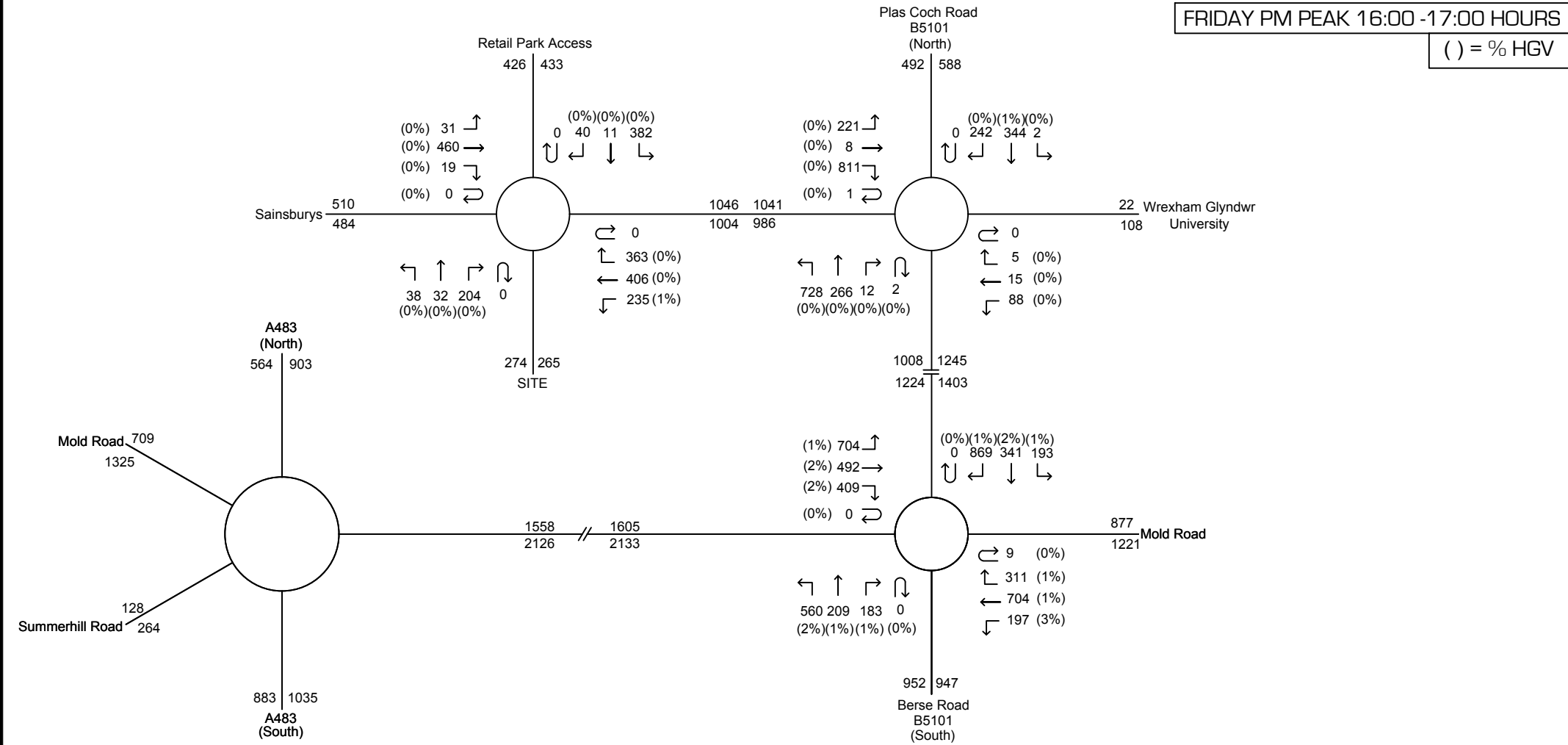
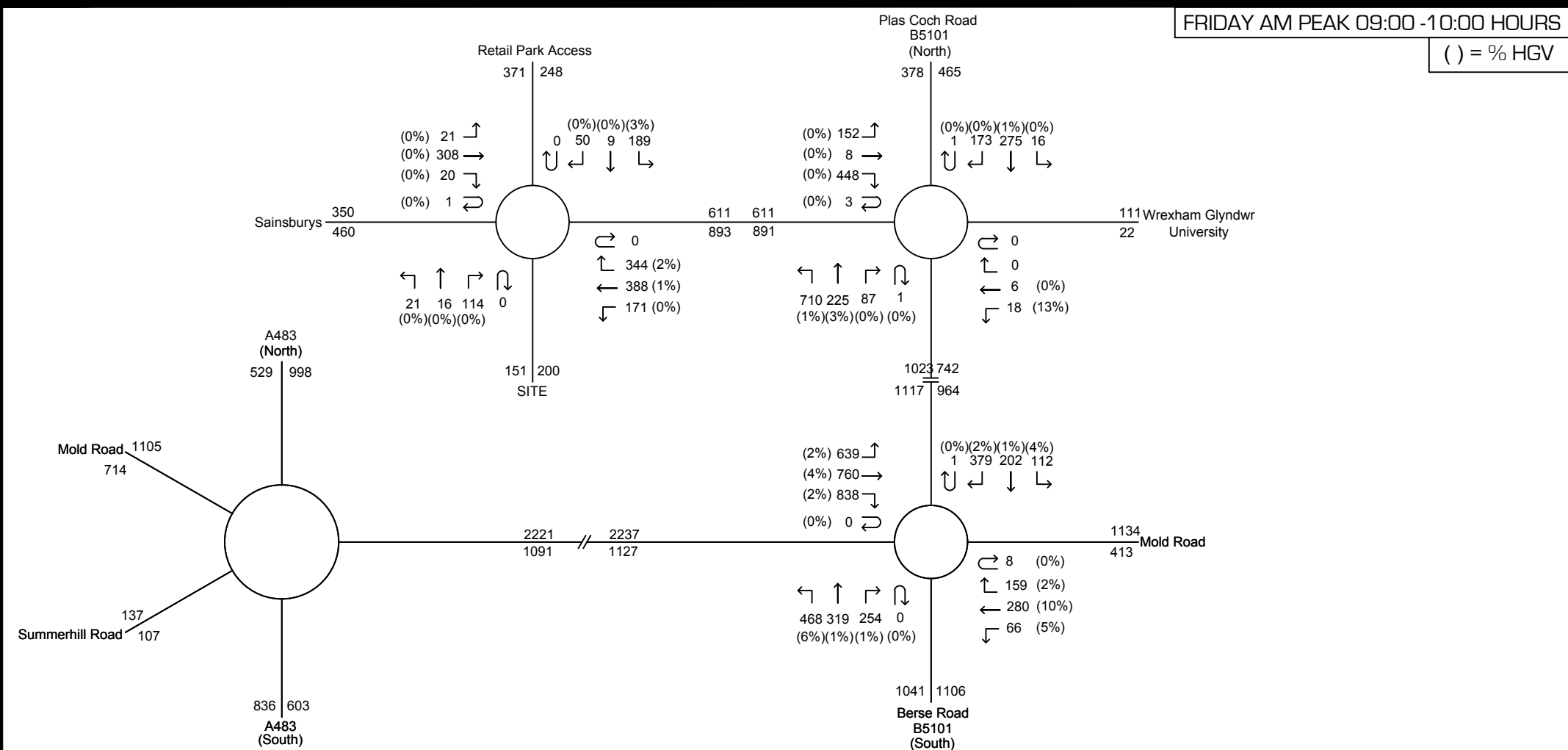


Title

2036 Total
(2021 Base+All Committed Dev+McDonald's)
FRIDAY AND SATURDAY PEAKS

Scale

APPENDIX 14.2



Title

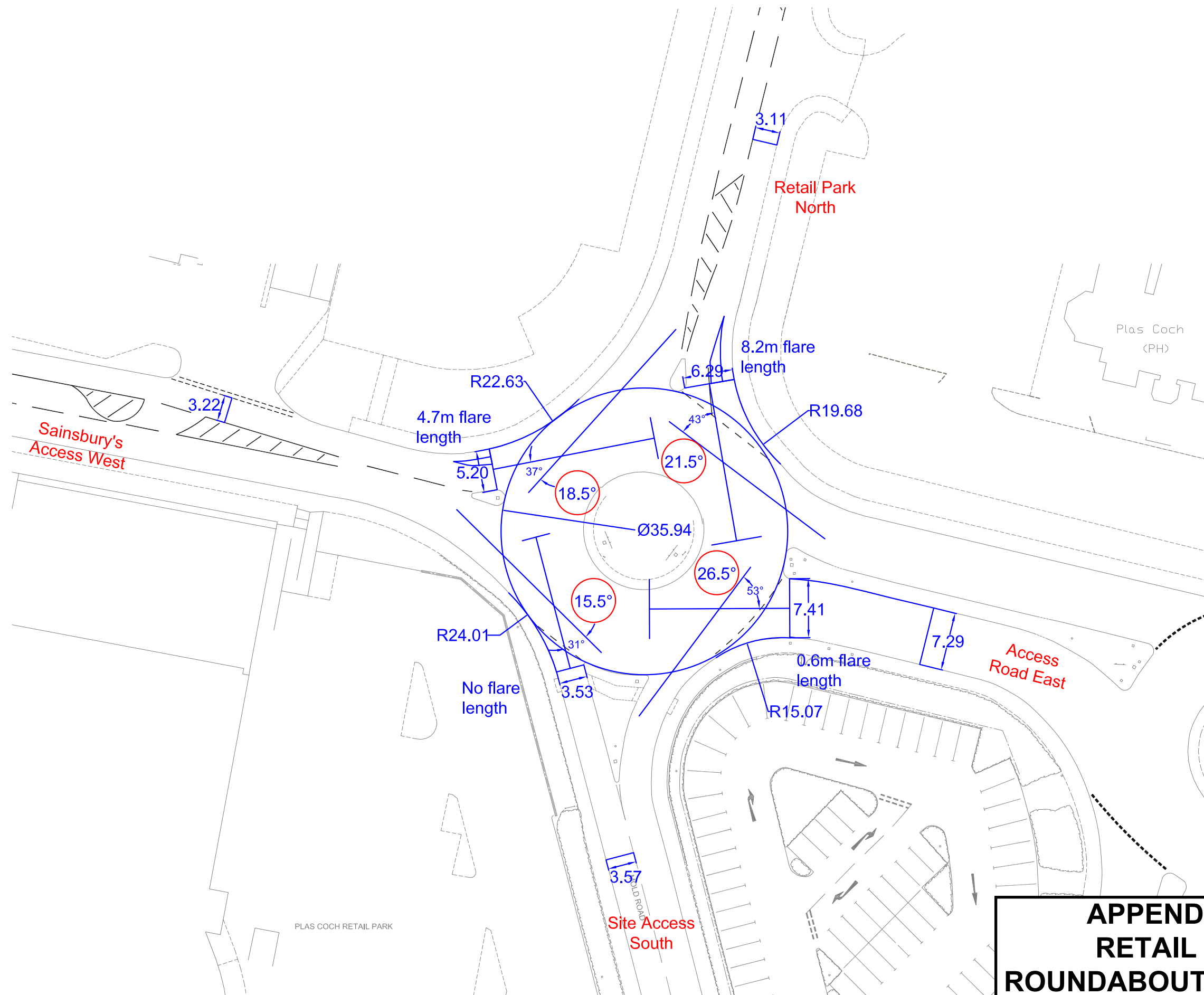
2036 Sensitivity Test
(2036 Temprom Base + McDonald's)

Scale

APPENDIX 14.3

ARCADY: RETAIL PARK ROUNDABOUT

15.1	Geometry
15.2	Output



APPENDIX 15.1
RETAIL PARK
ROUNDAABOUT GEOMETRY
1:500 @ A3

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
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: Retail Park Roundabout.j9

Path: D:\4171 Plas Coch

Report generation date: 30/11/2020 11:31:13

»2021 Base Plus Com, AM
 »2021 Base Plus Com, PM
 »2021 Base Plus Com, Saturday
 »2021 Total, AM
 »2021 Total, PM
 »2021 Total, Saturday
 »2036 Base Plus Com, AM
 »2036 Base Plus Com, PM
 »2036 Base Plus Com, Saturday
 »2036 Total, AM
 »2036 Total, PM
 »2036 Total, Saturday

Summary of junction performance

	AM							PM							Saturday						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2021 Base Plus Com																				
Arm 1	0.8	3.06	0.45	A	4.09	A	74 % [Arm 2]	0.9	3.22	0.48	A	6.00	A	31 % [Arm 3]	1.5	4.25	0.60	A	10.84	B	7 % [Arm 3]
Arm 2	0.2	6.68	0.15	A				0.4	8.44	0.30	A				1.3	16.14	0.57	C			
Arm 3	0.6	5.82	0.38	A				1.5	9.47	0.60	A				3.5	20.01	0.79	C			
Arm 4	0.4	4.35	0.27	A				1.0	7.03	0.50	A				2.1	12.40	0.68	B			
	2021 Total																				
Arm 1	0.9	3.21	0.47	A	4.42	A	57 % [Arm 2]	1.1	3.52	0.53	A	7.01	A	24 % [Arm 3]	1.9	4.89	0.65	A	16.85	C	0 % [Arm 2]
Arm 2	0.3	7.60	0.26	A				0.9	11.20	0.48	B				4.0	35.75	0.82	E			
Arm 3	0.7	6.15	0.40	A				1.7	11.04	0.63	B				5.3	30.81	0.86	D			
Arm 4	0.4	4.54	0.27	A				1.1	7.89	0.53	A				2.7	16.07	0.74	C			
	2036 Base Plus Com																				
Arm 1	0.8	3.06	0.45	A	4.09	A	74 % [Arm 2]	0.9	3.22	0.48	A	6.00	A	31 % [Arm 3]	1.5	4.25	0.60	A	10.84	B	7 % [Arm 3]
Arm 2	0.2	6.68	0.15	A				0.4	8.44	0.30	A				1.3	16.14	0.57	C			
Arm 3	0.6	5.82	0.38	A				1.5	9.47	0.60	A				3.5	20.01	0.79	C			
Arm 4	0.4	4.35	0.27	A				1.0	7.03	0.50	A				2.1	12.40	0.68	B			
	2036 Total																				
Arm 1	0.9	3.21	0.47	A	4.42	A	57 % [Arm 2]	1.1	3.52	0.53	A	7.01	A	24 % [Arm 3]	1.9	4.89	0.65	A	16.85	C	0 % [Arm 2]
Arm 2	0.3	7.60	0.26	A				0.9	11.20	0.48	B				4.0	35.75	0.82	E			
Arm 3	0.7	6.15	0.40	A				1.7	11.04	0.63	B				5.3	30.81	0.86	D			
Arm 4	0.4	4.54	0.27	A				1.1	7.89	0.53	A				2.7	16.07	0.74	C			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADLUK\Junction
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base Plus Com	AM	ONE HOUR	08:45	10:15	15	✓
D2	2021 Base Plus Com	PM	ONE HOUR	15:45	17:15	15	✓
D3	2021 Base Plus Com	Saturday	ONE HOUR	11:45	13:15	15	✓
D4	2021 Total	AM	ONE HOUR	08:45	10:15	15	✓
D5	2021 Total	PM	ONE HOUR	15:45	17:15	15	✓
D6	2021 Total	Saturday	ONE HOUR	11:45	13:15	15	✓
D7	2036 Base Plus Com	AM	ONE HOUR	08:45	10:15	15	✓
D8	2036 Base Plus Com	PM	ONE HOUR	15:45	17:15	15	✓
D9	2036 Base Plus Com	Saturday	ONE HOUR	11:45	13:15	15	✓
D10	2036 Total	AM	ONE HOUR	08:45	10:15	15	✓
D11	2036 Total	PM	ONE HOUR	15:45	17:15	15	✓
D12	2036 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

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

2021 Base Plus Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	4.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	Arm 2

Arms

Arms

Arm	Name	Description
1	Access Arm East	
2	Site Access	
3	Sainsburys Access	
4	Retail Park North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.29	7.41	0.6	15.0	35.9	26.5	
2	3.53	3.53	0.0	24.0	35.9	15.5	
3	3.22	5.20	4.7	22.6	35.9	18.5	
4	3.11	6.29	8.2	19.7	35.9	21.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.754	2222
2	0.553	1132
3	0.581	1287
4	0.601	1412

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	2021 Base Plus Com	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	865	100.000
2		ONE HOUR	✓	83	100.000
3		ONE HOUR	✓	350	100.000
4		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1	2	3	4
	1	0	103	396	366
	2	62	0	13	8
	3	308	20	1	21
	4	213	9	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	0	1	2
	2	0	0	0	0
	3	0	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	3.06	0.8	A	794	1191
2	0.15	6.68	0.2	A	76	114
3	0.38	5.82	0.6	A	321	482
4	0.27	4.35	0.4	A	250	374

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	651	163	60	2149	0.303	649	437	0.0	0.4	2.400	A
2	62	16	610	790	0.079	62	99	0.0	0.1	4.945	A
3	263	66	327	1094	0.241	262	345	0.0	0.3	4.321	A
4	205	51	293	1207	0.170	204	297	0.0	0.2	3.584	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	778	194	72	2140	0.363	777	523	0.4	0.6	2.640	A
2	75	19	730	723	0.103	74	119	0.1	0.1	5.555	A
3	315	79	392	1056	0.298	314	413	0.3	0.4	4.851	A
4	245	61	351	1173	0.208	244	355	0.2	0.3	3.874	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	952	238	88	2128	0.448	951	641	0.6	0.8	3.057	A
2	91	23	894	631	0.145	91	145	0.1	0.2	6.670	A
3	385	96	479	1004	0.384	385	506	0.4	0.6	5.802	A
4	299	75	430	1127	0.266	299	434	0.3	0.4	4.345	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	952	238	88	2128	0.448	952	642	0.8	0.8	3.062	A
2	91	23	895	630	0.145	91	145	0.2	0.2	6.681	A
3	385	96	480	1004	0.384	385	506	0.6	0.6	5.819	A
4	299	75	430	1127	0.266	299	435	0.4	0.4	4.351	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	778	194	72	2140	0.363	779	525	0.8	0.6	2.648	A
2	75	19	732	722	0.103	75	119	0.2	0.1	5.566	A
3	315	79	393	1056	0.298	315	414	0.6	0.4	4.868	A
4	245	61	352	1173	0.209	245	356	0.4	0.3	3.883	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	651	163	60	2148	0.303	652	440	0.6	0.4	2.407	A
2	62	16	613	789	0.079	63	99	0.1	0.1	4.961	A
3	263	66	329	1093	0.241	264	347	0.4	0.3	4.342	A
4	205	51	295	1206	0.170	205	298	0.3	0.2	3.595	A

2021 Base Plus Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	6.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Arm 3

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	2021 Base Plus Com	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	947	100.000
2		ONE HOUR	✓	165	100.000
3		ONE HOUR	✓	510	100.000
4		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	127	419	401
	2	119	0	25	21
	3	460	19	0	31
	4	407	11	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.48	3.22	0.9	A	869	1303
2	0.30	8.44	0.4	A	151	227
3	0.60	9.47	1.5	A	468	702
4	0.50	7.03	1.0	A	420	630

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	713	178	52	2179	0.327	711	738	0.0	0.5	2.448	A
2	124	31	646	775	0.160	123	118	0.0	0.2	5.520	A
3	384	96	406	1052	0.365	382	363	0.0	0.6	5.355	A
4	345	86	448	1143	0.302	343	340	0.0	0.4	4.492	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	851	213	63	2171	0.392	851	885	0.5	0.6	2.724	A
2	148	37	773	705	0.210	148	141	0.2	0.3	6.463	A
3	458	115	486	1005	0.456	457	435	0.6	0.8	6.560	A
4	412	103	536	1090	0.378	411	407	0.4	0.6	5.300	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1043	261	77	2161	0.483	1042	1082	0.6	0.9	3.213	A
2	182	45	946	609	0.298	181	173	0.3	0.4	8.402	A
3	562	140	595	942	0.596	559	532	0.8	1.4	9.340	A
4	504	126	656	1018	0.495	503	498	0.6	1.0	6.969	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1043	261	77	2161	0.483	1043	1085	0.9	0.9	3.219	A
2	182	45	947	608	0.299	182	173	0.4	0.4	8.437	A
3	562	140	596	941	0.596	561	533	1.4	1.5	9.469	A
4	504	126	658	1016	0.496	504	499	1.0	1.0	7.030	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	851	213	63	2171	0.392	852	890	0.9	0.6	2.733	A
2	148	37	774	704	0.211	149	141	0.4	0.3	6.496	A
3	458	115	487	1004	0.457	461	436	1.5	0.9	6.655	A
4	412	103	540	1087	0.379	413	408	1.0	0.6	5.354	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	713	178	53	2179	0.327	714	744	0.6	0.5	2.457	A
2	124	31	648	774	0.161	125	118	0.3	0.2	5.550	A
3	384	96	408	1051	0.366	385	365	0.9	0.6	5.420	A
4	345	86	451	1141	0.302	346	341	0.6	0.4	4.531	A

2021 Base Plus Com, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	10.84	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Arm 3

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	2021 Base Plus Com	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1169	100.000
2		ONE HOUR	✓	264	100.000
3		ONE HOUR	✓	594	100.000
4		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	210	491	468
	2	204	0	19	41
	3	540	18	0	36
	4	478	27	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.60	4.25	1.5	A	1073	1609
2	0.57	16.14	1.3	C	242	363
3	0.79	20.01	3.5	C	545	818
4	0.68	12.40	2.1	B	516	774

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	880	220	76	2160	0.407	877	914	0.0	0.7	2.800	A
2	199	50	762	710	0.280	197	191	0.0	0.4	6.994	A
3	447	112	534	977	0.458	444	425	0.0	0.8	6.710	A
4	423	106	569	1070	0.396	421	409	0.0	0.6	5.523	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1051	263	91	2149	0.489	1050	1095	0.7	1.0	3.272	A
2	237	59	912	627	0.378	236	229	0.4	0.6	9.188	A
3	534	133	640	916	0.583	532	509	0.8	1.4	9.322	A
4	505	126	682	1002	0.504	504	489	0.6	1.0	7.208	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1287	322	111	2134	0.603	1285	1333	1.0	1.5	4.229	A
2	291	73	1116	515	0.565	288	280	0.6	1.2	15.717	C
3	654	164	782	833	0.785	646	623	1.4	3.3	18.488	C
4	619	155	830	913	0.677	615	598	1.0	2.0	11.889	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1287	322	112	2133	0.603	1287	1345	1.5	1.5	4.254	A
2	291	73	1119	513	0.566	291	281	1.2	1.3	16.138	C
3	654	164	785	832	0.786	653	624	3.3	3.5	20.015	C
4	619	155	838	908	0.681	619	600	2.0	2.1	12.400	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1051	263	93	2148	0.489	1053	1112	1.5	1.0	3.293	A
2	237	59	916	626	0.379	240	230	1.3	0.6	9.395	A
3	534	133	644	913	0.585	542	511	3.5	1.4	9.907	A
4	505	126	695	994	0.508	509	492	2.1	1.0	7.483	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	880	220	77	2160	0.408	881	924	1.0	0.7	2.819	A
2	199	50	766	708	0.281	200	192	0.6	0.4	7.090	A
3	447	112	538	975	0.459	450	428	1.4	0.9	6.881	A
4	423	106	577	1065	0.397	425	411	1.0	0.7	5.633	A

2021 Total, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	4.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	Arm 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
D4	2021 Total	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	917	100.000
2		ONE HOUR	✓	151	100.000
3		ONE HOUR	✓	350	100.000
4		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	171	388	358
	2	114	0	21	16
	3	308	20	1	21
	4	213	9	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	1	2
	2	0	0	0	0
	3	0	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.47	3.21	0.9	A	841	1262
2	0.26	7.60	0.3	A	139	208
3	0.40	6.15	0.7	A	321	482
4	0.27	4.54	0.4	A	250	374

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	690	173	60	2151	0.321	688	476	0.0	0.5	2.459	A
2	114	28	598	797	0.143	113	150	0.0	0.2	5.263	A
3	263	66	366	1072	0.246	262	345	0.0	0.3	4.440	A
4	205	51	332	1185	0.173	204	296	0.0	0.2	3.667	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	824	206	72	2142	0.385	824	570	0.5	0.6	2.729	A
2	136	34	716	731	0.186	136	180	0.2	0.2	6.046	A
3	315	79	438	1029	0.306	314	413	0.3	0.4	5.032	A
4	245	61	398	1146	0.213	244	355	0.2	0.3	3.991	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1010	252	88	2130	0.474	1009	698	0.6	0.9	3.208	A
2	166	42	877	641	0.260	166	220	0.2	0.3	7.574	A
3	385	96	536	971	0.397	385	506	0.4	0.7	6.127	A
4	299	75	487	1094	0.274	299	434	0.3	0.4	4.528	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1010	252	88	2130	0.474	1010	699	0.9	0.9	3.213	A
2	166	42	878	640	0.260	166	220	0.3	0.3	7.598	A
3	385	96	537	971	0.397	385	506	0.7	0.7	6.148	A
4	299	75	488	1093	0.274	299	435	0.4	0.4	4.535	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	824	206	72	2142	0.385	825	572	0.9	0.6	2.738	A
2	136	34	717	730	0.186	136	180	0.3	0.2	6.069	A
3	315	79	440	1028	0.306	315	414	0.7	0.4	5.057	A
4	245	61	399	1145	0.214	245	356	0.4	0.3	4.001	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	690	173	60	2150	0.321	691	479	0.6	0.5	2.467	A
2	114	28	601	795	0.143	114	151	0.2	0.2	5.286	A
3	263	66	368	1071	0.246	264	347	0.4	0.3	4.465	A
4	205	51	334	1183	0.173	205	298	0.3	0.2	3.683	A

2021 Total, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	7.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	Arm 3

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	2021 Total	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1031	100.000
2		ONE HOUR	✓	274	100.000
3		ONE HOUR	✓	510	100.000
4		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	235	406	390
	2	204	0	38	32
	3	460	19	0	31
	4	407	11	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	3.52	1.1	A	946	1419
2	0.48	11.20	0.9	B	251	377
3	0.63	11.04	1.7	B	468	702
4	0.53	7.89	1.1	A	420	630

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	52	2177	0.357	774	801	0.0	0.6	2.557	A
2	206	52	628	785	0.263	205	199	0.0	0.4	6.190	A
3	384	96	469	1015	0.378	382	363	0.0	0.6	5.663	A
4	345	86	511	1105	0.312	343	340	0.0	0.5	4.718	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	927	232	63	2169	0.427	926	961	0.6	0.7	2.894	A
2	246	62	751	717	0.344	246	238	0.4	0.5	7.630	A
3	458	115	562	961	0.477	457	435	0.6	0.9	7.128	A
4	412	103	612	1044	0.394	411	407	0.5	0.6	5.680	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1135	284	77	2159	0.526	1134	1174	0.7	1.1	3.507	A
2	302	75	919	624	0.484	300	291	0.5	0.9	11.071	B
3	562	140	687	888	0.632	558	532	0.9	1.7	10.816	B
4	504	126	748	962	0.524	503	498	0.6	1.1	7.796	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1135	284	77	2159	0.526	1135	1179	1.1	1.1	3.516	A
2	302	75	920	623	0.484	302	292	0.9	0.9	11.200	B
3	562	140	689	887	0.633	561	533	1.7	1.7	11.042	B
4	504	126	752	960	0.525	504	499	1.1	1.1	7.893	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	927	232	63	2169	0.427	928	968	1.1	0.8	2.906	A
2	246	62	753	716	0.344	248	239	0.9	0.5	7.721	A
3	458	115	565	959	0.478	462	436	1.7	0.9	7.276	A
4	412	103	618	1040	0.396	413	408	1.1	0.7	5.756	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	53	2177	0.357	777	809	0.8	0.6	2.574	A
2	206	52	630	784	0.263	207	200	0.5	0.4	6.252	A
3	384	96	472	1013	0.379	385	365	0.9	0.6	5.746	A
4	345	86	516	1102	0.313	346	341	0.7	0.5	4.765	A

2021 Total, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	16.85	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Arm 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
D6	2021 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1267	100.000
2		ONE HOUR	✓	388	100.000
3		ONE HOUR	✓	594	100.000
4		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	325	481	461
	2	308	0	30	50
	3	540	18	0	36
	4	478	27	57	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.65	4.89	1.9	A	1163	1744
2	0.82	35.75	4.0	E	356	534
3	0.86	30.81	5.3	D	545	818
4	0.74	16.07	2.7	C	516	774

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	954	238	76	2159	0.442	951	990	0.0	0.8	2.973	A
2	292	73	749	718	0.407	289	278	0.0	0.7	8.357	A
3	447	112	613	931	0.480	444	426	0.0	0.9	7.326	A
4	423	106	646	1023	0.413	420	410	0.0	0.7	5.941	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1139	285	91	2147	0.530	1138	1187	0.8	1.1	3.560	A
2	349	87	897	636	0.548	347	332	0.7	1.2	12.361	B
3	534	133	734	861	0.620	531	510	0.9	1.6	10.824	B
4	505	126	774	947	0.534	504	491	0.7	1.1	8.094	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1395	349	111	2132	0.654	1392	1436	1.1	1.9	4.842	A
2	427	107	1097	525	0.813	417	406	1.2	3.7	30.876	D
3	654	164	891	770	0.850	641	623	1.6	4.7	25.851	D
4	619	155	934	851	0.727	613	599	1.1	2.5	14.805	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1395	349	112	2132	0.654	1395	1456	1.9	1.9	4.886	A
2	427	107	1100	524	0.816	426	407	3.7	4.0	35.747	E
3	654	164	901	764	0.856	652	625	4.7	5.3	30.813	D
4	619	155	950	841	0.736	618	602	2.5	2.7	16.075	C

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1139	285	93	2146	0.531	1142	1219	1.9	1.1	3.594	A
2	349	87	901	634	0.550	360	334	4.0	1.3	13.629	B
3	534	133	747	853	0.626	548	513	5.3	1.7	12.307	B
4	505	126	801	931	0.543	511	495	2.7	1.2	8.691	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	954	238	77	2158	0.442	955	1005	1.1	0.8	2.998	A
2	292	73	753	715	0.408	294	279	1.3	0.7	8.594	A
3	447	112	619	928	0.482	450	429	1.7	0.9	7.587	A
4	423	106	657	1017	0.416	425	413	1.2	0.7	6.098	A

2036 Base Plus Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	4.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	Arm 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
D7	2036 Base Plus Com	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	865	100.000
2		ONE HOUR	✓	83	100.000
3		ONE HOUR	✓	350	100.000
4		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	103	396	366
	2	62	0	13	8
	3	308	20	1	21
	4	213	9	50	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	1	2
	2	0	0	0	0
	3	0	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.45	3.06	0.8	A	794	1191
2	0.15	6.68	0.2	A	76	114
3	0.38	5.82	0.6	A	321	482
4	0.27	4.35	0.4	A	250	374

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	651	163	60	2149	0.303	649	437	0.0	0.4	2.400	A
2	62	16	610	790	0.079	62	99	0.0	0.1	4.945	A
3	263	66	327	1094	0.241	262	345	0.0	0.3	4.321	A
4	205	51	293	1207	0.170	204	297	0.0	0.2	3.584	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	778	194	72	2140	0.363	777	523	0.4	0.6	2.640	A
2	75	19	730	723	0.103	74	119	0.1	0.1	5.555	A
3	315	79	392	1056	0.298	314	413	0.3	0.4	4.851	A
4	245	61	351	1173	0.208	244	355	0.2	0.3	3.874	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	952	238	88	2128	0.448	951	641	0.6	0.8	3.057	A
2	91	23	894	631	0.145	91	145	0.1	0.2	6.670	A
3	385	96	479	1004	0.384	385	506	0.4	0.6	5.802	A
4	299	75	430	1127	0.266	299	434	0.3	0.4	4.345	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	952	238	88	2128	0.448	952	642	0.8	0.8	3.062	A
2	91	23	895	630	0.145	91	145	0.2	0.2	6.681	A
3	385	96	480	1004	0.384	385	506	0.6	0.6	5.819	A
4	299	75	430	1127	0.266	299	435	0.4	0.4	4.351	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	778	194	72	2140	0.363	779	525	0.8	0.6	2.648	A
2	75	19	732	722	0.103	75	119	0.2	0.1	5.566	A
3	315	79	393	1056	0.298	315	414	0.6	0.4	4.868	A
4	245	61	352	1173	0.209	245	356	0.4	0.3	3.883	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	651	163	60	2148	0.303	652	440	0.6	0.4	2.407	A
2	62	16	613	789	0.079	63	99	0.1	0.1	4.961	A
3	263	66	329	1093	0.241	264	347	0.4	0.3	4.342	A
4	205	51	295	1206	0.170	205	298	0.3	0.2	3.595	A

2036 Base Plus Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	6.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Arm 3

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	2036 Base Plus Com	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	947	100.000
2		ONE HOUR	✓	165	100.000
3		ONE HOUR	✓	510	100.000
4		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	127	419	401
	2	119	0	25	21
	3	460	19	0	31
	4	407	11	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.48	3.22	0.9	A	869	1303
2	0.30	8.44	0.4	A	151	227
3	0.60	9.47	1.5	A	468	702
4	0.50	7.03	1.0	A	420	630

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	713	178	52	2179	0.327	711	738	0.0	0.5	2.448	A
2	124	31	646	775	0.160	123	118	0.0	0.2	5.520	A
3	384	96	406	1052	0.365	382	363	0.0	0.6	5.355	A
4	345	86	448	1143	0.302	343	340	0.0	0.4	4.492	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	851	213	63	2171	0.392	851	885	0.5	0.6	2.724	A
2	148	37	773	705	0.210	148	141	0.2	0.3	6.463	A
3	458	115	486	1005	0.456	457	435	0.6	0.8	6.560	A
4	412	103	536	1090	0.378	411	407	0.4	0.6	5.300	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1043	261	77	2161	0.483	1042	1082	0.6	0.9	3.213	A
2	182	45	946	609	0.298	181	173	0.3	0.4	8.402	A
3	562	140	595	942	0.596	559	532	0.8	1.4	9.340	A
4	504	126	656	1018	0.495	503	498	0.6	1.0	6.969	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1043	261	77	2161	0.483	1043	1085	0.9	0.9	3.219	A
2	182	45	947	608	0.299	182	173	0.4	0.4	8.437	A
3	562	140	596	941	0.596	561	533	1.4	1.5	9.469	A
4	504	126	658	1016	0.496	504	499	1.0	1.0	7.030	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	851	213	63	2171	0.392	852	890	0.9	0.6	2.733	A
2	148	37	774	704	0.211	149	141	0.4	0.3	6.496	A
3	458	115	487	1004	0.457	461	436	1.5	0.9	6.655	A
4	412	103	540	1087	0.379	413	408	1.0	0.6	5.354	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	713	178	53	2179	0.327	714	744	0.6	0.5	2.457	A
2	124	31	648	774	0.161	125	118	0.3	0.2	5.550	A
3	384	96	408	1051	0.366	385	365	0.9	0.6	5.420	A
4	345	86	451	1141	0.302	346	341	0.6	0.4	4.531	A

2036 Base Plus Com, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	10.84	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Arm 3

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	2036 Base Plus Com	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1169	100.000
2		ONE HOUR	✓	264	100.000
3		ONE HOUR	✓	594	100.000
4		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	210	491	468
	2	204	0	19	41
	3	540	18	0	36
	4	478	27	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.60	4.25	1.5	A	1073	1609
2	0.57	16.14	1.3	C	242	363
3	0.79	20.01	3.5	C	545	818
4	0.68	12.40	2.1	B	516	774

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	880	220	76	2160	0.407	877	914	0.0	0.7	2.800	A
2	199	50	762	710	0.280	197	191	0.0	0.4	6.994	A
3	447	112	534	977	0.458	444	425	0.0	0.8	6.710	A
4	423	106	569	1070	0.396	421	409	0.0	0.6	5.523	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1051	263	91	2149	0.489	1050	1095	0.7	1.0	3.272	A
2	237	59	912	627	0.378	236	229	0.4	0.6	9.188	A
3	534	133	640	916	0.583	532	509	0.8	1.4	9.322	A
4	505	126	682	1002	0.504	504	489	0.6	1.0	7.208	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1287	322	111	2134	0.603	1285	1333	1.0	1.5	4.229	A
2	291	73	1116	515	0.565	288	280	0.6	1.2	15.717	C
3	654	164	782	833	0.785	646	623	1.4	3.3	18.488	C
4	619	155	830	913	0.677	615	598	1.0	2.0	11.889	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1287	322	112	2133	0.603	1287	1345	1.5	1.5	4.254	A
2	291	73	1119	513	0.566	291	281	1.2	1.3	16.138	C
3	654	164	785	832	0.786	653	624	3.3	3.5	20.015	C
4	619	155	838	908	0.681	619	600	2.0	2.1	12.400	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1051	263	93	2148	0.489	1053	1112	1.5	1.0	3.293	A
2	237	59	916	626	0.379	240	230	1.3	0.6	9.395	A
3	534	133	644	913	0.585	542	511	3.5	1.4	9.907	A
4	505	126	695	994	0.508	509	492	2.1	1.0	7.483	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	880	220	77	2160	0.408	881	924	1.0	0.7	2.819	A
2	199	50	766	708	0.281	200	192	0.6	0.4	7.090	A
3	447	112	538	975	0.459	450	428	1.4	0.9	6.881	A
4	423	106	577	1065	0.397	425	411	1.0	0.7	5.633	A

2036 Total, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	4.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	Arm 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
D10	2036 Total	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	917	100.000
2		ONE HOUR	✓	151	100.000
3		ONE HOUR	✓	350	100.000
4		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	171	388	358
	2	114	0	21	16
	3	308	20	1	21
	4	213	9	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	1	2
	2	0	0	0	0
	3	0	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.47	3.21	0.9	A	841	1262
2	0.26	7.60	0.3	A	139	208
3	0.40	6.15	0.7	A	321	482
4	0.27	4.54	0.4	A	250	374

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	690	173	60	2151	0.321	688	476	0.0	0.5	2.459	A
2	114	28	598	797	0.143	113	150	0.0	0.2	5.263	A
3	263	66	366	1072	0.246	262	345	0.0	0.3	4.440	A
4	205	51	332	1185	0.173	204	296	0.0	0.2	3.667	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	824	206	72	2142	0.385	824	570	0.5	0.6	2.729	A
2	136	34	716	731	0.186	136	180	0.2	0.2	6.046	A
3	315	79	438	1029	0.306	314	413	0.3	0.4	5.032	A
4	245	61	398	1146	0.213	244	355	0.2	0.3	3.991	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1010	252	88	2130	0.474	1009	698	0.6	0.9	3.208	A
2	166	42	877	641	0.260	166	220	0.2	0.3	7.574	A
3	385	96	536	971	0.397	385	506	0.4	0.7	6.127	A
4	299	75	487	1094	0.274	299	434	0.3	0.4	4.528	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1010	252	88	2130	0.474	1010	699	0.9	0.9	3.213	A
2	166	42	878	640	0.260	166	220	0.3	0.3	7.598	A
3	385	96	537	971	0.397	385	506	0.7	0.7	6.148	A
4	299	75	488	1093	0.274	299	435	0.4	0.4	4.535	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	824	206	72	2142	0.385	825	572	0.9	0.6	2.738	A
2	136	34	717	730	0.186	136	180	0.3	0.2	6.069	A
3	315	79	440	1028	0.306	315	414	0.7	0.4	5.057	A
4	245	61	399	1145	0.214	245	356	0.4	0.3	4.001	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	690	173	60	2150	0.321	691	479	0.6	0.5	2.467	A
2	114	28	601	795	0.143	114	151	0.2	0.2	5.286	A
3	263	66	368	1071	0.246	264	347	0.4	0.3	4.465	A
4	205	51	334	1183	0.173	205	298	0.3	0.2	3.683	A

2036 Total, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	7.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	Arm 3

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	2036 Total	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1031	100.000
2		ONE HOUR	✓	274	100.000
3		ONE HOUR	✓	510	100.000
4		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	235	406	390
	2	204	0	38	32
	3	460	19	0	31
	4	407	11	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	3.52	1.1	A	946	1419
2	0.48	11.20	0.9	B	251	377
3	0.63	11.04	1.7	B	468	702
4	0.53	7.89	1.1	A	420	630

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	52	2177	0.357	774	801	0.0	0.6	2.557	A
2	206	52	628	785	0.263	205	199	0.0	0.4	6.190	A
3	384	96	469	1015	0.378	382	363	0.0	0.6	5.663	A
4	345	86	511	1105	0.312	343	340	0.0	0.5	4.718	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	927	232	63	2169	0.427	926	961	0.6	0.7	2.894	A
2	246	62	751	717	0.344	246	238	0.4	0.5	7.630	A
3	458	115	562	961	0.477	457	435	0.6	0.9	7.128	A
4	412	103	612	1044	0.394	411	407	0.5	0.6	5.680	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1135	284	77	2159	0.526	1134	1174	0.7	1.1	3.507	A
2	302	75	919	624	0.484	300	291	0.5	0.9	11.071	B
3	562	140	687	888	0.632	558	532	0.9	1.7	10.816	B
4	504	126	748	962	0.524	503	498	0.6	1.1	7.796	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1135	284	77	2159	0.526	1135	1179	1.1	1.1	3.516	A
2	302	75	920	623	0.484	302	292	0.9	0.9	11.200	B
3	562	140	689	887	0.633	561	533	1.7	1.7	11.042	B
4	504	126	752	960	0.525	504	499	1.1	1.1	7.893	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	927	232	63	2169	0.427	928	968	1.1	0.8	2.906	A
2	246	62	753	716	0.344	248	239	0.9	0.5	7.721	A
3	458	115	565	959	0.478	462	436	1.7	0.9	7.276	A
4	412	103	618	1040	0.396	413	408	1.1	0.7	5.756	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	53	2177	0.357	777	809	0.8	0.6	2.574	A
2	206	52	630	784	0.263	207	200	0.5	0.4	6.252	A
3	384	96	472	1013	0.379	385	365	0.9	0.6	5.746	A
4	345	86	516	1102	0.313	346	341	0.7	0.5	4.765	A

2036 Total, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Retail Park Rbt	Standard Roundabout	1, 2, 3, 4	16.85	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Arm 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
D12	2036 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1267	100.000
2		ONE HOUR	✓	388	100.000
3		ONE HOUR	✓	594	100.000
4		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	325	481	461
	2	308	0	30	50
	3	540	18	0	36
	4	478	27	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.65	4.89	1.9	A	1163	1744
2	0.82	35.75	4.0	E	356	534
3	0.86	30.81	5.3	D	545	818
4	0.74	16.07	2.7	C	516	774

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	954	238	76	2159	0.442	951	990	0.0	0.8	2.973	A
2	292	73	749	718	0.407	289	278	0.0	0.7	8.357	A
3	447	112	613	931	0.480	444	426	0.0	0.9	7.326	A
4	423	106	646	1023	0.413	420	410	0.0	0.7	5.941	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1139	285	91	2147	0.530	1138	1187	0.8	1.1	3.560	A
2	349	87	897	636	0.548	347	332	0.7	1.2	12.361	B
3	534	133	734	861	0.620	531	510	0.9	1.6	10.824	B
4	505	126	774	947	0.534	504	491	0.7	1.1	8.094	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1395	349	111	2132	0.654	1392	1436	1.1	1.9	4.842	A
2	427	107	1097	525	0.813	417	406	1.2	3.7	30.876	D
3	654	164	891	770	0.850	641	623	1.6	4.7	25.851	D
4	619	155	934	851	0.727	613	599	1.1	2.5	14.805	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1395	349	112	2132	0.654	1395	1456	1.9	1.9	4.886	A
2	427	107	1100	524	0.816	426	407	3.7	4.0	35.747	E
3	654	164	901	764	0.856	652	625	4.7	5.3	30.813	D
4	619	155	950	841	0.736	618	602	2.5	2.7	16.075	C

12:45 - 13:00

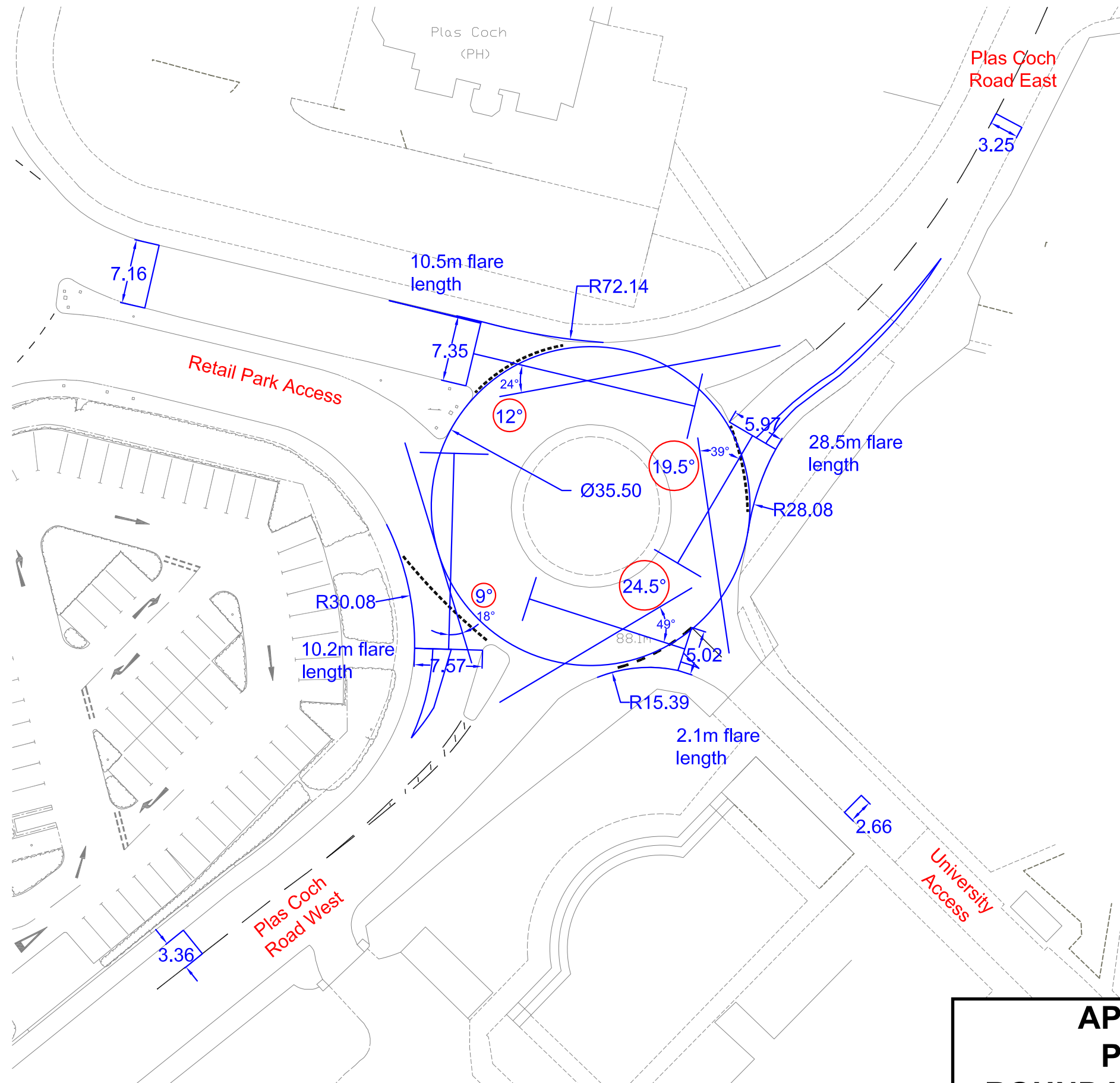
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1139	285	93	2146	0.531	1142	1219	1.9	1.1	3.594	A
2	349	87	901	634	0.550	360	334	4.0	1.3	13.629	B
3	534	133	747	853	0.626	548	513	5.3	1.7	12.307	B
4	505	126	801	931	0.543	511	495	2.7	1.2	8.691	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	954	238	77	2158	0.442	955	1005	1.1	0.8	2.998	A
2	292	73	753	715	0.408	294	279	1.3	0.7	8.594	A
3	447	112	619	928	0.482	450	429	1.7	0.9	7.587	A
4	423	106	657	1017	0.416	425	413	1.2	0.7	6.098	A

ARCADY: PLAS COCH ROUNDABOUT

16.1	Geometry
16.2	Output



APPENDIX 16.1
PLAS COCH
ROUNDAABOUT GEOMETRY
1:500 @ A3

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Plas Coch Rbt 2036.j9

Path: D:\4171 Plas Coch

Report generation date: 30/11/2020 16:24:35

»2021 Base + Com, AM
 »2021 Base + Com, PM
 »2021 Base + Com, Saturday
 »2021 Total, AM
 »2021 Total, PM
 »2021 Total, Saturday
 »2036 Base + Com, AM
 »2036 Base + Com, PM
 »2036 Base + Com, Saturday
 »2036 Total , AM
 »2036 Total , PM
 »2036 Total, Saturday

Summary of junction performance

	AM							PM							Saturday						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2021 Base + Com																				
Arm 1	0.1	8.33	0.05	A	5.21	A	34 % [Arm 2]	0.7	26.18	0.44	D	6.45	A	4 % [Arm 1]	0.2	28.84	0.17	D	8.61	A	2 % [Arm 1]
Arm 2	2.1	7.27	0.68	A				2.2	7.58	0.69	A				4.4	13.20	0.82	B			
Arm 3	0.4	2.34	0.29	A				1.0	3.22	0.49	A				1.5	3.95	0.59	A			
Arm 4	0.6	4.26	0.36	A				1.1	6.83	0.53	A				1.3	8.51	0.56	A			
	2021 Total																				
Arm 1	0.1	8.84	0.05	A	5.63	A	29 % [Arm 2]	1.1	38.01	0.53	E	7.62	A	-1 % [Arm 1]	0.3	46.53	0.26	E	11.23	B	-3 % [Arm 1]
Arm 2	2.4	8.07	0.71	A				2.7	9.01	0.73	A				6.4	18.48	0.87	C			
Arm 3	0.5	2.42	0.32	A				1.1	3.50	0.53	A				1.8	4.42	0.64	A			
Arm 4	0.6	4.47	0.37	A				1.3	7.76	0.57	A				1.5	10.07	0.61	B			
	2036 Base + Com																				
Arm 1	0.9	15.29	0.47	C	6.97	A	21 % [Arm 1]	2.6	56.45	0.75	F	11.14	B	-5 % [Arm 1]	2.0	73.88	0.70	F	14.56	B	-6 % [Arm 1]
Arm 2	2.7	8.86	0.73	A				3.9	11.95	0.80	B				7.7	21.73	0.90	C			
Arm 3	0.4	2.48	0.31	A				1.1	3.73	0.53	A				1.6	4.42	0.62	A			
Arm 4	0.6	4.61	0.39	A				1.7	9.60	0.63	A				1.6	10.31	0.62	B			
	2036 Total																				
Arm 1	1.0	17.09	0.50	C	7.66	A	16 % [Arm 1]	5.6	121.48	0.91	F	16.45	C	-9 % [Arm 1]	7.6	250.61	1.04	F	26.28	D	-11 % [Arm 1]
Arm 2	3.2	10.06	0.76	B				5.3	15.78	0.85	C				13.6	36.77	0.95	E			
Arm 3	0.5	2.58	0.33	A				1.3	4.10	0.57	A				2.0	5.04	0.67	A			
Arm 4	0.7	4.86	0.41	A				2.1	11.54	0.68	B				2.0	12.83	0.68	B			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADLUK\Junction
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base + Com	AM	ONE HOUR	08:45	10:15	15	✓
D2	2021 Base + Com	PM	ONE HOUR	15:45	17:15	15	✓
D3	2021 Base + Com	Saturday	ONE HOUR	11:45	13:15	15	✓
D4	2021 Total	AM	ONE HOUR	08:45	10:15	15	✓
D5	2021 Total	PM	ONE HOUR	15:45	17:15	15	✓
D6	2021 Total	Saturday	ONE HOUR	11:45	13:15	15	✓
D7	2036 Base + Com	AM	ONE HOUR	08:45	10:15	15	✓
D8	2036 Base + Com	PM	ONE HOUR	15:45	17:15	15	✓
D9	2036 Base + Com	Saturday	ONE HOUR	11:45	13:15	15	✓
D10	2036 Total	AM	ONE HOUR	08:45	10:15	15	✓
D11	2036 Total	PM	ONE HOUR	15:45	17:15	15	✓
D12	2036 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

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

2021 Base + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	5.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Arm 2

Arms

Arms

Arm	Name	Description
1	University	
2	Plas Coch Rd South	
3	Retail Park	
4	Plas Coch Road North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	2.66	5.02	2.1	15.4	35.5	24.5	
2	3.36	7.57	10.2	30.8	36.0	9.0	
3	7.16	7.35	10.5	72.1	35.5	12.0	
4	3.25	5.97	28.5	28.0	35.5	19.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.504	966
2	0.679	1709
3	0.831	2441
4	0.666	1698

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	2021 Base + Com	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	20	100.000
2		ONE HOUR	✓	965	100.000
3		ONE HOUR	✓	583	100.000
4		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1	2	3	4
	1	0	15	5	0
	2	76	1	689	199
	3	8	428	3	144
	4	15	242	166	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	13	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.05	8.33	0.1	A	18	28
2	0.68	7.27	2.1	A	885	1328
3	0.29	2.34	0.4	A	535	802
4	0.36	4.26	0.6	A	389	584

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	15	4	631	590	0.026	15	74	0.0	0.0	6.265	A
2	727	182	131	1598	0.455	723	515	0.0	0.8	4.098	A
3	439	110	208	2265	0.194	438	647	0.0	0.2	1.969	A
4	319	80	387	1431	0.223	318	258	0.0	0.3	3.230	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	4	755	532	0.034	18	89	0.0	0.0	6.997	A
2	868	217	157	1581	0.549	866	616	0.8	1.2	5.025	A
3	524	131	249	2230	0.235	524	775	0.2	0.3	2.109	A
4	381	95	464	1381	0.276	381	309	0.3	0.4	3.599	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	6	925	454	0.048	22	109	0.0	0.1	8.323	A
2	1062	266	192	1557	0.682	1059	755	1.2	2.1	7.170	A
3	642	160	304	2183	0.294	641	947	0.3	0.4	2.334	A
4	467	117	568	1312	0.356	466	378	0.4	0.5	4.251	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	6	926	454	0.049	22	109	0.1	0.1	8.333	A
2	1062	266	193	1557	0.682	1062	755	2.1	2.1	7.269	A
3	642	160	305	2183	0.294	642	950	0.4	0.4	2.336	A
4	467	117	568	1312	0.356	467	379	0.5	0.6	4.259	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	4	757	532	0.034	18	89	0.1	0.0	7.011	A
2	868	217	158	1581	0.549	871	617	2.1	1.2	5.097	A
3	524	131	250	2229	0.235	525	779	0.4	0.3	2.113	A
4	381	95	464	1380	0.276	382	310	0.6	0.4	3.606	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	15	4	634	588	0.026	15	75	0.0	0.0	6.280	A
2	727	182	132	1598	0.455	728	517	1.2	0.8	4.145	A
3	439	110	209	2264	0.194	439	651	0.3	0.2	1.974	A
4	319	80	389	1431	0.223	320	259	0.4	0.3	3.240	A

2021 Base + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	6.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base + Com	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	96	100.000
2		ONE HOUR	✓	944	100.000
3		ONE HOUR	✓	981	100.000
4		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	77	14	5
	2	11	2	689	242
	3	8	770	1	202
	4	2	303	225	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.44	26.18	0.7	D	88	132
2	0.69	7.58	2.2	A	866	1299
3	0.49	3.22	1.0	A	900	1350
4	0.53	6.83	1.1	A	486	730

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	976	473	0.153	72	16	0.0	0.2	8.950	A
2	711	178	184	1572	0.452	707	864	0.0	0.8	4.147	A
3	739	185	195	2275	0.325	737	696	0.0	0.5	2.337	A
4	399	100	595	1294	0.308	397	337	0.0	0.4	4.004	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1168	376	0.229	86	19	0.2	0.3	12.378	B
2	849	212	220	1548	0.548	847	1034	0.8	1.2	5.127	A
3	882	220	233	2242	0.393	881	834	0.5	0.6	2.643	A
4	476	119	711	1217	0.392	476	403	0.4	0.6	4.851	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1430	244	0.433	104	23	0.3	0.7	25.348	D
2	1039	260	269	1515	0.686	1036	1265	1.2	2.1	7.456	A
3	1080	270	285	2198	0.491	1079	1019	0.6	1.0	3.214	A
4	584	146	871	1111	0.525	582	493	0.6	1.1	6.774	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1432	243	0.435	106	23	0.7	0.7	26.175	D
2	1039	260	270	1514	0.687	1039	1268	2.1	2.2	7.577	A
3	1080	270	286	2197	0.492	1080	1023	1.0	1.0	3.222	A
4	584	146	872	1111	0.525	584	494	1.1	1.1	6.828	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1172	374	0.231	88	19	0.7	0.3	12.660	B
2	849	212	221	1547	0.549	852	1039	2.2	1.2	5.212	A
3	882	220	235	2241	0.394	883	839	1.0	0.7	2.653	A
4	476	119	713	1216	0.392	478	405	1.1	0.6	4.891	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	981	471	0.154	73	16	0.3	0.2	9.056	A
2	711	178	185	1571	0.452	712	869	1.2	0.8	4.200	A
3	739	185	196	2274	0.325	739	701	0.7	0.5	2.346	A
4	399	100	597	1293	0.309	400	339	0.6	0.4	4.036	A

2021 Base + Com, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	8.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Base + Com	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	24	100.000
2		ONE HOUR	✓	1129	100.000
3		ONE HOUR	✓	1215	100.000
4		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	16	8	0
	2	11	1	924	193
	3	5	967	5	238
	4	1	256	238	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.17	28.84	0.2	D	22	33
2	0.82	13.20	4.4	B	1036	1554
3	0.59	3.95	1.5	A	1115	1672
4	0.56	8.51	1.3	A	454	681

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	5	1101	411	0.044	18	13	0.0	0.0	9.161	A
2	850	212	188	1573	0.540	845	930	0.0	1.2	4.915	A
3	915	229	153	2310	0.396	912	880	0.0	0.7	2.571	A
4	373	93	742	1197	0.311	371	323	0.0	0.4	4.347	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	5	1317	301	0.072	21	15	0.0	0.1	12.850	B
2	1015	254	225	1548	0.656	1012	1113	1.2	1.9	6.681	A
3	1092	273	184	2284	0.478	1091	1054	0.7	0.9	3.014	A
4	445	111	888	1101	0.404	444	387	0.4	0.7	5.476	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	26	7	1611	153	0.173	26	19	0.1	0.2	28.179	D
2	1243	311	275	1514	0.821	1233	1362	1.9	4.3	12.412	B
3	1338	334	224	2250	0.595	1336	1285	0.9	1.5	3.927	A
4	545	136	1087	969	0.563	543	472	0.7	1.3	8.400	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	26	7	1615	151	0.175	26	19	0.2	0.2	28.840	D
2	1243	311	276	1513	0.821	1242	1365	4.3	4.4	13.203	B
3	1338	334	226	2249	0.595	1338	1293	1.5	1.5	3.951	A
4	545	136	1089	968	0.563	545	474	1.3	1.3	8.513	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	5	1323	299	0.072	22	15	0.2	0.1	13.045	B
2	1015	254	227	1547	0.656	1025	1118	4.4	1.9	7.025	A
3	1092	273	186	2282	0.479	1094	1066	1.5	0.9	3.037	A
4	445	111	891	1099	0.405	447	390	1.3	0.7	5.545	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	5	1106	408	0.044	18	13	0.1	0.0	9.243	A
2	850	212	189	1572	0.541	853	935	1.9	1.2	5.028	A
3	915	229	155	2309	0.396	916	888	0.9	0.7	2.585	A
4	373	93	745	1195	0.312	374	325	0.7	0.5	4.388	A

2021 Total, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	5.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	29	Arm 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
D4	2021 Total	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	20	100.000
2		ONE HOUR	✓	1001	100.000
3		ONE HOUR	✓	635	100.000
4		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	15	5	0
	2	76	1	728	196
	3	8	467	3	157
	4	15	239	179	1

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	13	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.05	8.84	0.1	A	18	28
2	0.71	8.07	2.4	A	919	1378
3	0.32	2.42	0.5	A	583	874
4	0.37	4.47	0.6	A	398	597

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	15	4	668	573	0.026	15	74	0.0	0.0	6.455	A
2	754	188	141	1592	0.473	750	542	0.0	0.9	4.257	A
3	478	120	205	2267	0.211	477	686	0.0	0.3	2.010	A
4	327	82	417	1412	0.231	326	266	0.0	0.3	3.310	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	4	799	512	0.035	18	89	0.0	0.0	7.282	A
2	900	225	169	1573	0.572	898	649	0.9	1.3	5.316	A
3	571	143	246	2233	0.256	571	821	0.3	0.3	2.165	A
4	390	98	499	1358	0.287	390	318	0.3	0.4	3.715	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	6	979	430	0.051	22	109	0.0	0.1	8.827	A
2	1102	276	207	1548	0.712	1098	794	1.3	2.4	7.918	A
3	699	175	300	2186	0.320	699	1004	0.3	0.5	2.420	A
4	478	119	610	1284	0.372	477	389	0.4	0.6	4.457	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	6	980	429	0.051	22	109	0.1	0.1	8.839	A
2	1102	276	207	1548	0.712	1102	795	2.4	2.4	8.065	A
3	699	175	302	2185	0.320	699	1007	0.5	0.5	2.421	A
4	478	119	611	1284	0.372	478	390	0.6	0.6	4.466	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	4	801	511	0.035	18	89	0.1	0.0	7.298	A
2	900	225	169	1573	0.572	904	650	2.4	1.4	5.415	A
3	571	143	248	2231	0.256	571	826	0.5	0.3	2.170	A
4	390	98	500	1357	0.287	391	319	0.6	0.4	3.726	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	15	4	671	572	0.026	15	75	0.0	0.0	6.472	A
2	754	188	142	1592	0.473	755	544	1.4	0.9	4.313	A
3	478	120	207	2266	0.211	478	690	0.3	0.3	2.013	A
4	327	82	418	1411	0.232	327	267	0.4	0.3	3.323	A

2021 Total, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	7.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 Total	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	96	100.000
2		ONE HOUR	✓	998	100.000
3		ONE HOUR	✓	1066	100.000
4		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	77	14	5
	2	11	2	749	236
	3	8	830	1	227
	4	2	298	248	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	38.01	1.1	E	88	132
2	0.73	9.01	2.7	A	916	1374
3	0.53	3.50	1.1	A	978	1467
4	0.57	7.76	1.3	A	503	754

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1035	444	0.163	72	16	0.0	0.2	9.652	A
2	751	188	201	1561	0.481	748	905	0.0	0.9	4.405	A
3	803	201	190	2279	0.352	800	758	0.0	0.5	2.432	A
4	413	103	640	1265	0.326	411	351	0.0	0.5	4.205	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1238	341	0.253	86	19	0.2	0.3	14.070	B
2	897	224	240	1535	0.585	895	1084	0.9	1.4	5.613	A
3	958	240	228	2247	0.427	958	908	0.5	0.7	2.791	A
4	493	123	765	1182	0.417	492	420	0.5	0.7	5.212	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1515	201	0.525	103	23	0.3	1.0	35.631	E
2	1099	275	294	1499	0.733	1094	1324	1.4	2.7	8.777	A
3	1174	293	278	2204	0.533	1172	1109	0.7	1.1	3.485	A
4	603	151	937	1068	0.565	601	514	0.7	1.3	7.671	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1518	200	0.529	105	23	1.0	1.1	38.006	E
2	1099	275	295	1498	0.734	1099	1329	2.7	2.7	9.005	A
3	1174	293	280	2203	0.533	1174	1114	1.1	1.1	3.497	A
4	603	151	938	1067	0.565	603	515	1.3	1.3	7.756	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1243	339	0.255	89	19	1.1	0.3	14.599	B
2	897	224	243	1533	0.585	902	1090	2.7	1.4	5.752	A
3	958	240	230	2245	0.427	960	915	1.1	0.7	2.803	A
4	493	123	767	1180	0.417	495	422	1.3	0.7	5.268	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1040	441	0.164	73	16	0.3	0.2	9.790	A
2	751	188	202	1560	0.482	753	910	1.4	0.9	4.471	A
3	803	201	192	2278	0.352	803	764	0.7	0.5	2.444	A
4	413	103	642	1263	0.327	414	353	0.7	0.5	4.241	A

2021 Total, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	11.23	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2021 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	24	100.000
2		ONE HOUR	✓	1194	100.000
3		ONE HOUR	✓	1314	100.000
4		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	16	8	0
	2	11	1	1002	180
	3	5	1050	0	259
	4	1	245	257	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.26	46.53	0.3	E	22	33
2	0.87	18.48	6.4	C	1096	1643
3	0.64	4.42	1.8	A	1206	1809
4	0.61	10.07	1.5	B	462	692

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	5	1165	378	0.048	18	13	0.0	0.0	9.981	A
2	899	225	198	1567	0.574	894	984	0.0	1.3	5.306	A
3	989	247	144	2319	0.427	986	948	0.0	0.7	2.696	A
4	379	95	801	1159	0.327	377	329	0.0	0.5	4.592	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	5	1394	263	0.082	21	15	0.0	0.1	14.906	B
2	1073	268	238	1540	0.697	1070	1178	1.3	2.2	7.588	A
3	1181	295	172	2294	0.515	1180	1135	0.7	1.1	3.228	A
4	452	113	958	1055	0.429	451	394	0.5	0.7	5.957	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	26	7	1705	106	0.249	26	19	0.1	0.3	44.188	E
2	1315	329	290	1505	0.873	1299	1440	2.2	6.0	16.404	C
3	1447	362	209	2263	0.639	1444	1380	1.1	1.7	4.381	A
4	554	138	1172	913	0.607	551	481	0.7	1.5	9.866	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	26	7	1710	104	0.255	26	19	0.3	0.3	46.528	E
2	1315	329	292	1504	0.874	1313	1444	6.0	6.4	18.484	C
3	1447	362	211	2261	0.640	1447	1394	1.7	1.8	4.420	A
4	554	138	1175	911	0.608	554	483	1.5	1.5	10.066	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	22	5	1401	259	0.083	23	15	0.3	0.1	15.274	C
2	1073	268	240	1539	0.698	1090	1184	6.4	2.4	8.289	A
3	1181	295	175	2292	0.515	1184	1155	1.8	1.1	3.257	A
4	452	113	962	1052	0.430	455	398	1.5	0.8	6.061	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	18	5	1171	375	0.048	18	13	0.1	0.1	10.091	B
2	899	225	200	1566	0.574	903	989	2.4	1.4	5.464	A
3	989	247	145	2317	0.427	991	958	1.1	0.7	2.717	A
4	379	95	804	1156	0.327	380	331	0.8	0.5	4.643	A

2036 Base + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	6.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	21	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036 Base + Com	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	193	100.000
2		ONE HOUR	✓	1013	100.000
3		ONE HOUR	✓	583	100.000
4		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	138	5	50
	2	118	1	689	205
	3	8	428	3	144
	4	30	258	166	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	13	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.47	15.29	0.9	C	177	266
2	0.73	8.86	2.7	A	930	1394
3	0.31	2.48	0.4	A	535	802
4	0.39	4.61	0.6	A	418	626

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	643	586	0.248	144	117	0.0	0.3	8.114	A
2	763	191	169	1574	0.484	759	619	0.0	0.9	4.396	A
3	439	110	281	2204	0.199	438	647	0.0	0.2	2.037	A
4	343	86	419	1411	0.243	341	300	0.0	0.3	3.361	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	174	43	770	528	0.329	173	140	0.3	0.5	10.119	B
2	911	228	202	1552	0.587	909	741	0.9	1.4	5.582	A
3	524	131	336	2157	0.243	524	774	0.2	0.3	2.203	A
4	409	102	501	1356	0.302	409	359	0.3	0.4	3.796	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	212	53	942	448	0.474	211	171	0.5	0.9	15.072	C
2	1115	279	247	1522	0.733	1110	906	1.4	2.7	8.650	A
3	642	160	411	2094	0.306	641	946	0.3	0.4	2.477	A
4	501	125	613	1282	0.391	500	439	0.4	0.6	4.600	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	212	53	944	448	0.475	212	172	0.9	0.9	15.294	C
2	1115	279	248	1521	0.733	1115	908	2.7	2.7	8.858	A
3	642	160	413	2093	0.307	642	950	0.4	0.4	2.480	A
4	501	125	614	1281	0.391	501	440	0.6	0.6	4.612	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	174	43	772	527	0.329	175	141	0.9	0.5	10.270	B
2	911	228	203	1551	0.587	916	744	2.7	1.4	5.710	A
3	524	131	339	2155	0.243	525	780	0.4	0.3	2.210	A
4	409	102	503	1355	0.302	410	361	0.6	0.4	3.813	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	646	585	0.248	146	118	0.5	0.3	8.208	A
2	763	191	170	1573	0.485	765	622	1.4	0.9	4.462	A
3	439	110	283	2202	0.199	439	651	0.3	0.2	2.043	A
4	343	86	421	1410	0.243	343	302	0.4	0.3	3.375	A

2036 Base + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	11.14	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036 Base + Com	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	161	100.000
2		ONE HOUR	✓	1091	100.000
3		ONE HOUR	✓	981	100.000
4		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	123	14	24
	2	135	2	689	265
	3	8	770	1	202
	4	50	312	225	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.75	56.45	2.6	F	148	222
2	0.80	11.95	3.9	B	1001	1502
3	0.53	3.73	1.1	A	900	1350
4	0.63	9.60	1.7	A	539	808

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	121	30	983	470	0.258	120	145	0.0	0.3	10.245	B
2	821	205	198	1563	0.525	817	905	0.0	1.1	4.797	A
3	739	185	319	2172	0.340	736	696	0.0	0.5	2.505	A
4	442	110	687	1233	0.358	440	368	0.0	0.6	4.523	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	1176	372	0.389	144	173	0.3	0.6	15.666	C
2	981	245	237	1537	0.638	978	1083	1.1	1.7	6.414	A
3	882	220	382	2118	0.416	881	833	0.5	0.7	2.908	A
4	528	132	823	1144	0.461	527	440	0.6	0.8	5.821	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	177	44	1438	240	0.739	170	211	0.6	2.3	47.807	E
2	1201	300	288	1502	0.800	1193	1321	1.7	3.8	11.348	B
3	1080	270	465	2048	0.527	1079	1016	0.7	1.1	3.707	A
4	646	162	1006	1022	0.632	643	537	0.8	1.7	9.411	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	177	44	1442	238	0.745	176	212	2.3	2.6	56.450	F
2	1201	300	290	1501	0.800	1201	1328	3.8	3.9	11.950	B
3	1080	270	469	2045	0.528	1080	1022	1.1	1.1	3.731	A
4	646	162	1008	1021	0.633	646	540	1.7	1.7	9.603	A

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	1182	369	0.392	152	175	2.6	0.7	17.157	C
2	981	245	240	1534	0.639	989	1094	3.9	1.8	6.698	A
3	882	220	387	2114	0.417	883	842	1.1	0.7	2.929	A
4	528	132	826	1142	0.462	531	445	1.7	0.9	5.927	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	121	30	988	467	0.259	122	146	0.7	0.4	10.478	B
2	821	205	200	1562	0.526	824	911	1.8	1.1	4.898	A
3	739	185	322	2169	0.341	739	702	0.7	0.5	2.521	A
4	442	110	691	1231	0.359	443	371	0.9	0.6	4.574	A

2036 Base + Com, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	14.56	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036 Base + Com	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	96	100.000
2		ONE HOUR	✓	1221	100.000
3		ONE HOUR	✓	1210	100.000
4		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	68	8	20
	2	74	1	924	222
	3	5	967	0	238
	4	26	260	238	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.70	73.88	2.0	F	88	132
2	0.90	21.73	7.7	C	1120	1681
3	0.62	4.42	1.6	A	1110	1665
4	0.62	10.31	1.6	B	481	721

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1100	411	0.176	71	79	0.0	0.2	10.571	B
2	919	230	199	1565	0.587	914	972	0.0	1.4	5.479	A
3	911	228	237	2240	0.407	908	876	0.0	0.7	2.697	A
4	394	99	786	1169	0.338	392	360	0.0	0.5	4.625	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1316	302	0.286	86	94	0.2	0.4	16.571	C
2	1098	274	238	1539	0.713	1094	1163	1.4	2.4	8.017	A
3	1088	272	284	2201	0.494	1087	1048	0.7	1.0	3.229	A
4	471	118	940	1066	0.442	470	430	0.5	0.8	6.024	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1609	154	0.685	100	114	0.4	1.8	61.508	F
2	1344	336	290	1504	0.894	1326	1419	2.4	7.1	18.546	C
3	1332	333	343	2150	0.620	1330	1272	1.0	1.6	4.375	A
4	577	144	1150	928	0.622	574	523	0.8	1.6	10.077	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1614	152	0.697	105	115	1.8	2.0	73.884	F
2	1344	336	293	1502	0.895	1342	1426	7.1	7.7	21.727	C
3	1332	333	348	2146	0.621	1332	1286	1.6	1.6	4.423	A
4	577	144	1153	926	0.623	577	528	1.6	1.6	10.310	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1323	298	0.289	93	96	2.0	0.4	18.000	C
2	1098	274	242	1536	0.715	1118	1173	7.7	2.6	9.011	A
3	1088	272	291	2194	0.496	1090	1069	1.6	1.0	3.269	A
4	471	118	945	1063	0.443	474	437	1.6	0.8	6.143	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1106	408	0.177	73	79	0.4	0.2	10.770	B
2	919	230	201	1564	0.588	924	978	2.6	1.4	5.665	A
3	911	228	240	2238	0.407	912	885	1.0	0.7	2.717	A
4	394	99	789	1166	0.338	396	363	0.8	0.5	4.678	A

2036 Total , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	7.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036 Total	AM	ONE HOUR	08:45	10:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	193	100.000
2		ONE HOUR	✓	1049	100.000
3		ONE HOUR	✓	635	100.000
4		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
	1	0	138	5	50
	2	118	1	728	202
	3	8	467	3	157
	4	30	255	179	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	13	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.50	17.09	1.0	C	177	266
2	0.76	10.06	3.2	B	963	1444
3	0.33	2.58	0.5	A	583	874
4	0.41	4.86	0.7	A	427	640

Main Results for each time segment

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	680	570	0.255	144	117	0.0	0.3	8.407	A
2	790	197	178	1568	0.504	786	646	0.0	1.0	4.581	A
3	478	120	278	2206	0.217	477	686	0.0	0.3	2.081	A
4	350	88	448	1392	0.252	349	307	0.0	0.3	3.447	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	174	43	814	508	0.342	173	140	0.3	0.5	10.726	B
2	943	236	214	1544	0.611	941	773	1.0	1.5	5.946	A
3	571	143	334	2160	0.264	571	821	0.3	0.4	2.265	A
4	418	105	536	1333	0.314	418	368	0.3	0.5	3.929	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	212	53	996	423	0.502	211	171	0.5	1.0	16.773	C
2	1155	289	261	1512	0.764	1149	946	1.5	3.1	9.739	A
3	699	175	407	2098	0.333	699	1003	0.4	0.5	2.571	A
4	512	128	656	1254	0.408	511	450	0.5	0.7	4.840	A

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	212	53	998	423	0.503	212	172	1.0	1.0	17.092	C
2	1155	289	262	1512	0.764	1155	948	3.1	3.2	10.063	B
3	699	175	409	2096	0.334	699	1007	0.5	0.5	2.577	A
4	512	128	657	1253	0.409	512	451	0.7	0.7	4.856	A

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	174	43	816	507	0.342	175	141	1.0	0.5	10.921	B
2	943	236	215	1543	0.611	949	776	3.2	1.6	6.122	A
3	571	143	337	2157	0.265	571	827	0.5	0.4	2.272	A
4	418	105	538	1332	0.314	419	370	0.7	0.5	3.947	A

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	683	568	0.256	146	118	0.5	0.3	8.540	A
2	790	197	180	1567	0.504	792	649	1.6	1.0	4.660	A
3	478	120	281	2204	0.217	478	691	0.4	0.3	2.087	A
4	350	88	450	1390	0.252	351	309	0.5	0.3	3.465	A

2036 Total , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	16.45	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036 Total	PM	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	161	100.000
2		ONE HOUR	✓	1145	100.000
3		ONE HOUR	✓	1066	100.000
4		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	123	14	24
	2	135	2	749	259
	3	8	830	1	227
	4	50	307	248	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.91	121.48	5.6	F	148	222
2	0.85	15.78	5.3	C	1051	1576
3	0.57	4.10	1.3	A	978	1467
4	0.68	11.54	2.1	B	555	833

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	121	30	1041	441	0.275	120	145	0.0	0.4	11.171	B
2	862	216	215	1552	0.555	857	946	0.0	1.2	5.142	A
3	803	201	314	2175	0.369	800	758	0.0	0.6	2.613	A
4	455	114	732	1204	0.378	453	382	0.0	0.6	4.779	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	1246	337	0.429	143	173	0.4	0.7	18.436	C
2	1029	257	257	1524	0.675	1026	1132	1.2	2.0	7.184	A
3	958	240	376	2123	0.451	957	907	0.6	0.8	3.085	A
4	544	136	876	1109	0.491	542	457	0.6	1.0	6.344	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	177	44	1523	197	0.898	163	211	0.7	4.3	83.578	F
2	1261	315	311	1488	0.847	1249	1375	2.0	5.0	14.385	B
3	1174	293	456	2055	0.571	1172	1103	0.8	1.3	4.065	A
4	666	167	1072	979	0.680	662	556	1.0	2.0	11.185	B

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	177	44	1528	195	0.910	172	212	4.3	5.6	121.475	F
2	1261	315	315	1485	0.849	1260	1385	5.0	5.3	15.779	C
3	1174	293	461	2051	0.572	1174	1113	1.3	1.3	4.102	A
4	666	167	1074	977	0.682	666	560	2.0	2.1	11.542	B

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	145	36	1253	333	0.434	164	175	5.6	0.8	23.554	C
2	1029	257	264	1519	0.678	1042	1153	5.3	2.2	7.739	A
3	958	240	385	2116	0.453	960	922	1.3	0.8	3.122	A
4	544	136	880	1106	0.492	548	465	2.1	1.0	6.510	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	121	30	1047	437	0.277	123	146	0.8	0.4	11.500	B
2	862	216	217	1551	0.556	866	953	2.2	1.3	5.279	A
3	803	201	318	2173	0.369	804	765	0.8	0.6	2.632	A
4	455	114	736	1202	0.379	457	385	1.0	0.6	4.844	A

2036 Total, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Plas Coch Roundabout	Standard Roundabout	1, 2, 3, 4	26.28	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	96	100.000
2		ONE HOUR	✓	1286	100.000
3		ONE HOUR	✓	1314	100.000
4		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1	2	3	4
	1	0	68	8	20
	2	74	1	1002	209
	3	5	1050	0	259
	4	26	249	257	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	1.04	250.61	7.6	F	88	132
2	0.95	36.77	13.6	E	1180	1770
3	0.67	5.04	2.0	A	1206	1809
4	0.68	12.83	2.0	B	488	732

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1168	377	0.192	71	79	0.0	0.2	11.745	B
2	968	242	213	1556	0.622	962	1026	0.0	1.6	5.990	A
3	989	247	227	2249	0.440	986	948	0.0	0.8	2.844	A
4	401	100	848	1128	0.355	398	366	0.0	0.5	4.920	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1397	261	0.331	85	94	0.2	0.5	20.366	C
2	1156	289	255	1528	0.757	1151	1227	1.6	3.0	9.403	A
3	1181	295	272	2211	0.534	1180	1134	0.8	1.1	3.487	A
4	478	120	1014	1017	0.470	477	437	0.5	0.9	6.644	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1707	105	1.009	88	113	0.5	4.8	155.286	F
2	1416	354	307	1493	0.948	1382	1489	3.0	11.3	26.780	D
3	1447	362	324	2167	0.668	1443	1365	1.1	2.0	4.953	A
4	586	146	1240	868	0.675	581	528	0.9	2.0	12.353	B

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	106	26	1714	101	1.042	95	115	4.8	7.6	250.615	F
2	1416	354	310	1491	0.950	1407	1498	11.3	13.6	36.773	E
3	1447	362	330	2161	0.669	1447	1387	2.0	2.0	5.036	A
4	586	146	1244	866	0.677	586	534	2.0	2.0	12.828	B

12:45 - 13:00

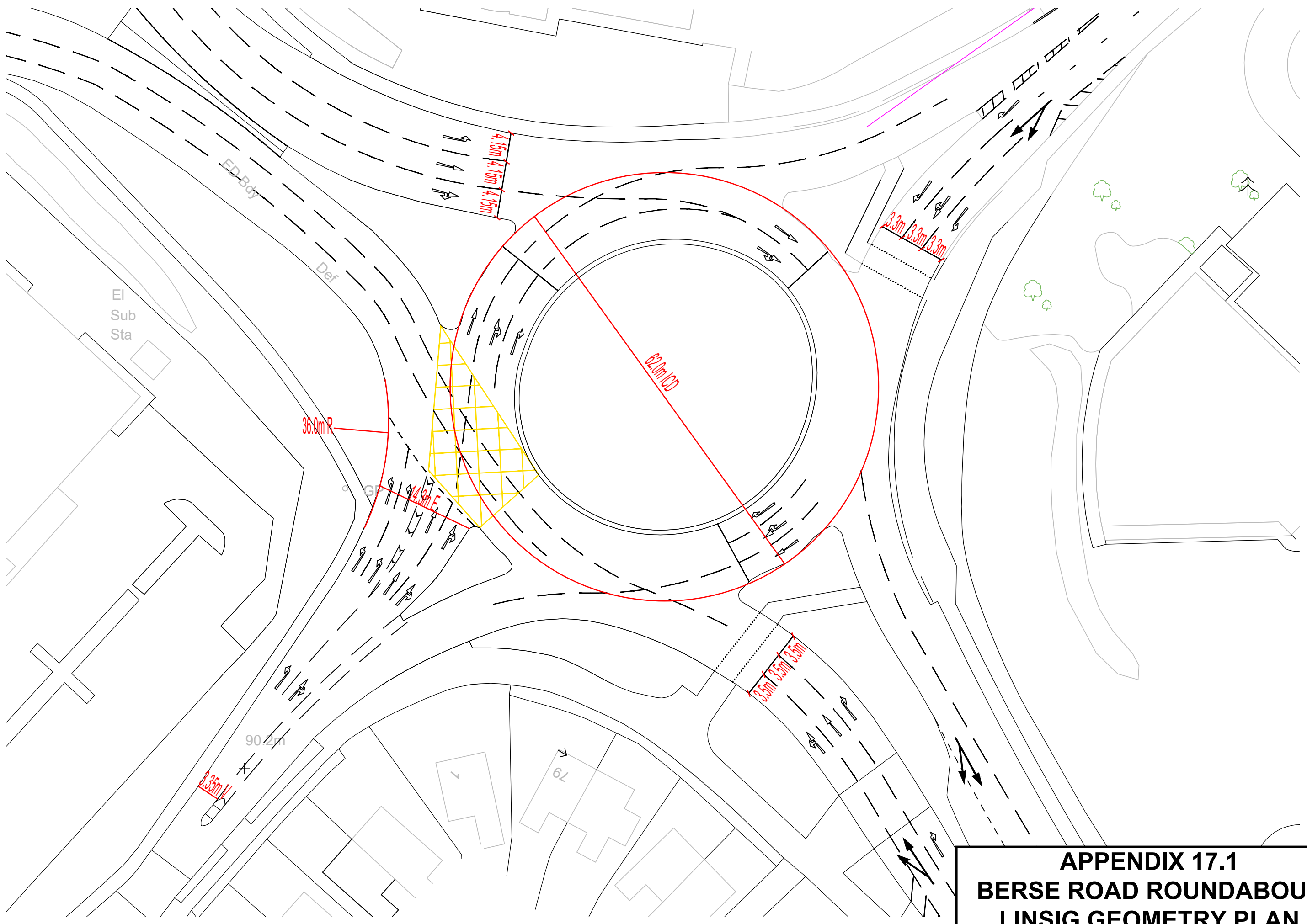
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	86	22	1407	256	0.337	115	97	7.6	0.5	30.373	D
2	1156	289	267	1520	0.760	1197	1255	13.6	3.3	12.434	B
3	1181	295	288	2197	0.538	1185	1176	2.0	1.2	3.566	A
4	478	120	1021	1013	0.472	483	452	2.0	0.9	6.843	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	72	18	1175	373	0.194	73	80	0.5	0.2	12.047	B
2	968	242	216	1555	0.623	975	1033	3.3	1.7	6.276	A
3	989	247	231	2246	0.440	991	960	1.2	0.8	2.871	A
4	401	100	852	1125	0.356	402	369	0.9	0.6	4.990	A

LINSIG: BERSE ROAD ROUNDABOUT

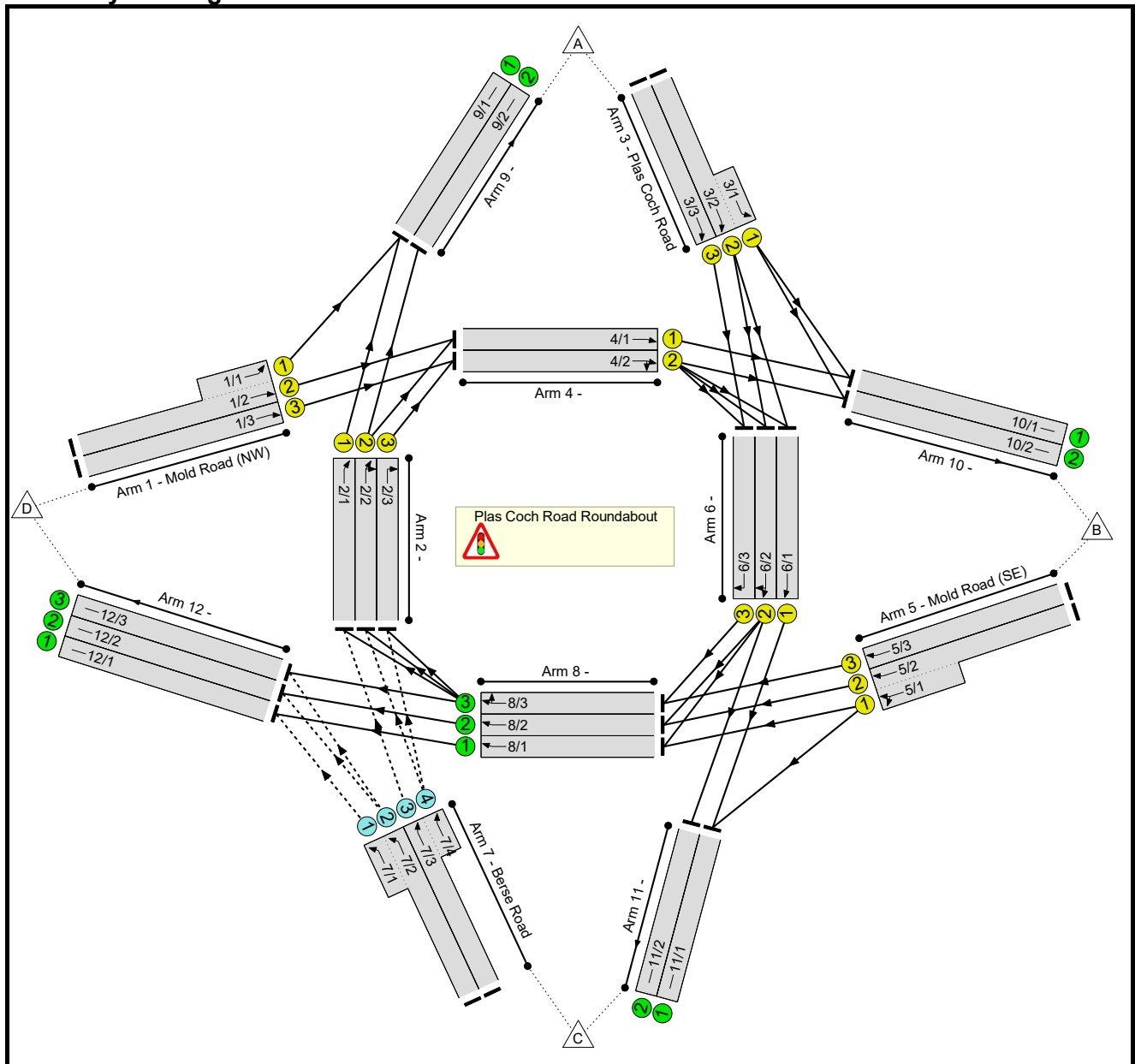
17.1	Geometry
17.2	Output



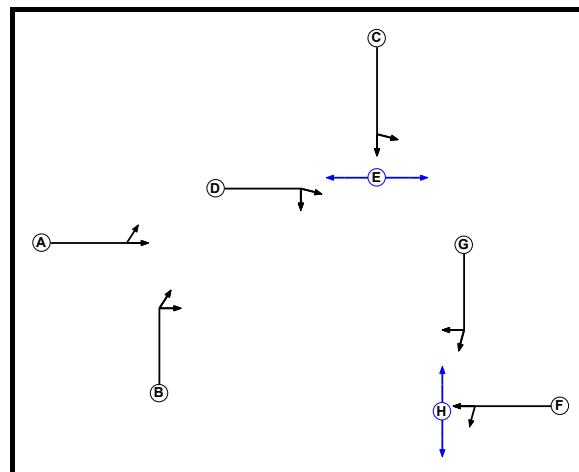
APPENDIX 17.1
BERSE ROAD ROUNDABOUT
LINSIG GEOMETRY PLAN

Full Input Data And Results

Network Layout Diagram



Phase Diagram



**APPENDIX 17.2
BERSE ROAD ROUNDABOUT
LINSIG RESULTS**

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5

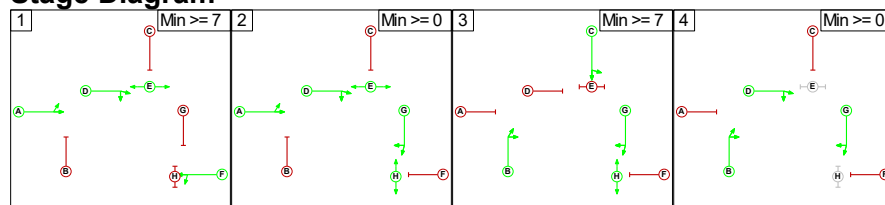
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
	A	B	C	D	E	F	G	H
	A	5	-	-	-	-	-	-
	B	5	-	-	-	-	-	-
	C	-	-	5	5	-	-	-
	D	-	-	5	-	-	-	-
	E	-	-	8	-	-	-	-
	F	-	-	-	-	5	5	-
	G	-	-	-	-	5	-	-
	H	-	-	-	-	10	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	D	Losing	4	4
2	3	D	Losing	4	4
3	1	G	Losing	5	5

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	9	5
	2	10		9	5
	3	10	5		5
	4	5	5	5	

Give-Way Lane Input Data

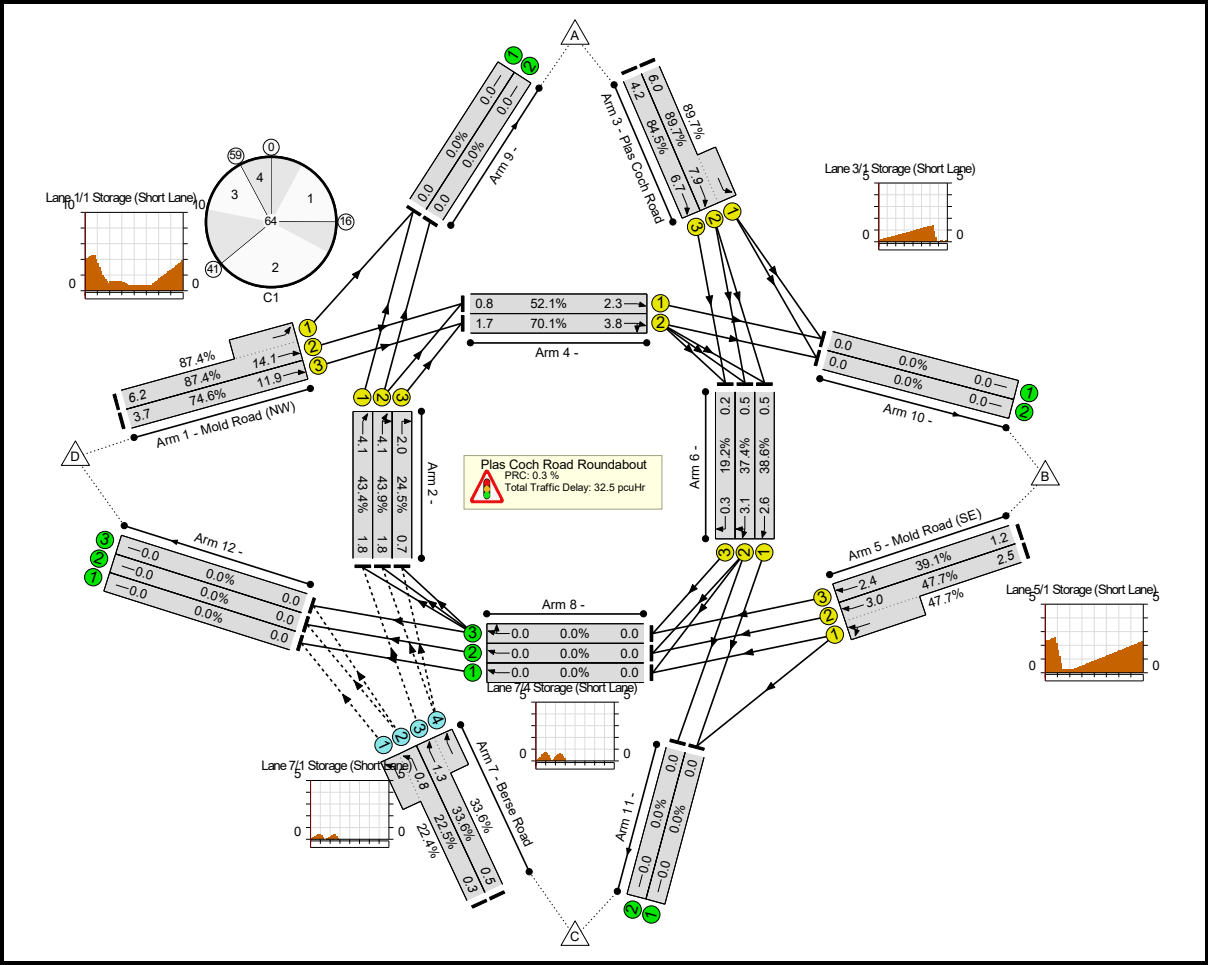
Junction: Plas Coch Road Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
7/1 (Berse Road)	12/1 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/2 (Berse Road)	12/2 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/3 (Berse Road)	12/3 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/4 (Berse Road)	2/1 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/4 (Berse Road)	2/2 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/3	1.00	All					
				8/2	1.00	All					
7/4 (Berse Road)	2/3 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/3	1.00	All					
				8/2	1.00	All					

Lane Input Data

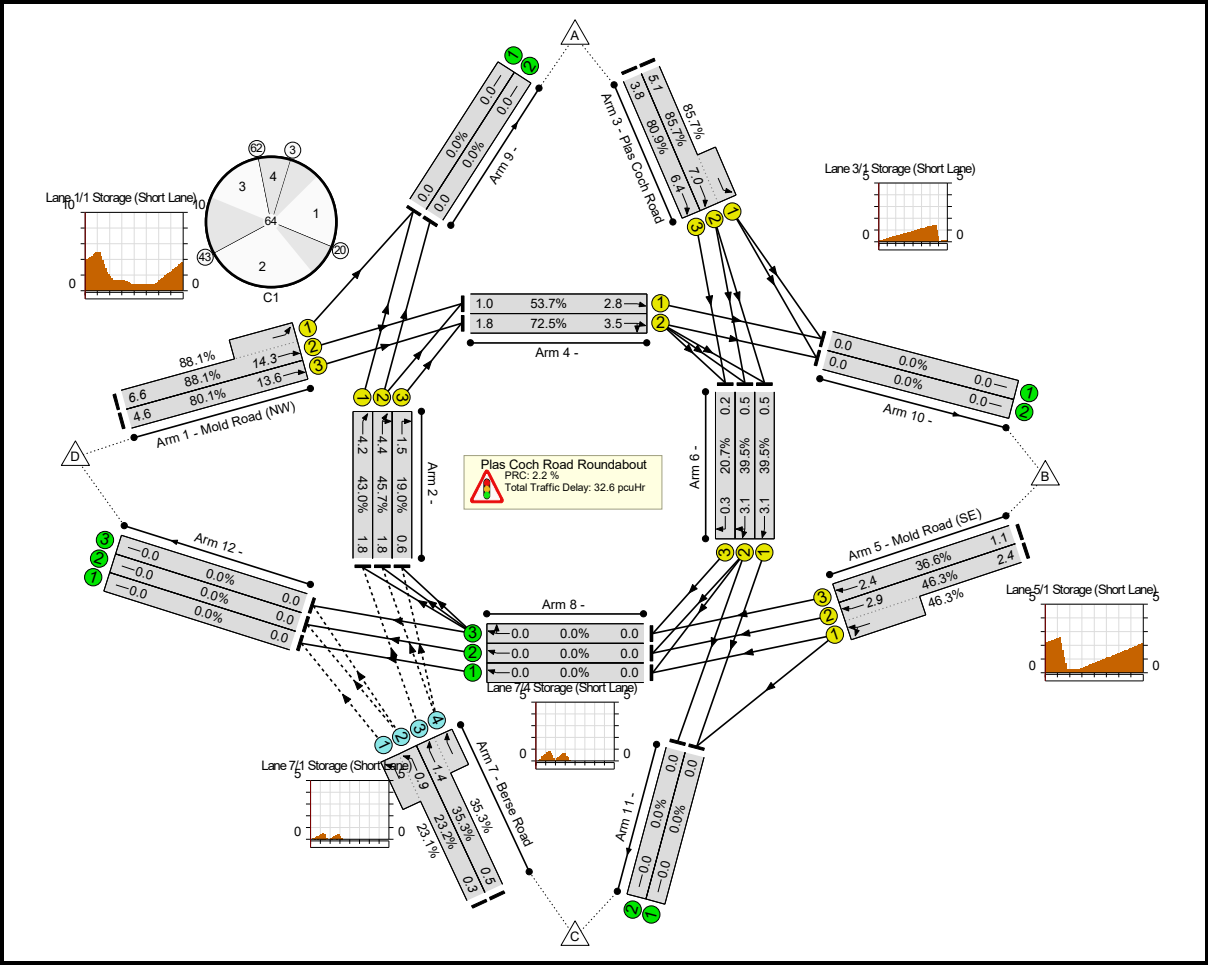
Junction: Plas Coch Road Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Mold Road (NW))	U	A	2	3	5.0	User	1855	-	-	-	-	-
1/2 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
1/3 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
2/1	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/2	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/3	U	B	2	3	5.7	User	1855	-	-	-	-	-
3/1 (Plas Coch Road)	U	C	2	3	4.0	User	1855	-	-	-	-	-
3/2 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
3/3 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
4/1	U	D	2	3	8.3	User	1855	-	-	-	-	-
4/2	U	D	2	3	8.3	User	1855	-	-	-	-	-
5/1 (Mold Road (SE))	U	F	2	3	6.0	User	1855	-	-	-	-	-
5/2 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
5/3 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
6/1	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/2	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/3	U	G	2	3	8.7	User	1855	-	-	-	-	-
7/1 (Berse Road)	O		2	3	4.0	Inf	-	-	-	-	-	-
7/2 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/4 (Berse Road)	O		2	3	3.0	Inf	-	-	-	-	-	-
8/1	U		2	3	7.8	Inf	-	-	-	-	-	-
8/2	U		2	3	7.8	Inf	-	-	-	-	-	-
8/3	U		2	3	7.8	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	90.0	Inf	-	-	-	-	-	-
12/2	U		2	3	90.0	Inf	-	-	-	-	-	-
12/3	U		2	3	90.0	Inf	-	-	-	-	-	-

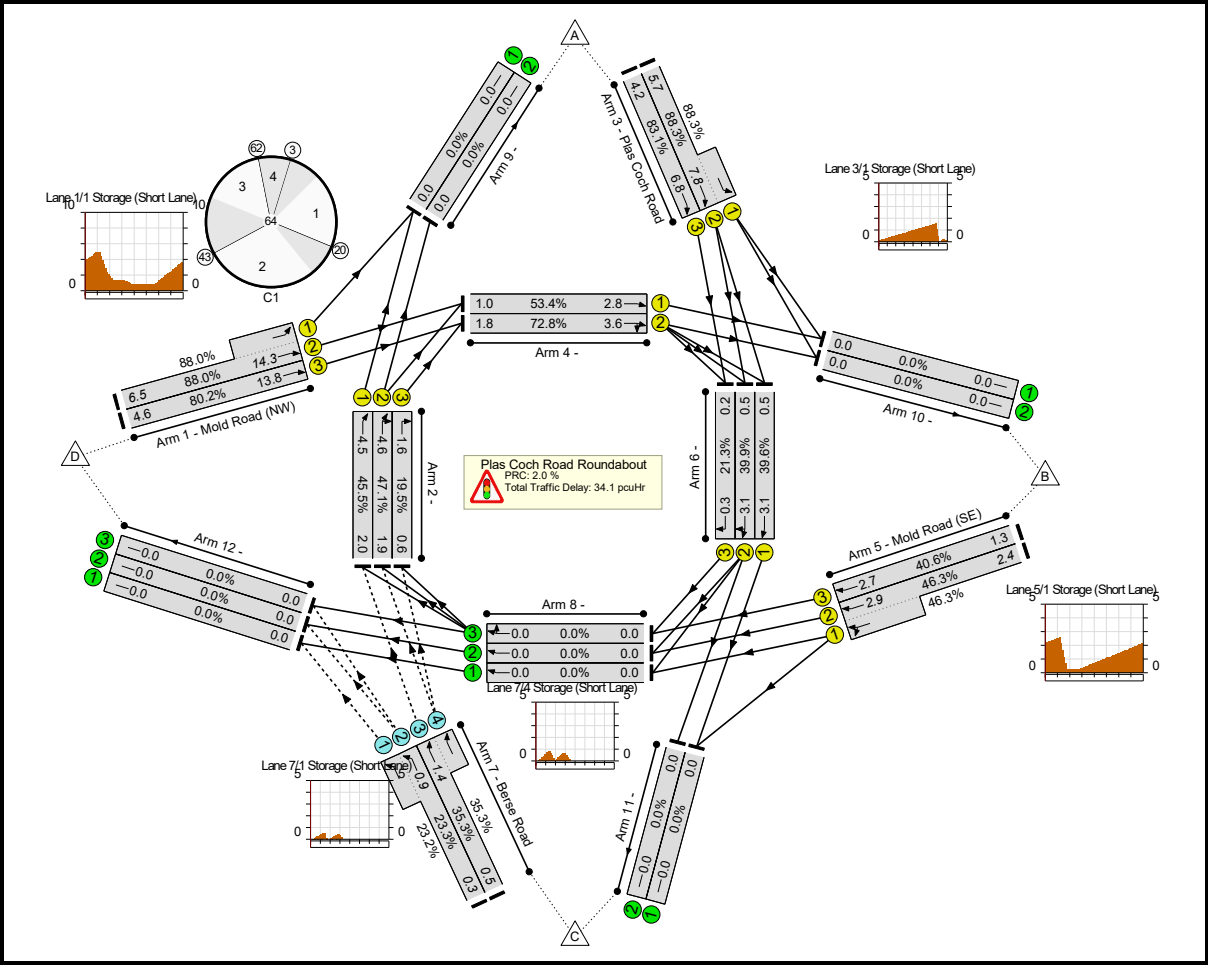
Network Layout Diagram
Scenario 1: '2020 Surveyed - Friday AM Peak' (FG1: '2020 Surveyed - Friday AM Peak', Plan 1: 'Network Control Plan 1')



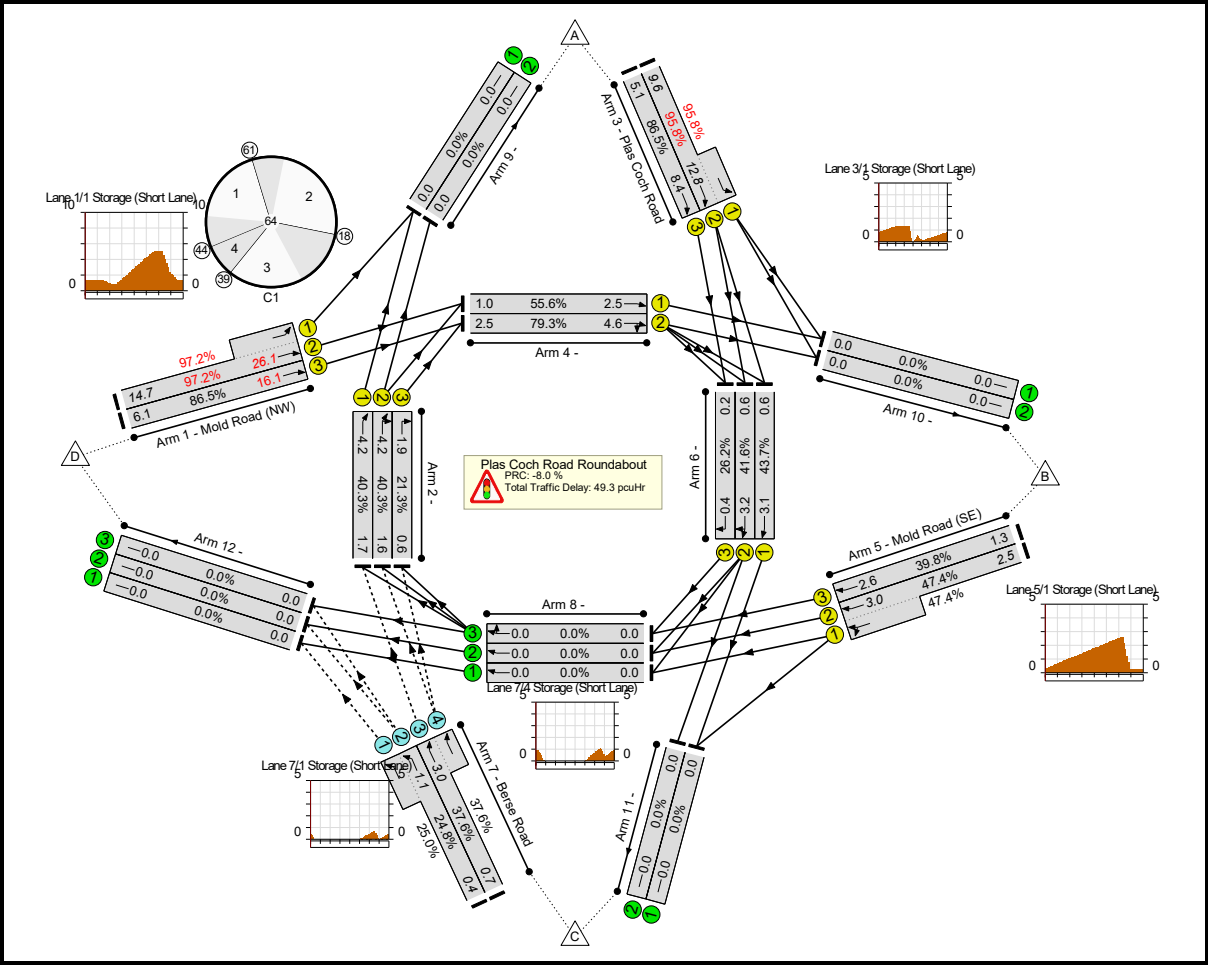
Scenario 2: '2021 Base + Committed - Friday AM Peak' (FG19: '2021 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



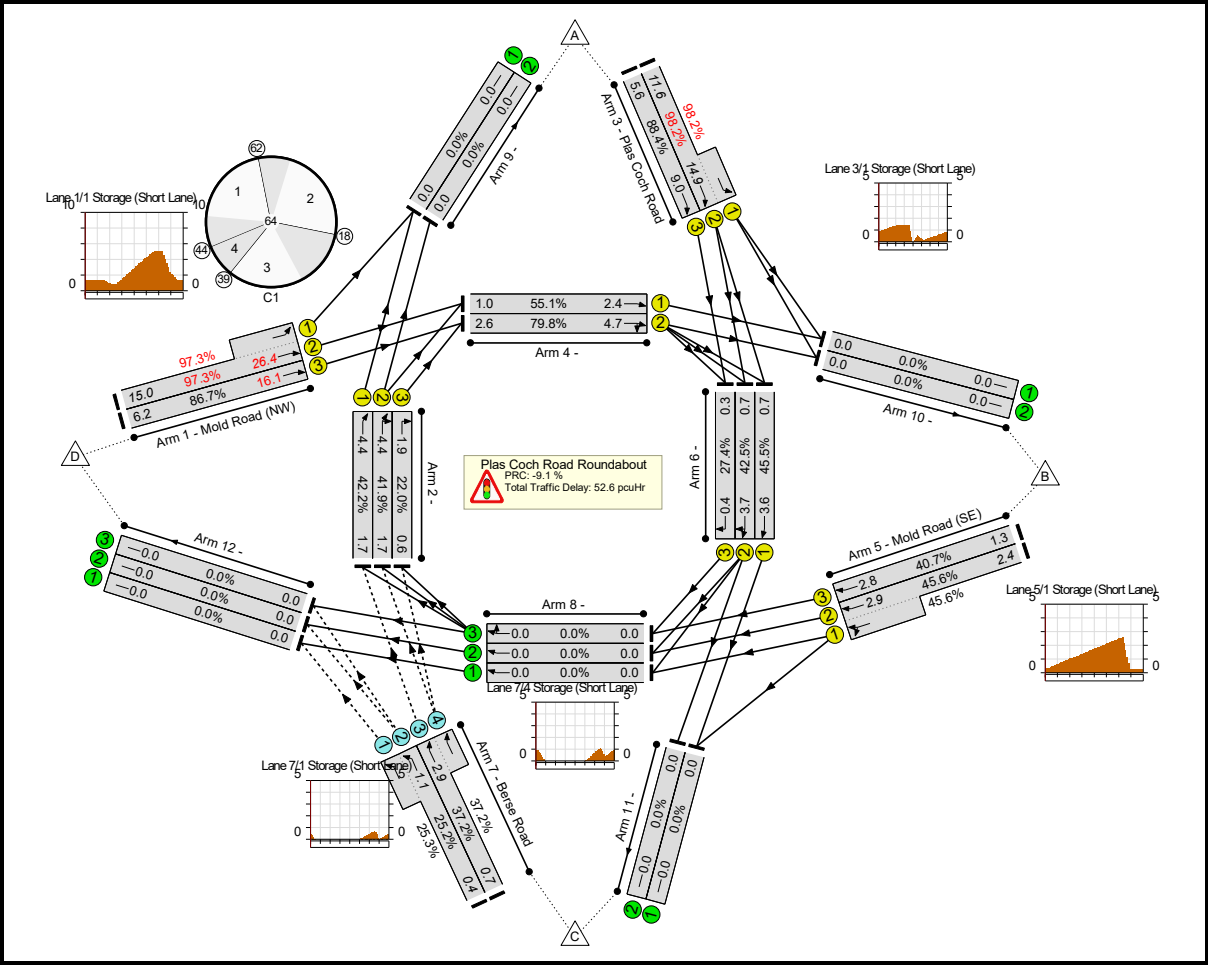
Scenario 3: '2021 Total - Friday AM Peak' (FG28: '2021 Total - AM Peak', Plan 1: 'Network Control Plan 1')



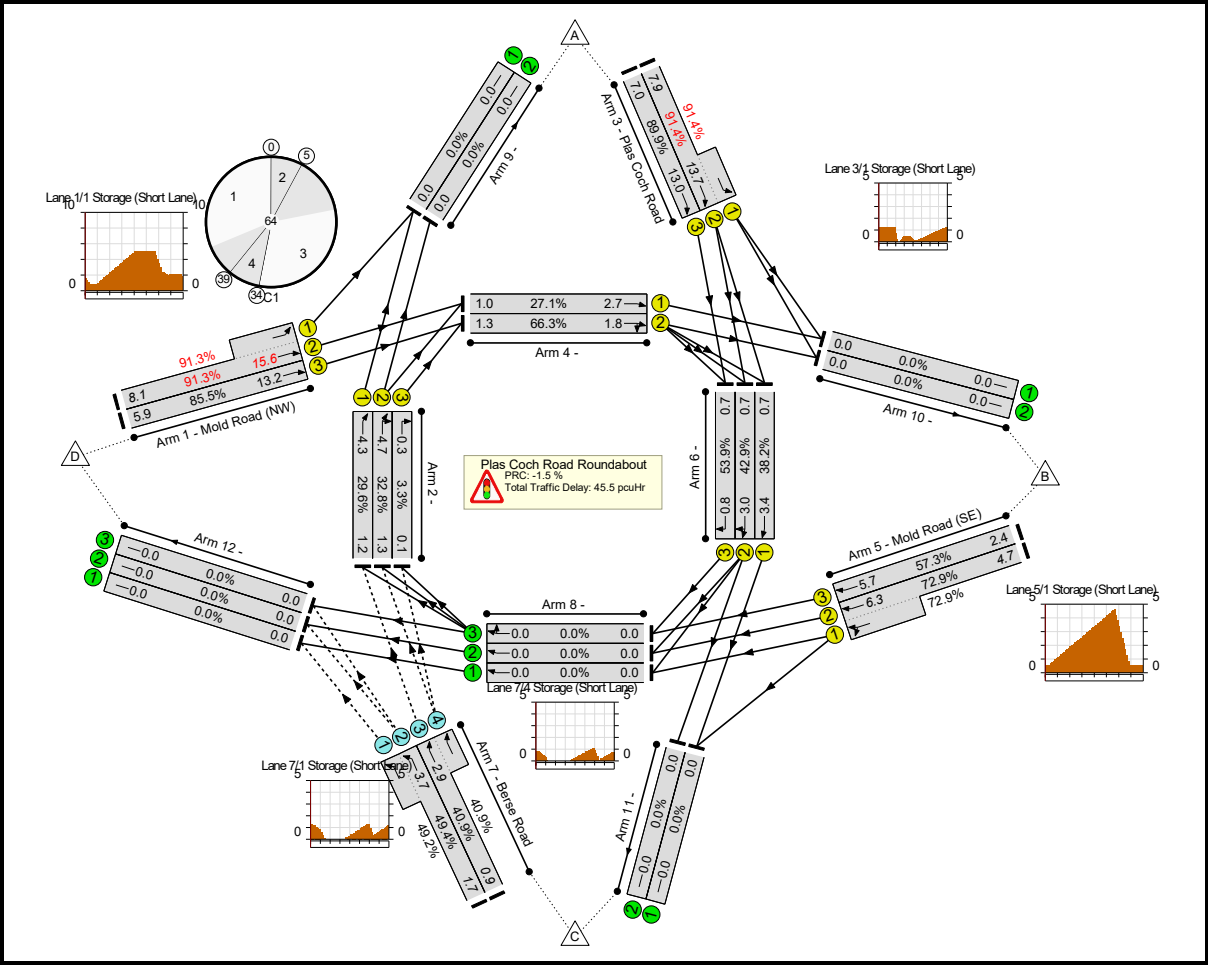
Scenario 4: '2036 Base + Committed - Friday AM Peak' (FG22: '2036 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



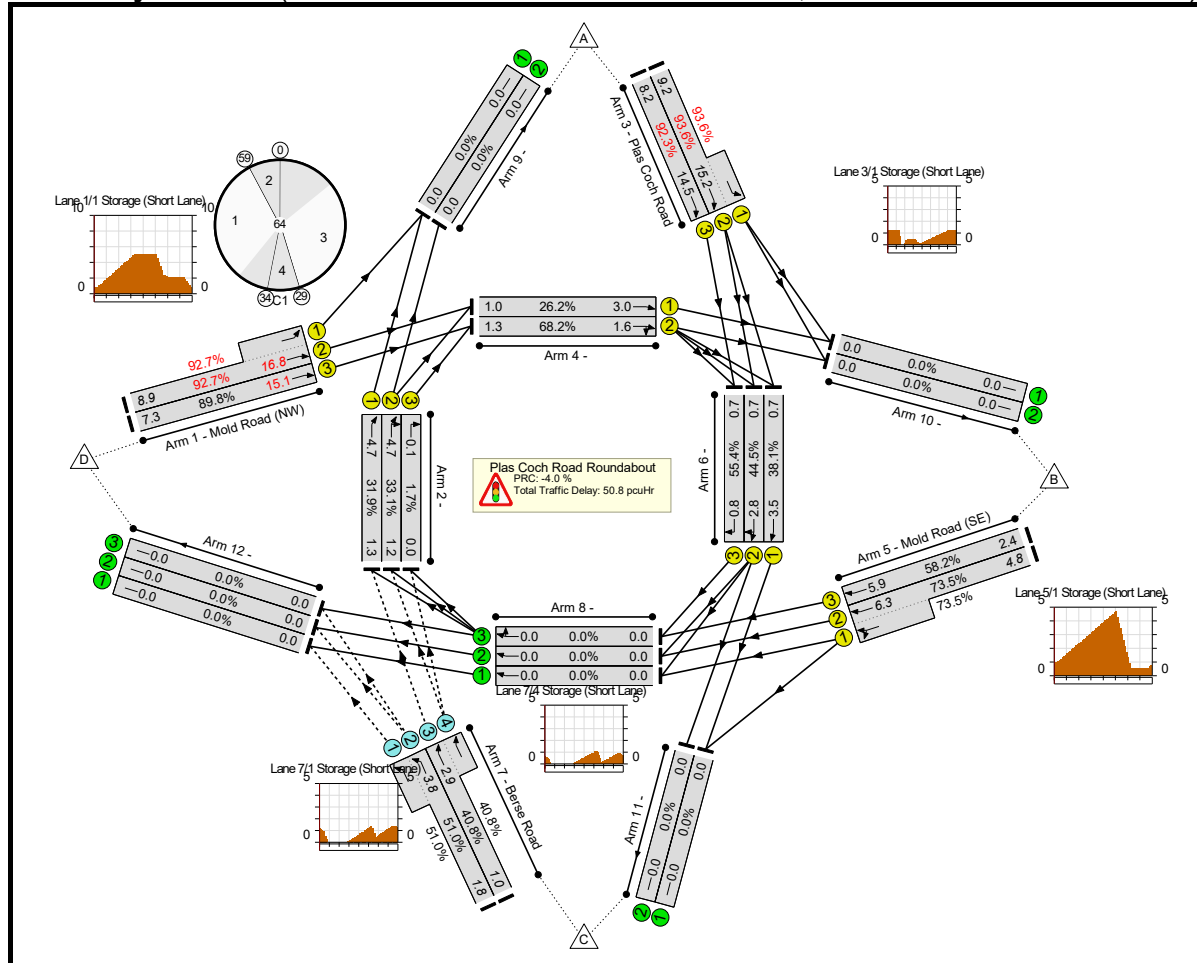
Scenario 5: '2036 Total - Friday AM Peak' (FG31: '2036 Total - AM Peak', Plan 1: 'Network Control Plan 1')



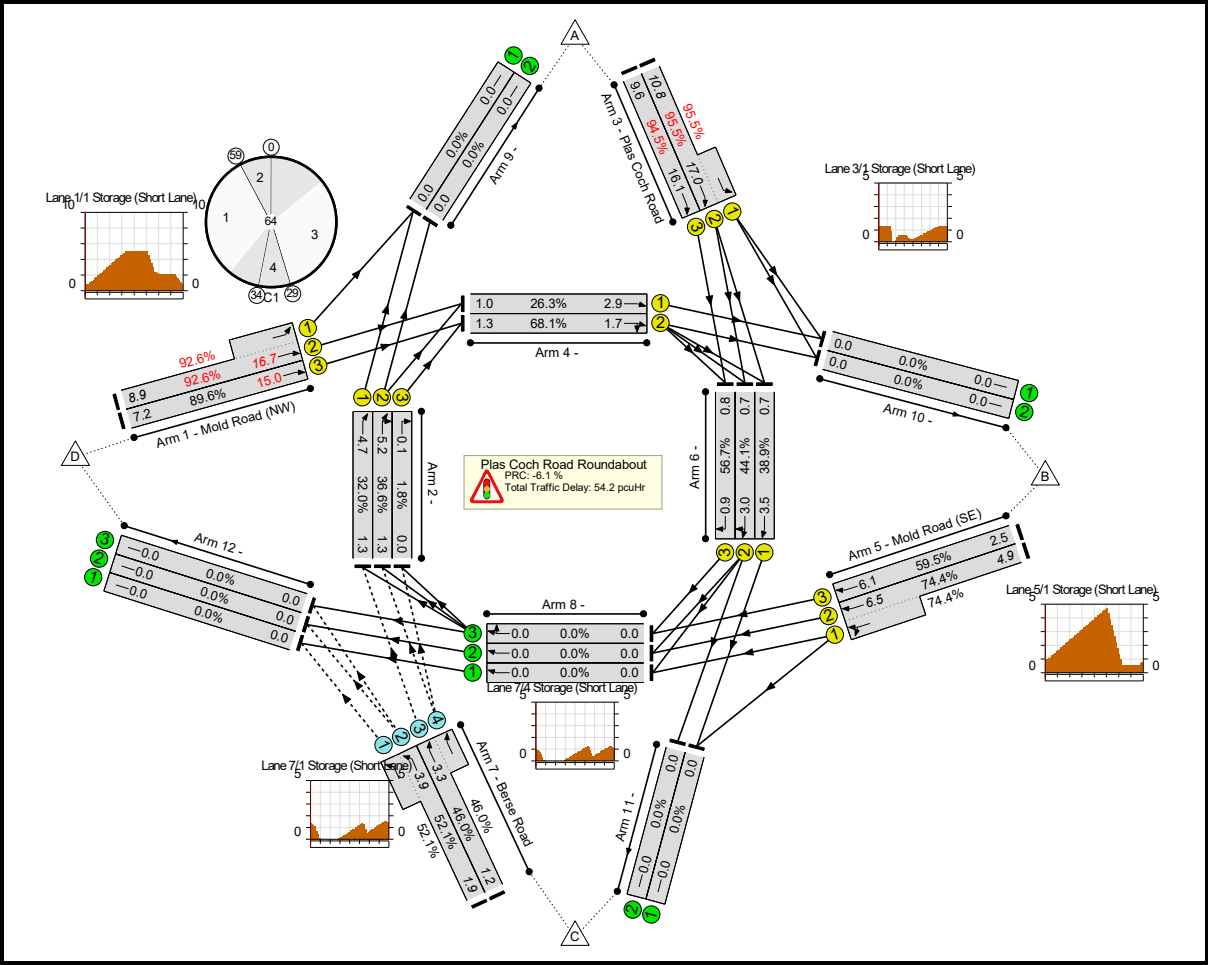
Scenario 6: '2020 Surveyed - Friday PM Peak' (FG2: '2020 Surveyed - Friday PM Peak', Plan 1: 'Network Control Plan 1')



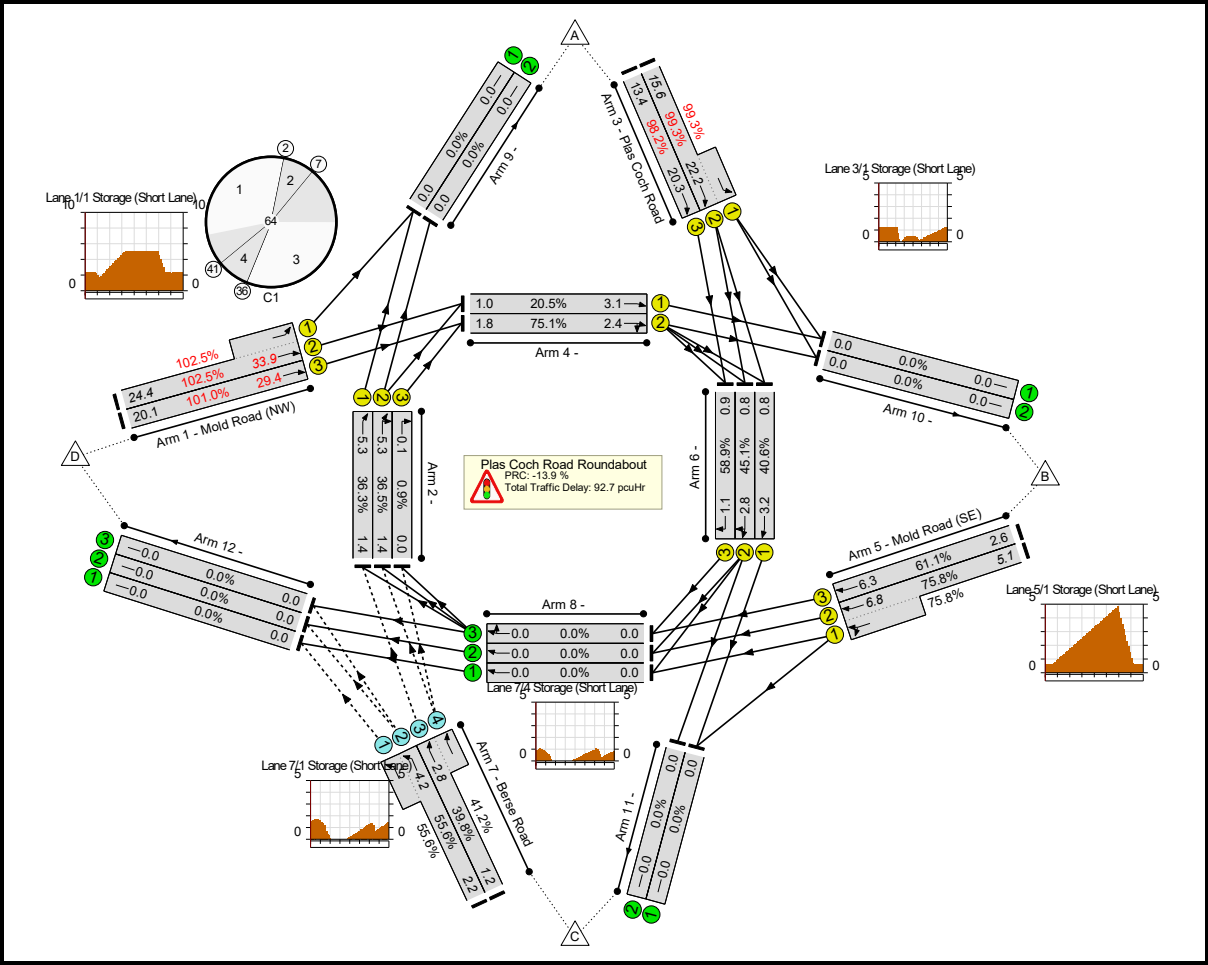
Scenario 7: '2021 Base + Committed - Friday PM Peak' (FG20: '2021 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



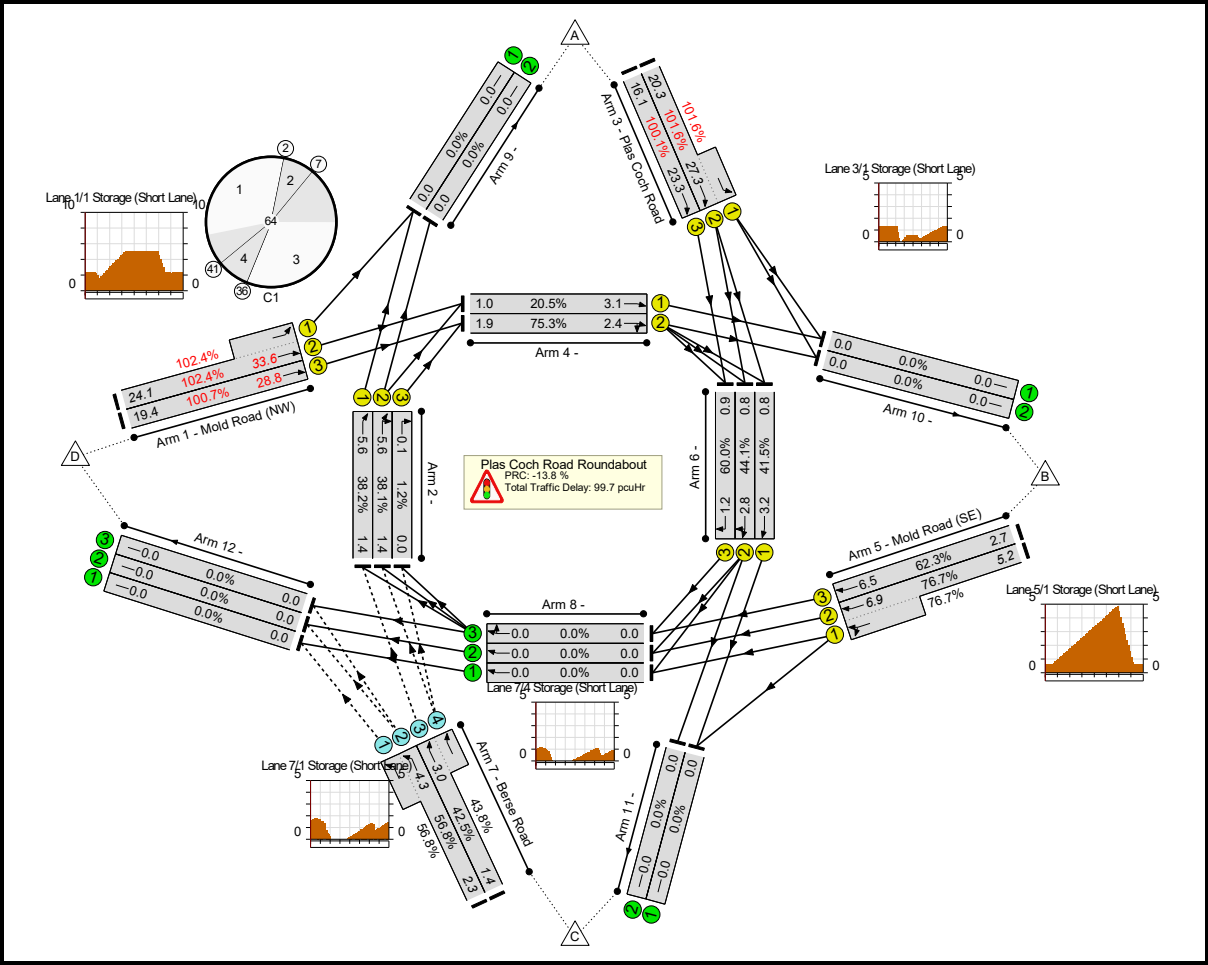
Scenario 8: '2021 Total - Friday PM Peak' (FG29: '2021 Total - PM Peak', Plan 1: 'Network Control Plan 1')



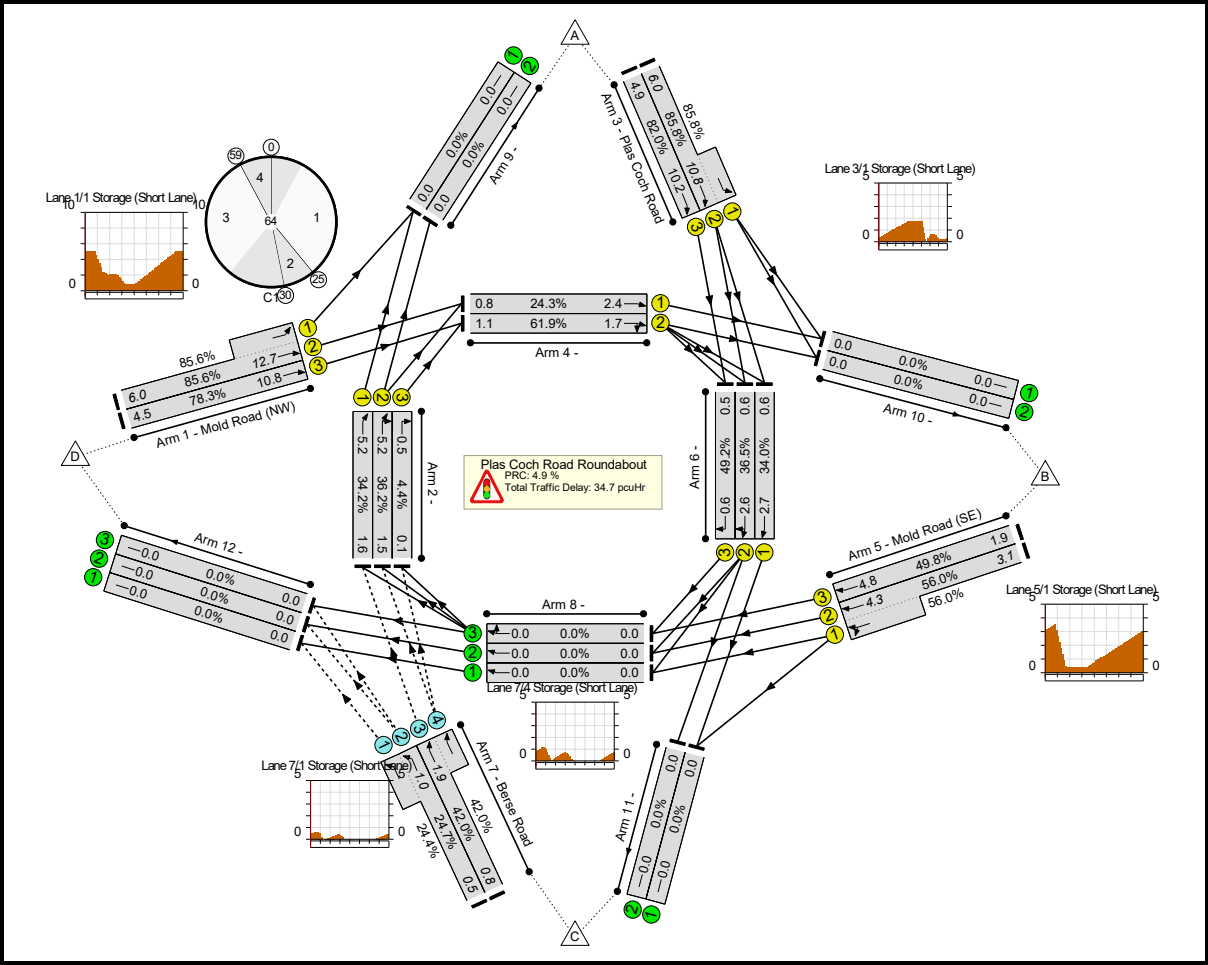
Scenario 9: '2036 Base + Committed - Friday PM Peak' (FG23: '2036 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



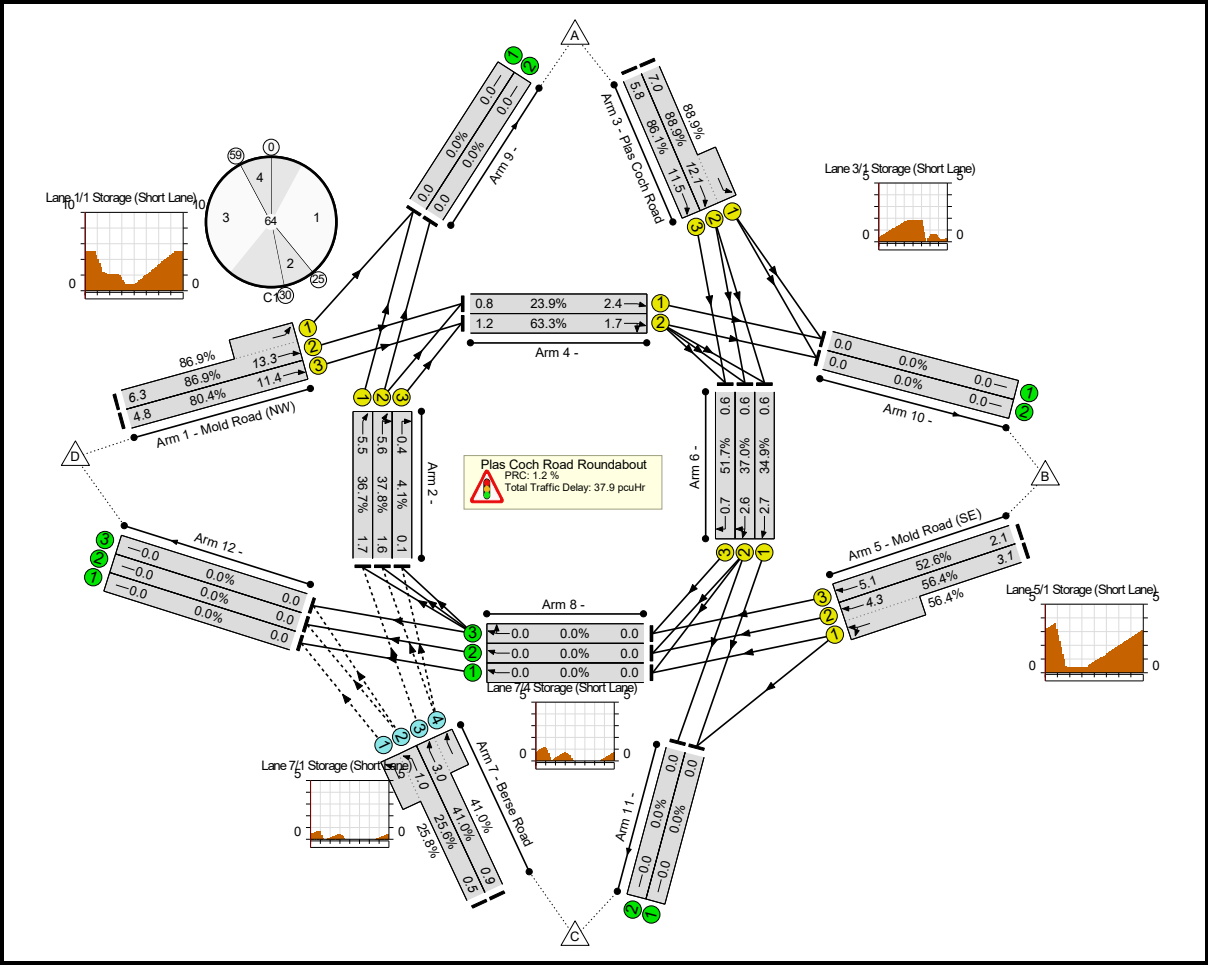
Scenario 10: '2036 Total - Friday PM Peak' (FG32: '2036 Total - PM Peak', Plan 1: 'Network Control Plan 1')



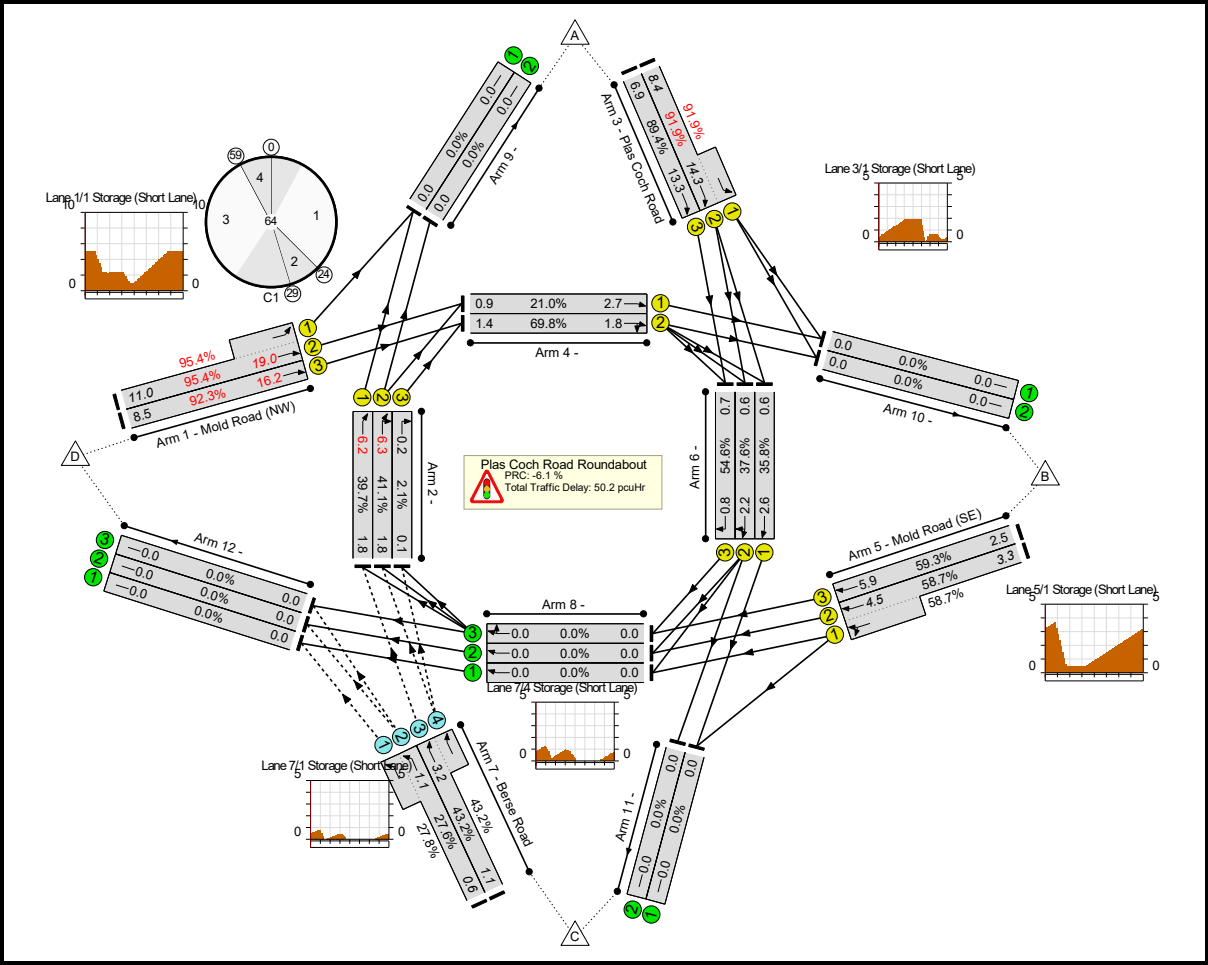
Scenario 11: '2020 Surveyed - Saturday Peak' (FG3: '2020 Surveyed - Saturday Peak', Plan 1: 'Network Control Plan 1')



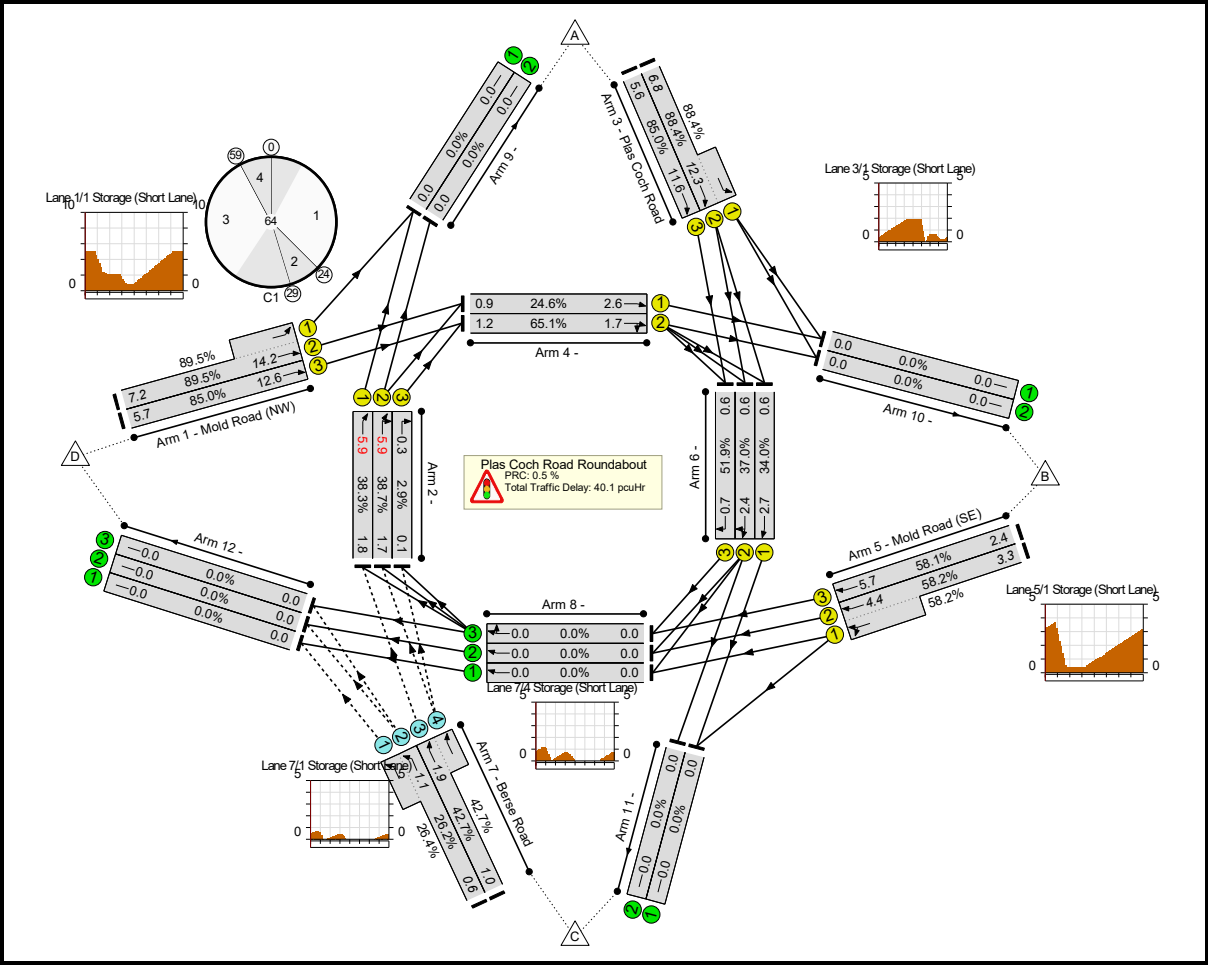
Scenario 12: '2021 Base + Committed - Saturday Peak' (FG21: '2021 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



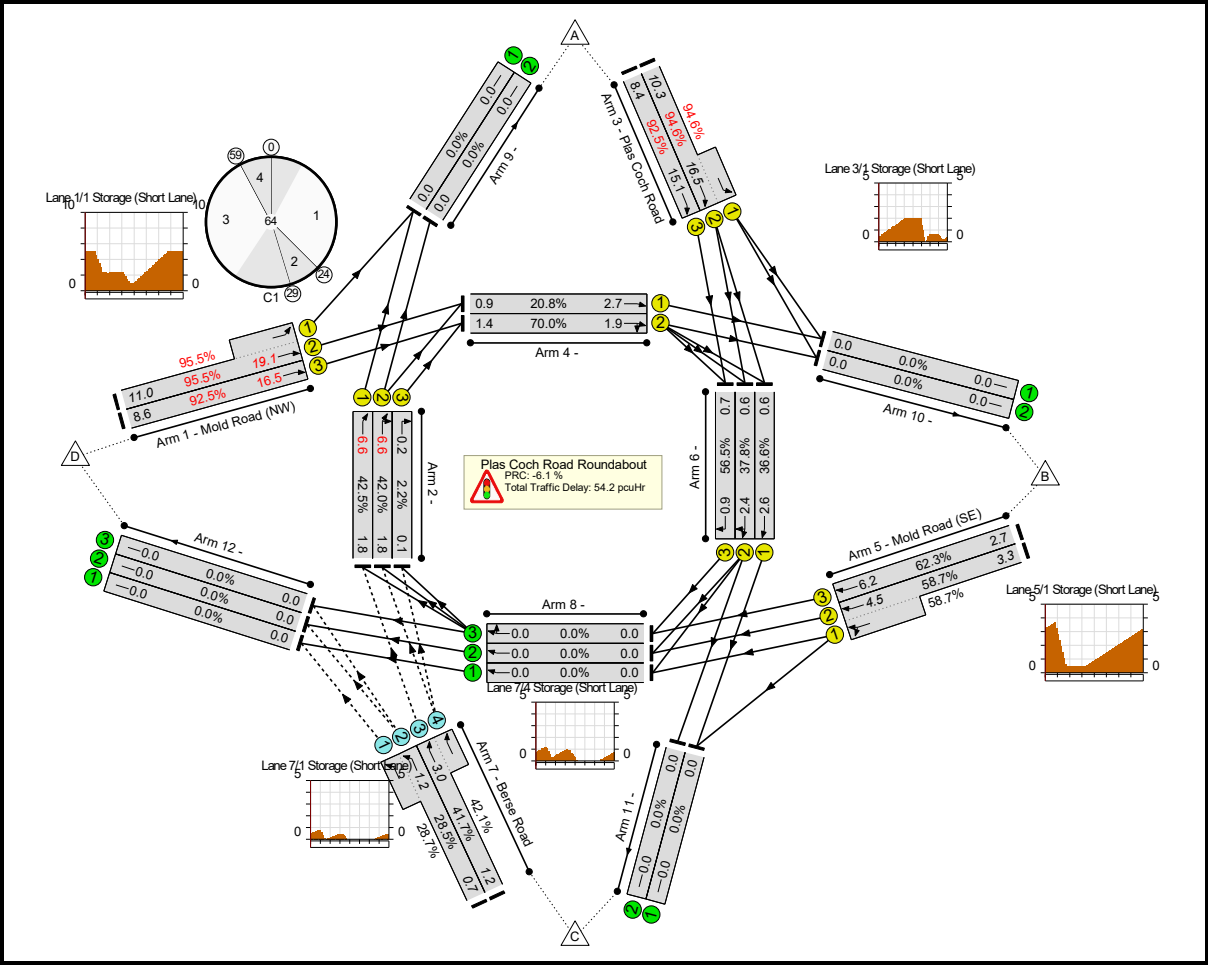
Scenario 13: '2036 Base + Committed - Saturday Peak' (FG24: '2036 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



Scenario 14: '2021 Total - Saturday Peak' (FG30: '2021 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



Scenario 15: '2036 Total - Saturday Peak' (FG33: '2036 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



Network Results

Scenario 1: '2020 Surveyed - Friday AM Peak' (FG1: '2020 Surveyed - Friday AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	36	-	1154	1855:1855	690+631	87.4 : 87.4%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	36	-	800	1855	1072	74.6%
2/1	Ahead	U	N/A	N/A	B		1	18	-	239	1855	551	43.4%
2/2	Right Ahead	U	N/A	N/A	B		1	18	-	242	1855	551	43.9%
2/3	Right	U	N/A	N/A	B		1	18	-	135	1855	551	24.5%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	9	-	327	1855:1855	268+97	89.7 : 89.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	9	-	245	1855	290	84.5%
4/1	Ahead	U	N/A	N/A	D		1	45	-	694	1855	1333	52.1%
4/2	Right Ahead	U	N/A	N/A	D		1	45	-	935	1855	1333	70.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	11	-	322	1855:1855	338+338	47.7 : 47.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	11	-	136	1855	348	39.1%
6/1	Ahead	U	N/A	N/A	G		1	43	-	492	1855	1275	38.6%
6/2	Right Ahead	U	N/A	N/A	G		1	43	-	477	1855	1275	37.4%
6/3	Right	U	N/A	N/A	G		1	43	-	245	1855	1275	19.2%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	423	Inf : Inf	942+942	22.5 : 22.4%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	479	Inf : Inf	482+942	33.6 : 33.6%
8/1	Ahead	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%

8/3	Right Ahead	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1804	0	0	17.1	15.4	0.0	32.5	-	-	-	-
Plas Coch Road Roundabout	-	-	1804	0	0	17.1	15.4	0.0	32.5	-	-	-	-
1/2+1/1	1154	1154	-	-	-	2.8	3.3	-	6.2	19.2	10.8	3.3	14.1
1/3	800	800	-	-	-	2.2	1.5	-	3.7	16.6	10.4	1.5	11.9
2/1	239	239	-	-	-	1.4	0.4	-	1.8	27.4	3.7	0.4	4.1
2/2	242	242	-	-	-	1.4	0.4	-	1.8	26.1	3.7	0.4	4.1
2/3	135	135	-	-	-	0.6	0.2	-	0.7	19.7	1.8	0.2	2.0
3/2+3/1	327	327	-	-	-	2.3	3.6	-	6.0	65.8	4.3	3.6	7.9
3/3	245	245	-	-	-	1.8	2.5	-	4.2	62.4	4.2	2.5	6.7
4/1	694	694	-	-	-	0.3	0.5	-	0.8	4.3	1.8	0.5	2.3
4/2	935	935	-	-	-	0.5	1.2	-	1.7	6.5	2.7	1.2	3.8
5/2+5/1	322	322	-	-	-	2.1	0.5	-	2.5	28.2	2.5	0.5	3.0
5/3	136	136	-	-	-	0.9	0.3	-	1.2	31.3	2.1	0.3	2.4
6/1	492	492	-	-	-	0.2	0.3	-	0.5	3.6	2.3	0.3	2.6
6/2	477	477	-	-	-	0.2	0.3	-	0.5	3.7	2.8	0.3	3.1
6/3	245	245	-	-	-	0.1	0.1	-	0.2	2.6	0.2	0.1	0.3
7/2+7/1	423	423	846	0	0	0.2	0.1	-	0.3	2.7	0.6	0.1	0.8
7/3+7/4	479	479	958	0	0	0.2	0.3	-	0.5	3.4	1.1	0.3	1.3
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.3 PRC Over All Lanes (%): 0.3 Total Delay for Signalled Lanes (pcuHr): 31.75 Total Delay Over All Lanes(pcuHr): 32.52 Cycle Time (s): 64													

Scenario 2: '2021 Base + Committed - Friday AM Peak' (FG19: '2021 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1155	1855:1855	661+651	88.1 : 88.1%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	836	1855	1043	80.1%
2/1	Ahead	U	N/A	N/A	B		1	19	-	249	1855	580	43.0%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	265	1855	580	45.7%
2/3	Right	U	N/A	N/A	B		1	19	-	110	1855	580	19.0%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	339	1855:1855	288+107	85.7 : 85.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	258	1855	319	80.9%
4/1	Ahead	U	N/A	N/A	D		1	44	-	700	1855	1304	53.7%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	946	1855	1304	72.5%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	12	-	326	1855:1855	352+352	46.3 : 46.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	12	-	138	1855	377	36.6%
6/1	Ahead	U	N/A	N/A	G		1	42	-	492	1855	1246	39.5%
6/2	Right Ahead	U	N/A	N/A	G		1	42	-	492	1855	1246	39.5%
6/3	Right	U	N/A	N/A	G		1	42	-	258	1855	1246	20.7%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	427	Inf : Inf	924+924	23.2 : 23.1%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	485	Inf : Inf	451+924	35.3 : 35.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1824	0	0	17.6	14.9	0.0	32.6	-	-	-	-
Plas Coch Road Roundabout	-	-	1824	0	0	17.6	14.9	0.0	32.6	-	-	-	-
1/2+1/1	1155	1155	-	-	-	3.0	3.5	-	6.6	20.4	10.8	3.5	14.3
1/3	836	836	-	-	-	2.6	2.0	-	4.6	19.7	11.6	2.0	13.6
2/1	249	249	-	-	-	1.5	0.4	-	1.8	26.7	3.9	0.4	4.2
2/2	265	265	-	-	-	1.4	0.4	-	1.8	24.3	3.9	0.4	4.4
2/3	110	110	-	-	-	0.4	0.1	-	0.6	18.1	1.4	0.1	1.5
3/2+3/1	339	339	-	-	-	2.3	2.7	-	5.1	53.7	4.3	2.7	7.0
3/3	258	258	-	-	-	1.8	2.0	-	3.8	53.3	4.4	2.0	6.4
4/1	700	700	-	-	-	0.4	0.6	-	1.0	5.0	2.2	0.6	2.8
4/2	946	946	-	-	-	0.5	1.3	-	1.8	6.7	2.2	1.3	3.5
5/2+5/1	326	326	-	-	-	2.0	0.4	-	2.4	27.0	2.5	0.4	2.9
5/3	138	138	-	-	-	0.8	0.3	-	1.1	29.5	2.1	0.3	2.4
6/1	492	492	-	-	-	0.2	0.3	-	0.5	3.9	2.7	0.3	3.1
6/2	492	492	-	-	-	0.2	0.3	-	0.5	3.9	2.8	0.3	3.1
6/3	258	258	-	-	-	0.0	0.1	-	0.2	2.5	0.2	0.1	0.3
7/2+7/1	427	427	854	0	0	0.2	0.2	-	0.3	2.8	0.7	0.2	0.9
7/3+7/4	485	485	970	0	0	0.2	0.3	-	0.5	3.7	1.2	0.3	1.4
8/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.2 PRC Over All Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 31.75 Total Delay Over All Lanes(pcuHr): 32.59 Cycle Time (s): 64													

Scenario 3: '2021 Total - Friday AM Peak' (FG28: '2021 Total - AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1156	1855:1855	660+653	88.0 : 88.0%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	837	1855	1043	80.2%
2/1	Ahead	U	N/A	N/A	B		1	19	-	264	1855	580	45.5%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	273	1855	580	47.1%
2/3	Right	U	N/A	N/A	B		1	19	-	113	1855	580	19.5%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	352	1855:1855	288+111	88.3 : 88.3%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	265	1855	319	83.1%
4/1	Ahead	U	N/A	N/A	D		1	44	-	696	1855	1304	53.4%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	950	1855	1304	72.8%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	12	-	326	1855:1855	352+352	46.3 : 46.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	12	-	153	1855	377	40.6%
6/1	Ahead	U	N/A	N/A	G		1	42	-	494	1855	1246	39.6%
6/2	Right Ahead	U	N/A	N/A	G		1	42	-	497	1855	1246	39.9%
6/3	Right	U	N/A	N/A	G		1	42	-	265	1855	1246	21.3%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	427	Inf : Inf	918+918	23.3 : 23.2%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	496	Inf : Inf	487+918	35.3 : 35.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1846	0	0	18.1	16.0	0.0	34.1	-	-	-	-
Plas Coch Road Roundabout	-	-	1846	0	0	18.1	16.0	0.0	34.1	-	-	-	-
1/2+1/1	1156	1156	-	-	-	3.0	3.5	-	6.5	20.4	10.8	3.5	14.3
1/3	837	837	-	-	-	2.6	2.0	-	4.6	19.7	11.9	2.0	13.8
2/1	264	264	-	-	-	1.6	0.4	-	2.0	26.9	4.1	0.4	4.5
2/2	273	273	-	-	-	1.5	0.4	-	1.9	25.1	4.1	0.4	4.6
2/3	113	113	-	-	-	0.4	0.1	-	0.6	18.1	1.4	0.1	1.6
3/2+3/1	352	352	-	-	-	2.4	3.3	-	5.7	58.6	4.5	3.3	7.8
3/3	265	265	-	-	-	1.9	2.3	-	4.2	56.4	4.5	2.3	6.8
4/1	696	696	-	-	-	0.4	0.6	-	1.0	4.9	2.2	0.6	2.8
4/2	950	950	-	-	-	0.5	1.3	-	1.8	6.8	2.3	1.3	3.6
5/2+5/1	326	326	-	-	-	2.0	0.4	-	2.4	27.0	2.5	0.4	2.9
5/3	153	153	-	-	-	0.9	0.3	-	1.3	30.2	2.3	0.3	2.7
6/1	494	494	-	-	-	0.2	0.3	-	0.5	3.9	2.7	0.3	3.1
6/2	497	497	-	-	-	0.2	0.3	-	0.5	3.9	2.8	0.3	3.1
6/3	265	265	-	-	-	0.1	0.1	-	0.2	2.6	0.2	0.1	0.3
7/2+7/1	427	427	854	0	0	0.2	0.2	-	0.3	2.8	0.7	0.2	0.9
7/3+7/4	496	496	992	0	0	0.2	0.3	-	0.5	3.7	1.2	0.3	1.4
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.0 PRC Over All Lanes (%): 2.0 Total Delay for Signalled Lanes (pcuHr): 33.21 Total Delay Over All Lanes(pcuHr): 34.06 Cycle Time (s): 64													

Scenario 4: '2036 Base + Committed - Friday AM Peak' (FG22: '2036 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	33	-	1214	1855:1855	614+635	97.2 : 97.2%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	33	-	852	1855	985	86.5%
2/1	Ahead	U	N/A	N/A	B		1	21	-	257	1855	638	40.3%
2/2	Right Ahead	U	N/A	N/A	B		1	21	-	257	1855	638	40.3%
2/3	Right	U	N/A	N/A	B		1	21	-	136	1855	638	21.3%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	12	-	428	1855:1855	333+114	95.8 : 95.8%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	12	-	326	1855	377	86.5%
4/1	Ahead	U	N/A	N/A	D		1	42	-	693	1855	1246	55.6%
4/2	Right Ahead	U	N/A	N/A	D		1	42	-	988	1855	1246	79.3%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	12	-	333	1855:1855	352+350	47.4 : 47.4%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	12	-	150	1855	377	39.8%
6/1	Ahead	U	N/A	N/A	G		1	42	-	545	1855	1246	43.7%
6/2	Right Ahead	U	N/A	N/A	G		1	42	-	519	1855	1246	41.6%
6/3	Right	U	N/A	N/A	G		1	42	-	326	1855	1246	26.2%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	429	Inf : Inf	861+861	24.8 : 25.0%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	499	Inf : Inf	465+861	37.6 : 37.6%
8/1	Ahead	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1856	0	0	20.4	28.8	0.0	49.3	-	-	-	-
Plas Coch Road Roundabout	-	-	1856	0	0	20.4	28.8	0.0	49.3	-	-	-	-
1/2+1/1	1214	1214	-	-	-	4.0	10.7	-	14.7	43.7	15.4	10.7	26.1
1/3	852	852	-	-	-	3.1	3.1	-	6.1	25.9	13.0	3.1	16.1
2/1	257	257	-	-	-	1.4	0.3	-	1.7	23.9	3.9	0.3	4.2
2/2	257	257	-	-	-	1.3	0.3	-	1.6	22.4	3.8	0.3	4.2
2/3	136	136	-	-	-	0.5	0.1	-	0.6	16.2	1.7	0.1	1.9
3/2+3/1	428	428	-	-	-	2.9	6.7	-	9.6	80.3	6.1	6.7	12.8
3/3	326	326	-	-	-	2.2	2.9	-	5.1	56.5	5.5	2.9	8.4
4/1	693	693	-	-	-	0.4	0.6	-	1.0	5.3	1.9	0.6	2.5
4/2	988	988	-	-	-	0.6	1.9	-	2.5	9.2	2.7	1.9	4.6
5/2+5/1	333	333	-	-	-	2.1	0.5	-	2.5	27.2	2.6	0.5	3.0
5/3	150	150	-	-	-	0.9	0.3	-	1.3	30.0	2.3	0.3	2.6
6/1	545	545	-	-	-	0.2	0.4	-	0.6	4.0	2.7	0.4	3.1
6/2	519	519	-	-	-	0.2	0.4	-	0.6	4.0	2.8	0.4	3.2
6/3	326	326	-	-	-	0.1	0.2	-	0.2	2.6	0.2	0.2	0.4
7/2+7/1	429	429	858	0	0	0.3	0.2	-	0.4	3.5	0.9	0.2	1.1
7/3+7/4	499	499	998	0	0	0.4	0.3	-	0.7	4.9	2.7	0.3	3.0
8/1	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -8.0 PRC Over All Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 48.18 Total Delay Over All Lanes(pcuHr): 49.27 Cycle Time (s): 64													

Scenario 5: '2036 Total - Friday AM Peak' (FG31: '2036 Total - AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	33	-	1214	1855:1855	611+636	97.3 : 97.3%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	33	-	854	1855	985	86.7%
2/1	Ahead	U	N/A	N/A	B		1	21	-	269	1855	638	42.2%
2/2	Right Ahead	U	N/A	N/A	B		1	21	-	267	1855	638	41.9%
2/3	Right	U	N/A	N/A	B		1	21	-	140	1855	638	22.0%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	12	-	441	1855:1855	332+117	98.2 : 98.2%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	12	-	333	1855	377	88.4%
4/1	Ahead	U	N/A	N/A	D		1	42	-	687	1855	1246	55.1%
4/2	Right Ahead	U	N/A	N/A	D		1	42	-	994	1855	1246	79.8%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	13	-	333	1855:1855	367+364	45.6 : 45.6%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	13	-	165	1855	406	40.7%
6/1	Ahead	U	N/A	N/A	G		1	41	-	554	1855	1217	45.5%
6/2	Right Ahead	U	N/A	N/A	G		1	41	-	517	1855	1217	42.5%
6/3	Right	U	N/A	N/A	G		1	41	-	333	1855	1217	27.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	429	Inf : Inf	848+848	25.2 : 25.3%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	510	Inf : Inf	521+848	37.2 : 37.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	162	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1878	0	0	20.9	31.6	0.0	52.6	-	-	-	-
Plas Coch Road Roundabout	-	-	1878	0	0	20.9	31.6	0.0	52.6	-	-	-	-
1/2+1/1	1214	1214	-	-	-	4.0	11.0	-	15.0	44.5	15.4	11.0	26.4
1/3	854	854	-	-	-	3.1	3.1	-	6.2	26.1	13.0	3.1	16.1
2/1	269	269	-	-	-	1.4	0.4	-	1.7	23.4	4.0	0.4	4.4
2/2	267	267	-	-	-	1.4	0.4	-	1.7	23.5	4.1	0.4	4.4
2/3	140	140	-	-	-	0.5	0.1	-	0.6	16.1	1.8	0.1	1.9
3/2+3/1	441	441	-	-	-	3.0	8.6	-	11.6	94.9	6.3	8.6	14.9
3/3	333	333	-	-	-	2.3	3.3	-	5.6	60.5	5.7	3.3	9.0
4/1	687	687	-	-	-	0.4	0.6	-	1.0	5.1	1.8	0.6	2.4
4/2	994	994	-	-	-	0.6	1.9	-	2.6	9.4	2.8	1.9	4.7
5/2+5/1	333	333	-	-	-	2.0	0.4	-	2.4	26.0	2.5	0.4	2.9
5/3	165	165	-	-	-	1.0	0.3	-	1.3	28.9	2.5	0.3	2.8
6/1	554	554	-	-	-	0.3	0.4	-	0.7	4.5	3.2	0.4	3.6
6/2	517	517	-	-	-	0.3	0.4	-	0.7	4.6	3.3	0.4	3.7
6/3	333	333	-	-	-	0.1	0.2	-	0.3	2.8	0.2	0.2	0.4
7/2+7/1	429	429	858	0	0	0.3	0.2	-	0.4	3.6	0.9	0.2	1.1
7/3+7/4	510	510	1020	0	0	0.4	0.3	-	0.7	4.8	2.6	0.3	2.9
8/1	162	162	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -9.1 PRC Over All Lanes (%): -9.1 Total Delay for Signalled Lanes (pcuHr): 51.44 Total Delay Over All Lanes(pcuHr): 52.55 Cycle Time (s): 64													

Scenario 6: '2020 Surveyed - Friday PM Peak' (FG2: '2020 Surveyed - Friday PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	739	1855:1855	151+658	91.3 : 91.3%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	644	1855	754	85.5%
2/1	Ahead	U	N/A	N/A	B		1	29	-	257	1855	870	29.6%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	285	1855	870	32.8%
2/3	Right	U	N/A	N/A	B		1	29	-	29	1855	870	3.3%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	614	1855:1855	512+160	91.4 : 91.4%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	547	1855	609	89.9%
4/1	Ahead	U	N/A	N/A	D		1	34	-	275	1855	1014	27.1%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	673	1855	1014	66.3%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	682	1855:1855	468+468	72.9 : 72.9%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	349	1855	609	57.3%
6/1	Ahead	U	N/A	N/A	G		1	34	-	388	1855	1014	38.2%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	435	1855	1014	42.9%
6/3	Right	U	N/A	N/A	G		1	34	-	547	1855	1014	53.9%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	487	Inf : Inf	494+494	49.4 : 49.2%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	318	Inf : Inf	284+494	40.9 : 40.9%
8/1	Ahead	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1610	0	0	23.8	21.7	0.0	45.5	-	-	-	-
Plas Coch Road Roundabout	-	-	1610	0	0	23.8	21.7	0.0	45.5	-	-	-	-
1/2+1/1	739	739	-	-	-	3.5	4.6	-	8.1	39.5	11.0	4.6	15.6
1/3	644	644	-	-	-	3.1	2.8	-	5.9	32.9	10.4	2.8	13.2
2/1	257	257	-	-	-	1.0	0.2	-	1.2	17.1	4.1	0.2	4.3
2/2	285	285	-	-	-	1.0	0.2	-	1.3	15.9	4.4	0.2	4.7
2/3	29	29	-	-	-	0.1	0.0	-	0.1	10.1	0.3	0.0	0.3
3/2+3/1	614	614	-	-	-	3.3	4.6	-	7.9	46.4	9.2	4.6	13.7
3/3	547	547	-	-	-	3.1	3.9	-	7.0	46.4	9.1	3.9	13.0
4/1	275	275	-	-	-	0.8	0.2	-	1.0	12.5	2.5	0.2	2.7
4/2	673	673	-	-	-	0.3	1.0	-	1.3	6.7	0.8	1.0	1.8
5/2+5/1	682	682	-	-	-	3.4	1.3	-	4.7	24.7	4.9	1.3	6.3
5/3	349	349	-	-	-	1.7	0.7	-	2.4	24.7	5.0	0.7	5.7
6/1	388	388	-	-	-	0.4	0.3	-	0.7	6.8	3.1	0.3	3.4
6/2	435	435	-	-	-	0.4	0.4	-	0.7	6.1	2.6	0.4	3.0
6/3	547	547	-	-	-	0.1	0.6	-	0.7	4.4	0.2	0.6	0.8
7/2+7/1	487	487	974	0	0	1.2	0.5	-	1.7	12.2	3.3	0.5	3.7
7/3+7/4	318	318	636	0	0	0.6	0.3	-	0.9	10.2	2.6	0.3	2.9
8/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 42.94 Cycle Time (s): 64 PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 45.50													

Scenario 7: '2021 Base + Committed - Friday PM Peak' (FG20: '2021 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	738	1855:1855	122+674	92.7 : 92.7%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	677	1855	754	89.8%
2/1	Ahead	U	N/A	N/A	B		1	29	-	277	1855	870	31.9%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	288	1855	870	33.1%
2/3	Right	U	N/A	N/A	B		1	29	-	15	1855	870	1.7%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	629	1855:1855	512+160	93.6 : 93.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	562	1855	609	92.3%
4/1	Ahead	U	N/A	N/A	D		1	34	-	266	1855	1014	26.2%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	692	1855	1014	68.2%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	688	1855:1855	468+468	73.5 : 73.5%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	354	1855	609	58.2%
6/1	Ahead	U	N/A	N/A	G		1	34	-	387	1855	1014	38.1%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	451	1855	1014	44.5%
6/3	Right	U	N/A	N/A	G		1	34	-	562	1855	1014	55.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	492	Inf : Inf	483+483	51.0 : 51.0%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	324	Inf : Inf	311+483	40.8 : 40.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	902	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1632	0	0	24.7	26.1	0.0	50.8	-	-	-	-
Plas Coch Road Roundabout	-	-	1632	0	0	24.7	26.1	0.0	50.8	-	-	-	-
1/2+1/1	738	738	-	-	-	3.6	5.4	-	8.9	43.6	11.4	5.4	16.8
1/3	677	677	-	-	-	3.3	4.0	-	7.3	39.0	11.1	4.0	15.1
2/1	277	277	-	-	-	1.1	0.2	-	1.3	17.3	4.4	0.2	4.7
2/2	288	288	-	-	-	1.0	0.2	-	1.2	15.3	4.4	0.2	4.7
2/3	15	15	-	-	-	0.0	0.0	-	0.0	9.6	0.1	0.0	0.1
3/2+3/1	629	629	-	-	-	3.5	5.7	-	9.2	52.7	9.4	5.7	15.2
3/3	562	562	-	-	-	3.2	5.0	-	8.2	52.5	9.5	5.0	14.5
4/1	266	266	-	-	-	0.9	0.2	-	1.0	14.1	2.8	0.2	3.0
4/2	692	692	-	-	-	0.2	1.1	-	1.3	6.7	0.6	1.1	1.6
5/2+5/1	688	688	-	-	-	3.4	1.4	-	4.8	24.9	5.0	1.4	6.3
5/3	354	354	-	-	-	1.8	0.7	-	2.4	24.9	5.2	0.7	5.9
6/1	387	387	-	-	-	0.4	0.3	-	0.7	6.8	3.2	0.3	3.5
6/2	451	451	-	-	-	0.3	0.4	-	0.7	5.9	2.4	0.4	2.8
6/3	562	562	-	-	-	0.1	0.6	-	0.7	4.6	0.2	0.6	0.8
7/2+7/1	492	492	984	0	0	1.3	0.5	-	1.8	13.3	3.3	0.5	3.8
7/3+7/4	324	324	648	0	0	0.6	0.3	-	1.0	10.6	2.5	0.3	2.9
8/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -4.0 PRC Over All Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 48.01 Total Delay Over All Lanes(pcuHr): 50.78 Cycle Time (s): 64													

Scenario 8: '2021 Total - Friday PM Peak' (FG29: '2021 Total - PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	738	1855:1855	124+673	92.6 : 92.6%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	675	1855	754	89.6%
2/1	Ahead	U	N/A	N/A	B		1	29	-	278	1855	870	32.0%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	318	1855	870	36.6%
2/3	Right	U	N/A	N/A	B		1	29	-	16	1855	870	1.8%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	648	1855:1855	506+173	95.5 : 95.5%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	575	1855	609	94.5%
4/1	Ahead	U	N/A	N/A	D		1	34	-	267	1855	1014	26.3%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	691	1855	1014	68.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	696	1855:1855	468+468	74.4 : 74.4%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	362	1855	609	59.5%
6/1	Ahead	U	N/A	N/A	G		1	34	-	395	1855	1014	38.9%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	447	1855	1014	44.1%
6/3	Right	U	N/A	N/A	G		1	34	-	575	1855	1014	56.7%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	492	Inf : Inf	472+472	52.1 : 52.1%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	340	Inf : Inf	268+472	46.0 : 46.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1664	0	0	25.3	28.9	0.0	54.2	-	-	-	-
Plas Coch Road Roundabout	-	-	1664	0	0	25.3	28.9	0.0	54.2	-	-	-	-
1/2+1/1	738	738	-	-	-	3.5	5.3	-	8.9	43.2	11.4	5.3	16.7
1/3	675	675	-	-	-	3.3	3.9	-	7.2	38.6	11.1	3.9	15.0
2/1	278	278	-	-	-	1.1	0.2	-	1.3	17.3	4.5	0.2	4.7
2/2	318	318	-	-	-	1.0	0.3	-	1.3	14.9	4.9	0.3	5.2
2/3	16	16	-	-	-	0.0	0.0	-	0.0	8.4	0.1	0.0	0.1
3/2+3/1	648	648	-	-	-	3.6	7.2	-	10.8	60.0	9.8	7.2	17.0
3/3	575	575	-	-	-	3.3	6.2	-	9.6	60.0	9.9	6.2	16.1
4/1	267	267	-	-	-	0.8	0.2	-	1.0	13.6	2.8	0.2	2.9
4/2	691	691	-	-	-	0.2	1.1	-	1.3	6.7	0.6	1.1	1.7
5/2+5/1	696	696	-	-	-	3.4	1.4	-	4.9	25.2	5.0	1.4	6.5
5/3	362	362	-	-	-	1.8	0.7	-	2.5	25.2	5.3	0.7	6.1
6/1	395	395	-	-	-	0.4	0.3	-	0.7	6.8	3.2	0.3	3.5
6/2	447	447	-	-	-	0.4	0.4	-	0.7	6.0	2.6	0.4	3.0
6/3	575	575	-	-	-	0.1	0.7	-	0.8	4.8	0.3	0.7	0.9
7/2+7/1	492	492	984	0	0	1.4	0.5	-	1.9	14.2	3.3	0.5	3.9
7/3+7/4	340	340	680	0	0	0.7	0.4	-	1.2	12.4	2.9	0.4	3.3
8/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.1 PRC Over All Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 51.09 Total Delay Over All Lanes(pcuHr): 54.20 Cycle Time (s): 64													

Scenario 9: '2036 Base + Committed - Friday PM Peak' (FG23: '2036 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.5%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	102.5%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	781	1855:1855	43+719	102.5 : 102.5%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	761	1855	754	101.0%
2/1	Ahead	U	N/A	N/A	B		1	29	-	316	1855	870	36.3%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	317	1855	870	36.5%
2/3	Right	U	N/A	N/A	B		1	29	-	8	1855	870	0.9%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	667	1855:1855	513+159	99.3 : 99.3%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	598	1855	609	98.2%
4/1	Ahead	U	N/A	N/A	D		1	34	-	209	1855	1014	20.5%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	769	1855	1014	75.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	709	1855:1855	467+468	75.8 : 75.8%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	372	1855	609	61.1%
6/1	Ahead	U	N/A	N/A	G		1	34	-	414	1855	1014	40.6%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	459	1855	1014	45.1%
6/3	Right	U	N/A	N/A	G		1	34	-	598	1855	1014	58.9%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	500	Inf : Inf	449+449	55.6 : 55.6%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	364	Inf : Inf	449+449	39.8 : 41.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1728	0	0	28.7	64.0	0.0	92.7	-	-	-	-
Plas Coch Road Roundabout	-	-	1728	0	0	28.7	64.0	0.0	92.7	-	-	-	-
1/2+1/1	781	762	-	-	-	4.8	19.6	-	24.4	112.2	14.4	19.6	33.9
1/3	761	754	-	-	-	4.3	15.8	-	20.1	94.9	13.7	15.8	29.4
2/1	316	316	-	-	-	1.1	0.3	-	1.4	15.7	5.0	0.3	5.3
2/2	317	317	-	-	-	1.1	0.3	-	1.4	15.6	5.0	0.3	5.3
2/3	8	8	-	-	-	0.0	0.0	-	0.0	8.4	0.1	0.0	0.1
3/2+3/1	667	667	-	-	-	3.8	11.8	-	15.6	84.2	10.4	11.8	22.2
3/3	598	598	-	-	-	3.5	9.8	-	13.4	80.6	10.5	9.8	20.3
4/1	208	208	-	-	-	0.9	0.1	-	1.0	17.8	3.0	0.1	3.1
4/2	762	762	-	-	-	0.4	1.5	-	1.8	8.7	0.9	1.5	2.4
5/2+5/1	709	709	-	-	-	3.5	1.5	-	5.1	25.7	5.2	1.5	6.8
5/3	372	372	-	-	-	1.9	0.8	-	2.6	25.6	5.5	0.8	6.3
6/1	412	412	-	-	-	0.4	0.3	-	0.8	6.9	2.9	0.3	3.2
6/2	457	457	-	-	-	0.4	0.4	-	0.8	6.3	2.4	0.4	2.8
6/3	598	598	-	-	-	0.2	0.7	-	0.9	5.2	0.4	0.7	1.1
7/2+7/1	500	500	1000	0	0	1.6	0.6	-	2.2	16.0	3.5	0.6	4.2
7/3+7/4	364	364	728	0	0	0.9	0.3	-	1.2	12.1	2.4	0.3	2.8
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -13.9 PRC Over All Lanes (%): -13.9 Total Delay for Signalled Lanes (pcuHr): 89.20 Total Delay Over All Lanes(pcuHr): 92.65 Cycle Time (s): 64													

Scenario 10: '2036 Total - Friday PM Peak' (FG32: '2036 Total - PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	781	1855:1855	45+718	102.4 : 102.4%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	759	1855	754	100.7%
2/1	Ahead	U	N/A	N/A	B		1	29	-	332	1855	870	38.2%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	331	1855	870	38.1%
2/3	Right	U	N/A	N/A	B		1	29	-	10	1855	870	1.2%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	688	1855:1855	507+170	101.6 : 101.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	609	1855	609	100.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	209	1855	1014	20.5%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	769	1855	1014	75.3%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	718	1855:1855	468+468	76.7 : 76.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	379	1855	609	62.3%
6/1	Ahead	U	N/A	N/A	G		1	34	-	426	1855	1014	41.5%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	453	1855	1014	44.1%
6/3	Right	U	N/A	N/A	G		1	34	-	609	1855	1014	60.0%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	500	Inf : Inf	440+440	56.8 : 56.8%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	380	Inf : Inf	440+440	42.5 : 43.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1760	0	0	29.5	70.2	0.0	99.7	-	-	-	-
Plas Coch Road Roundabout	-	-	1760	0	0	29.5	70.2	0.0	99.7	-	-	-	-
1/2+1/1	781	763	-	-	-	4.7	19.3	-	24.1	110.9	14.3	19.3	33.6
1/3	759	754	-	-	-	4.2	15.2	-	19.4	92.0	13.6	15.2	28.8
2/1	332	332	-	-	-	1.1	0.3	-	1.4	15.5	5.3	0.3	5.6
2/2	331	331	-	-	-	1.1	0.3	-	1.4	15.4	5.3	0.3	5.6
2/3	10	10	-	-	-	0.0	0.0	-	0.0	7.8	0.1	0.0	0.1
3/2+3/1	688	677	-	-	-	4.2	16.0	-	20.3	106.0	11.3	16.0	27.3
3/3	609	609	-	-	-	3.6	12.4	-	16.1	95.0	10.8	12.4	23.3
4/1	208	208	-	-	-	0.9	0.1	-	1.0	17.4	2.9	0.1	3.1
4/2	764	764	-	-	-	0.4	1.5	-	1.9	8.8	0.9	1.5	2.4
5/2+5/1	718	718	-	-	-	3.6	1.6	-	5.2	26.1	5.3	1.6	6.9
5/3	379	379	-	-	-	1.9	0.8	-	2.7	25.9	5.7	0.8	6.5
6/1	421	421	-	-	-	0.4	0.4	-	0.8	6.8	2.8	0.4	3.2
6/2	447	447	-	-	-	0.4	0.4	-	0.8	6.4	2.4	0.4	2.8
6/3	609	609	-	-	-	0.2	0.7	-	0.9	5.5	0.4	0.7	1.2
7/2+7/1	500	500	1000	0	0	1.7	0.7	-	2.3	16.7	3.6	0.7	4.3
7/3+7/4	380	380	760	0	0	1.0	0.4	-	1.4	13.2	2.6	0.4	3.0
8/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1050	1050	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -13.8 PRC Over All Lanes (%): -13.8 Total Delay for Signalled Lanes (pcuHr): 95.96 Total Delay Over All Lanes(pcuHr): 99.67 Cycle Time (s): 64													

Scenario 11: '2020 Surveyed - Saturday Peak' (FG3: '2020 Surveyed - Saturday Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	691	1855:1855	146+661	85.6 : 85.6%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	590	1855	754	78.3%
2/1	Ahead	U	N/A	N/A	B		1	29	-	297	1855	870	34.2%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	315	1855	870	36.2%
2/3	Right	U	N/A	N/A	B		1	29	-	38	1855	870	4.4%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	601	1855:1855	487+213	85.8 : 85.8%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	499	1855	609	82.0%
4/1	Ahead	U	N/A	N/A	D		1	34	-	247	1855	1014	24.3%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	628	1855	1014	61.9%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	523	1855:1855	468+466	56.0 : 56.0%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	303	1855	609	49.8%
6/1	Ahead	U	N/A	N/A	G		1	34	-	345	1855	1014	34.0%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	370	1855	1014	36.5%
6/3	Right	U	N/A	N/A	G		1	34	-	499	1855	1014	49.2%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	278	Inf : Inf	566+566	24.7 : 24.4%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	347	Inf : Inf	259+566	42.0 : 42.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1250	0	0	20.8	13.9	0.0	34.7	-	-	-	-
Plas Coch Road Roundabout	-	-	1250	0	0	20.8	13.9	0.0	34.7	-	-	-	-
1/2+1/1	691	691	-	-	-	3.1	2.8	-	6.0	31.1	9.8	2.8	12.7
1/3	590	590	-	-	-	2.7	1.8	-	4.5	27.3	9.0	1.8	10.8
2/1	297	297	-	-	-	1.3	0.3	-	1.6	19.2	4.9	0.3	5.2
2/2	315	315	-	-	-	1.2	0.3	-	1.5	17.5	4.9	0.3	5.2
2/3	38	38	-	-	-	0.1	0.0	-	0.1	11.6	0.4	0.0	0.5
3/2+3/1	601	601	-	-	-	3.1	2.9	-	6.0	35.9	7.9	2.9	10.8
3/3	499	499	-	-	-	2.7	2.2	-	4.9	35.5	8.0	2.2	10.2
4/1	247	247	-	-	-	0.7	0.2	-	0.8	12.1	2.2	0.2	2.4
4/2	628	628	-	-	-	0.3	0.8	-	1.1	6.5	0.9	0.8	1.7
5/2+5/1	523	523	-	-	-	2.4	0.6	-	3.1	21.2	3.6	0.6	4.3
5/3	303	303	-	-	-	1.5	0.5	-	1.9	23.1	4.3	0.5	4.8
6/1	345	345	-	-	-	0.3	0.3	-	0.6	6.3	2.4	0.3	2.7
6/2	370	370	-	-	-	0.3	0.3	-	0.6	5.9	2.3	0.3	2.6
6/3	499	499	-	-	-	0.1	0.5	-	0.5	3.9	0.1	0.5	0.6
7/2+7/1	278	278	556	0	0	0.3	0.2	-	0.5	6.5	0.8	0.2	1.0
7/3+7/4	347	347	694	0	0	0.5	0.4	-	0.8	8.6	1.5	0.4	1.9
8/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 4.9 PRC Over All Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 33.34 Total Delay Over All Lanes(pcuHr): 34.68 Cycle Time (s): 64													

Scenario 12: '2021 Base + Committed - Saturday Peak' (FG21: '2021 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.9%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	696	1855:1855	134+668	86.9 : 86.9%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	606	1855	754	80.4%
2/1	Ahead	U	N/A	N/A	B		1	29	-	319	1855	870	36.7%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	329	1855	870	37.8%
2/3	Right	U	N/A	N/A	B		1	29	-	36	1855	870	4.1%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	628	1855:1855	482+224	88.9 : 88.9%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	524	1855	609	86.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	242	1855	1014	23.9%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	642	1855	1014	63.3%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	528	1855:1855	468+468	56.4 : 56.4%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	320	1855	609	52.6%
6/1	Ahead	U	N/A	N/A	G		1	34	-	354	1855	1014	34.9%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	375	1855	1014	37.0%
6/3	Right	U	N/A	N/A	G		1	34	-	524	1855	1014	51.7%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	281	Inf : Inf	547+547	25.6 : 25.8%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	364	Inf : Inf	342+547	41.0 : 41.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1290	0	0	21.7	16.1	0.0	37.9	-	-	-	-
Plas Coch Road Roundabout	-	-	1290	0	0	21.7	16.1	0.0	37.9	-	-	-	-
1/2+1/1	696	696	-	-	-	3.2	3.1	-	6.3	32.7	10.2	3.1	13.3
1/3	606	606	-	-	-	2.8	2.0	-	4.8	28.6	9.4	2.0	11.4
2/1	319	319	-	-	-	1.4	0.3	-	1.7	18.9	5.2	0.3	5.5
2/2	329	329	-	-	-	1.3	0.3	-	1.6	17.9	5.3	0.3	5.6
2/3	36	36	-	-	-	0.1	0.0	-	0.1	11.2	0.4	0.0	0.4
3/2+3/1	628	628	-	-	-	3.3	3.7	-	7.0	40.1	8.4	3.7	12.1
3/3	524	524	-	-	-	2.9	2.9	-	5.8	40.0	8.6	2.9	11.5
4/1	242	242	-	-	-	0.7	0.2	-	0.8	12.5	2.3	0.2	2.4
4/2	642	642	-	-	-	0.3	0.9	-	1.2	6.6	0.9	0.9	1.7
5/2+5/1	528	528	-	-	-	2.5	0.6	-	3.1	21.2	3.7	0.6	4.3
5/3	320	320	-	-	-	1.6	0.6	-	2.1	23.7	4.5	0.6	5.1
6/1	354	354	-	-	-	0.3	0.3	-	0.6	6.2	2.5	0.3	2.7
6/2	375	375	-	-	-	0.3	0.3	-	0.6	5.8	2.3	0.3	2.6
6/3	524	524	-	-	-	0.1	0.5	-	0.6	4.1	0.2	0.5	0.7
7/2+7/1	281	281	562	0	0	0.4	0.2	-	0.5	7.0	0.9	0.2	1.0
7/3+7/4	364	364	728	0	0	0.5	0.3	-	0.9	8.6	2.6	0.3	3.0
8/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 1.2 Total Delay for Signalled Lanes (pcuHr): 36.43 PRC Over All Lanes (%): 1.2 Total Delay Over All Lanes(pcuHr): 37.85 Cycle Time (s): 64													

Scenario 13: '2036 Base + Committed - Saturday Peak' (FG24: '2036 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	95.4%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	24	-	710	1855:1855	67+677	95.4 : 95.4%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	24	-	669	1855	725	92.3%
2/1	Ahead	U	N/A	N/A	B		1	30	-	357	1855	899	39.7%
2/2	Right Ahead	U	N/A	N/A	B		1	30	-	369	1855	899	41.1%
2/3	Right	U	N/A	N/A	B		1	30	-	19	1855	899	2.1%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	21	-	678	1855:1855	500+237	91.9 : 91.9%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	21	-	570	1855	638	89.4%
4/1	Ahead	U	N/A	N/A	D		1	33	-	207	1855	985	21.0%
4/2	Right Ahead	U	N/A	N/A	D		1	33	-	688	1855	985	69.8%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	19	-	532	1855:1855	453+453	58.7 : 58.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	19	-	344	1855	580	59.3%
6/1	Ahead	U	N/A	N/A	G		1	35	-	374	1855	1043	35.8%
6/2	Right Ahead	U	N/A	N/A	G		1	35	-	392	1855	1043	37.6%
6/3	Right	U	N/A	N/A	G		1	35	-	570	1855	1043	54.6%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	285	Inf : Inf	514+514	27.6 : 27.8%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	401	Inf : Inf	414+514	43.2 : 43.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1372	0	0	24.0	26.2	0.0	50.2	-	-	-	-
Plas Coch Road Roundabout	-	-	1372	0	0	24.0	26.2	0.0	50.2	-	-	-	-
1/2+1/1	710	710	-	-	-	3.7	7.3	-	11.0	55.6	11.7	7.3	19.0
1/3	669	669	-	-	-	3.5	5.1	-	8.5	45.9	11.1	5.1	16.2
2/1	357	357	-	-	-	1.5	0.3	-	1.8	18.0	5.8	0.3	6.2
2/2	369	369	-	-	-	1.4	0.3	-	1.8	17.2	6.0	0.3	6.3
2/3	19	19	-	-	-	0.0	0.0	-	0.1	9.5	0.2	0.0	0.2
3/2+3/1	678	678	-	-	-	3.5	4.9	-	8.4	44.8	9.4	4.9	14.3
3/3	570	570	-	-	-	3.2	3.8	-	6.9	43.8	9.5	3.8	13.3
4/1	207	207	-	-	-	0.8	0.1	-	0.9	16.0	2.6	0.1	2.7
4/2	688	688	-	-	-	0.3	1.1	-	1.4	7.4	0.7	1.1	1.8
5/2+5/1	532	532	-	-	-	2.6	0.7	-	3.3	22.5	3.8	0.7	4.5
5/3	344	344	-	-	-	1.8	0.7	-	2.5	26.2	5.2	0.7	5.9
6/1	374	374	-	-	-	0.3	0.3	-	0.6	5.6	2.3	0.3	2.6
6/2	392	392	-	-	-	0.3	0.3	-	0.6	5.2	1.9	0.3	2.2
6/3	570	570	-	-	-	0.1	0.6	-	0.7	4.3	0.2	0.6	0.8
7/2+7/1	285	285	570	0	0	0.4	0.2	-	0.6	7.9	0.9	0.2	1.1
7/3+7/4	401	401	802	0	0	0.7	0.4	-	1.1	10.0	2.8	0.4	3.2
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.1 PRC Over All Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 48.46 Total Delay Over All Lanes(pcuHr): 50.20 Cycle Time (s): 64													

Scenario 14: '2021 Total - Saturday Peak' (FG30: '2021 Total - Sat Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	24	-	687	1855:1855	118+649	89.5 : 89.5%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	24	-	616	1855	725	85.0%
2/1	Ahead	U	N/A	N/A	B		1	30	-	344	1855	899	38.3%
2/2	Right Ahead	U	N/A	N/A	B		1	30	-	348	1855	899	38.7%
2/3	Right	U	N/A	N/A	B		1	30	-	26	1855	899	2.9%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	21	-	653	1855:1855	499+240	88.4 : 88.4%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	21	-	542	1855	638	85.0%
4/1	Ahead	U	N/A	N/A	D		1	33	-	242	1855	985	24.6%
4/2	Right Ahead	U	N/A	N/A	D		1	33	-	642	1855	985	65.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	19	-	528	1855:1855	453+453	58.2 : 58.2%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	19	-	337	1855	580	58.1%
6/1	Ahead	U	N/A	N/A	G		1	35	-	355	1855	1043	34.0%
6/2	Right Ahead	U	N/A	N/A	G		1	35	-	386	1855	1043	37.0%
6/3	Right	U	N/A	N/A	G		1	35	-	542	1855	1043	51.9%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	281	Inf : Inf	533+533	26.2 : 26.4%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	381	Inf : Inf	358+533	42.7 : 42.7%
8/1	Ahead	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1324	0	0	22.5	17.6	0.0	40.1	-	-	-	-
Plas Coch Road Roundabout	-	-	1324	0	0	22.5	17.6	0.0	40.1	-	-	-	-
1/2+1/1	687	687	-	-	-	3.3	3.9	-	7.2	37.9	10.3	3.9	14.2
1/3	616	616	-	-	-	3.0	2.7	-	5.7	33.6	9.9	2.7	12.6
2/1	344	344	-	-	-	1.4	0.3	-	1.8	18.4	5.6	0.3	5.9
2/2	348	348	-	-	-	1.4	0.3	-	1.7	17.3	5.5	0.3	5.9
2/3	26	26	-	-	-	0.1	0.0	-	0.1	10.7	0.3	0.0	0.3
3/2+3/1	653	653	-	-	-	3.3	3.5	-	6.8	37.7	8.8	3.5	12.3
3/3	542	542	-	-	-	2.9	2.7	-	5.6	37.3	8.9	2.7	11.6
4/1	242	242	-	-	-	0.8	0.2	-	0.9	13.9	2.5	0.2	2.6
4/2	642	642	-	-	-	0.3	0.9	-	1.2	6.7	0.7	0.9	1.7
5/2+5/1	528	528	-	-	-	2.6	0.7	-	3.3	22.4	3.7	0.7	4.4
5/3	337	337	-	-	-	1.7	0.7	-	2.4	25.9	5.0	0.7	5.7
6/1	355	355	-	-	-	0.3	0.3	-	0.6	5.8	2.4	0.3	2.7
6/2	386	386	-	-	-	0.3	0.3	-	0.6	5.2	2.1	0.3	2.4
6/3	542	542	-	-	-	0.1	0.5	-	0.6	4.0	0.1	0.5	0.7
7/2+7/1	281	281	562	0	0	0.4	0.2	-	0.6	7.4	0.9	0.2	1.1
7/3+7/4	381	381	762	0	0	0.6	0.4	-	1.0	9.1	1.5	0.4	1.9
8/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 38.52 Cycle Time (s): 64 PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 40.06													

Scenario 15: '2036 Total - Saturday Peak' (FG33: '2036 Total - Sat Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	24	-	710	1855:1855	66+677	95.5 : 95.5%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	24	-	670	1855	725	92.5%
2/1	Ahead	U	N/A	N/A	B		1	30	-	382	1855	899	42.5%
2/2	Right Ahead	U	N/A	N/A	B		1	30	-	377	1855	899	42.0%
2/3	Right	U	N/A	N/A	B		1	30	-	20	1855	899	2.2%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	21	-	701	1855:1855	497+244	94.6 : 94.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	21	-	590	1855	638	92.5%
4/1	Ahead	U	N/A	N/A	D		1	33	-	205	1855	985	20.8%
4/2	Right Ahead	U	N/A	N/A	D		1	33	-	690	1855	985	70.0%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	19	-	532	1855:1855	453+453	58.7 : 58.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	19	-	361	1855	580	62.3%
6/1	Ahead	U	N/A	N/A	G		1	35	-	382	1855	1043	36.6%
6/2	Right Ahead	U	N/A	N/A	G		1	35	-	394	1855	1043	37.8%
6/3	Right	U	N/A	N/A	G		1	35	-	590	1855	1043	56.5%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	285	Inf : Inf	498+498	28.5 : 28.7%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	418	Inf : Inf	498+498	41.7 : 42.1%
8/1	Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%

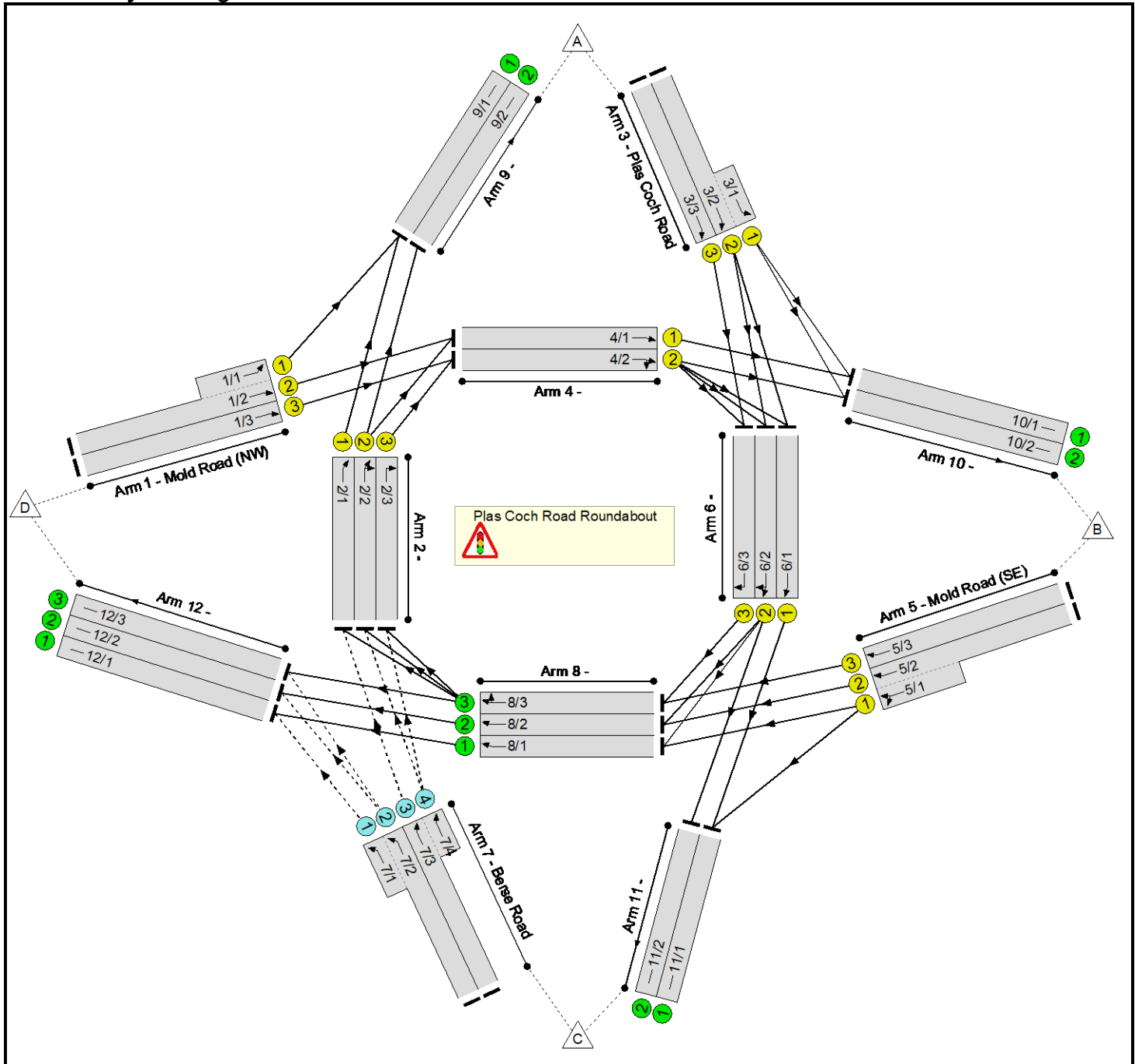
9/1		U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1406	0	0	24.6	29.5	0.0	54.2	-	-	-	-
Plas Coch Road Roundabout	-	-	1406	0	0	24.6	29.5	0.0	54.2	-	-	-	-
1/2+1/1	710	710	-	-	-	3.7	7.4	-	11.0	55.9	11.7	7.4	19.1
1/3	670	670	-	-	-	3.5	5.2	-	8.6	46.3	11.4	5.2	16.5
2/1	382	382	-	-	-	1.5	0.4	-	1.8	17.2	6.2	0.4	6.6
2/2	377	377	-	-	-	1.5	0.4	-	1.8	17.3	6.2	0.4	6.6
2/3	20	20	-	-	-	0.0	0.0	-	0.1	9.1	0.2	0.0	0.2
3/2+3/1	701	701	-	-	-	3.7	6.6	-	10.3	52.7	9.9	6.6	16.5
3/3	590	590	-	-	-	3.3	5.1	-	8.4	51.3	10.0	5.1	15.1
4/1	205	205	-	-	-	0.8	0.1	-	0.9	15.8	2.6	0.1	2.7
4/2	690	690	-	-	-	0.3	1.2	-	1.4	7.5	0.7	1.2	1.9
5/2+5/1	532	532	-	-	-	2.6	0.7	-	3.3	22.5	3.8	0.7	4.5
5/3	361	361	-	-	-	1.9	0.8	-	2.7	27.0	5.4	0.8	6.2
6/1	382	382	-	-	-	0.3	0.3	-	0.6	5.5	2.3	0.3	2.6
6/2	394	394	-	-	-	0.3	0.3	-	0.6	5.3	2.1	0.3	2.4
6/3	590	590	-	-	-	0.1	0.6	-	0.7	4.5	0.2	0.6	0.9
7/2+7/1	285	285	570	0	0	0.5	0.2	-	0.7	8.3	1.0	0.2	1.2
7/3+7/4	418	418	836	0	0	0.9	0.4	-	1.2	10.7	2.7	0.4	3.0
8/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

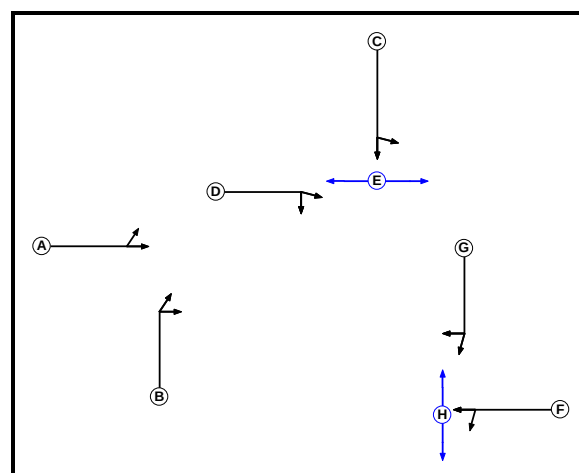
12/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.1 PRC Over All Lanes (%): -6.1 Total Delay for Signalled Lanes (pcuHr): 52.27 Total Delay Over All Lanes(pcuHr): 54.17 Cycle Time (s): 64													

Full Input Data And Results

Network Layout Diagram



Phase Diagram



2036 SENSITIVITY
ANALYSIS

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5

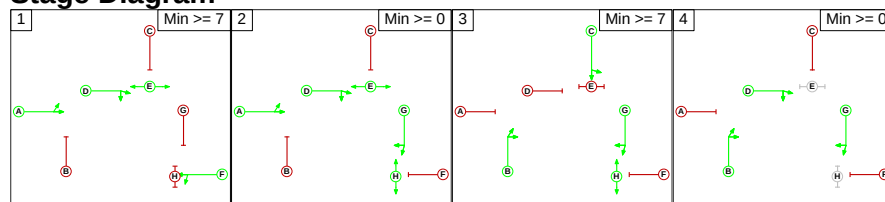
Phase Intergreens Matrix

	Starting Phase								
Terminating Phase		A	B	C	D	E	F	G	H
	A		5	-	-	-	-	-	-
	B	5 <th></th> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>		-	-	-	-	-	-
	C	-	- <th></th> <td>5</td> <td>5</td> <td>-</td> <td>-</td> <td>-</td>		5	5	-	-	-
	D	-	-	5 <th></th> <td>-</td> <td>-</td> <td>-</td> <td>-</td>		-	-	-	-
	E	-	-	8	- <th></th> <td>-</td> <td>-</td> <td>-</td>		-	-	-
	F	-	-	-	-	- <th></th> <td>5</td> <td>5</td>		5	5
	G	-	-	-	-	-	5 <th></th> <td>-</td>		-
	H	-	-	-	-	-	10	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	D	Losing	4	4
2	3	D	Losing	4	4
3	1	G	Losing	5	5

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	9	5
	2	10		9	5
	3	10	5		5
	4	5	5	5	

Give-Way Lane Input Data

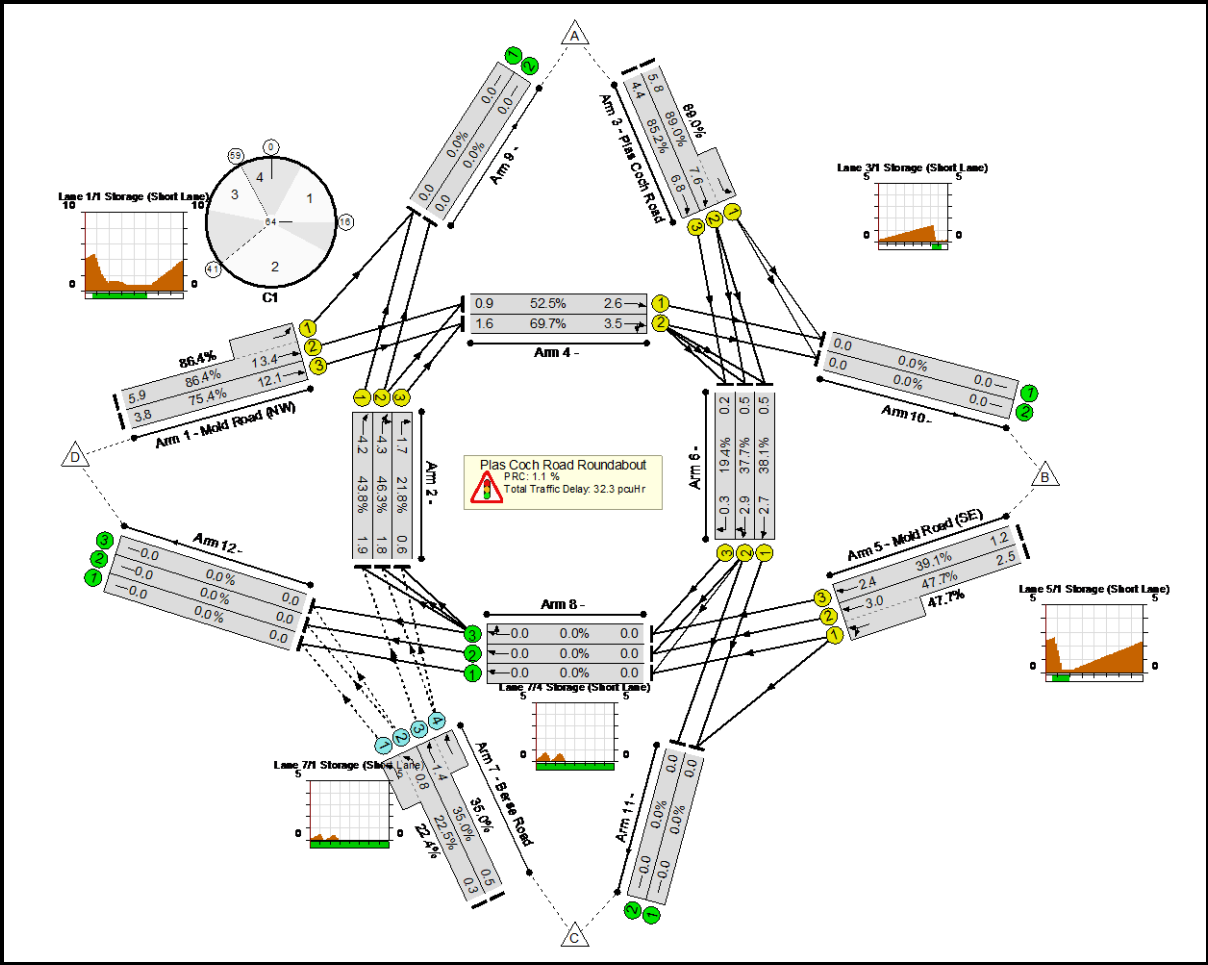
Junction: Plas Coch Road Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
7/1 (Berse Road)	12/1 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
7/2 (Berse Road)	12/2 (Left)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
	12/3 (Left)	1421	0	8/1	1.00	All					
				8/2	1.00	All					
				8/3	1.00	All					
7/3 (Berse Road) 7/4 (Berse Road)	2/1 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
				8/3	1.00	All					
	2/2 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/3	1.00	All					
				8/2	1.00	All					
	2/3 (Ahead)	1421	0	8/1	1.00	All	-	-	-	-	-
				8/3	1.00	All					
				8/2	1.00	All					

Lane Input Data

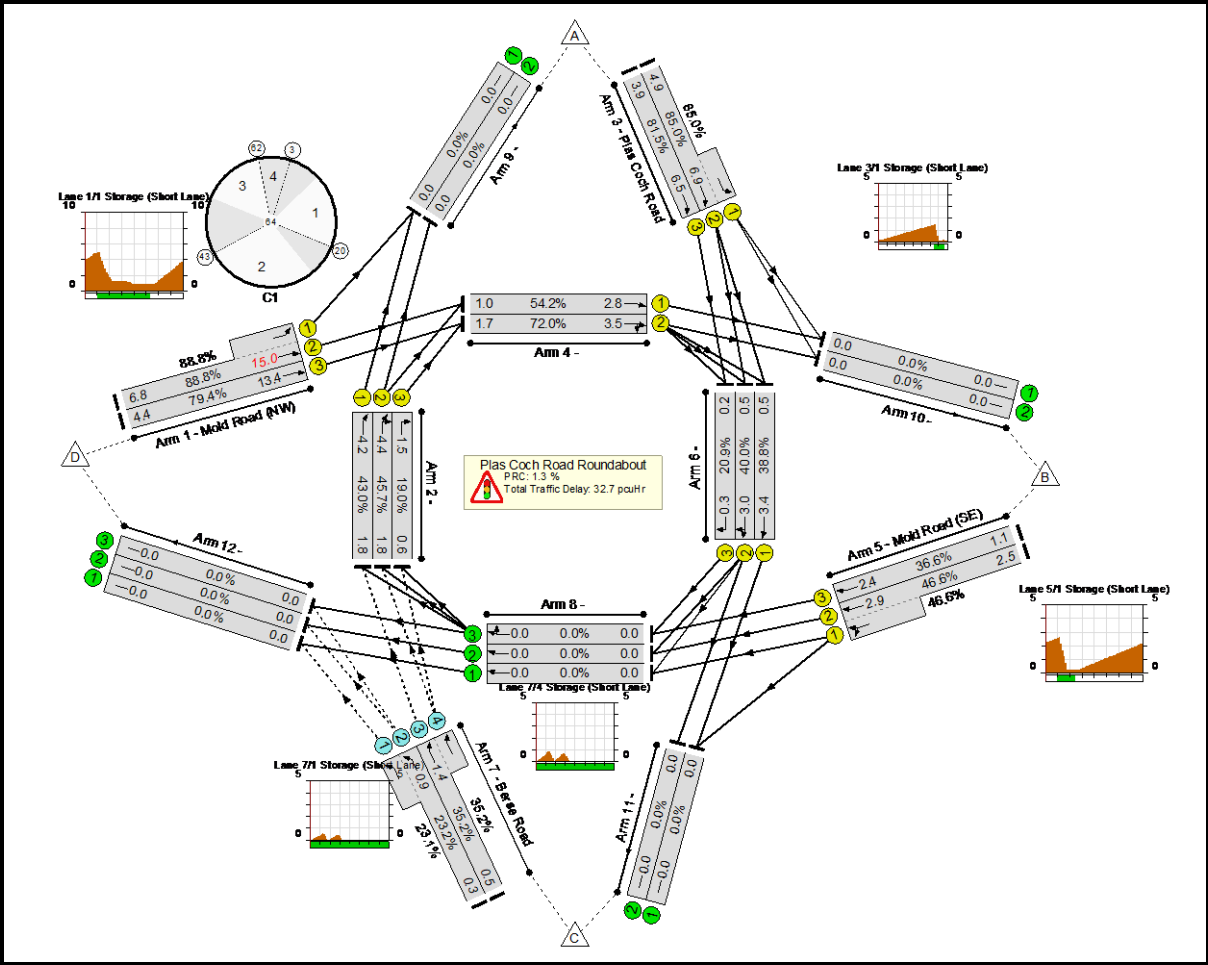
Junction: Plas Coch Road Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Mold Road (NW))	U	A	2	3	5.0	User	1855	-	-	-	-	-
1/2 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
1/3 (Mold Road (NW))	U	A	2	3	14.4	User	1855	-	-	-	-	-
2/1	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/2	U	B	2	3	5.7	User	1855	-	-	-	-	-
2/3	U	B	2	3	5.7	User	1855	-	-	-	-	-
3/1 (Plas Coch Road)	U	C	2	3	4.0	User	1855	-	-	-	-	-
3/2 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
3/3 (Plas Coch Road)	U	C	2	3	60.0	User	1855	-	-	-	-	-
4/1	U	D	2	3	8.3	User	1855	-	-	-	-	-
4/2	U	D	2	3	8.3	User	1855	-	-	-	-	-
5/1 (Mold Road (SE))	U	F	2	3	6.0	User	1855	-	-	-	-	-
5/2 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
5/3 (Mold Road (SE))	U	F	2	3	60.0	User	1855	-	-	-	-	-
6/1	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/2	U	G	2	3	8.7	User	1855	-	-	-	-	-
6/3	U	G	2	3	8.7	User	1855	-	-	-	-	-
7/1 (Berse Road)	O		2	3	4.0	Inf	-	-	-	-	-	-
7/2 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Berse Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
7/4 (Berse Road)	O		2	3	3.0	Inf	-	-	-	-	-	-
8/1	U		2	3	7.8	Inf	-	-	-	-	-	-
8/2	U		2	3	7.8	Inf	-	-	-	-	-	-
8/3	U		2	3	7.8	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	90.0	Inf	-	-	-	-	-	-
12/2	U		2	3	90.0	Inf	-	-	-	-	-	-
12/3	U		2	3	90.0	Inf	-	-	-	-	-	-

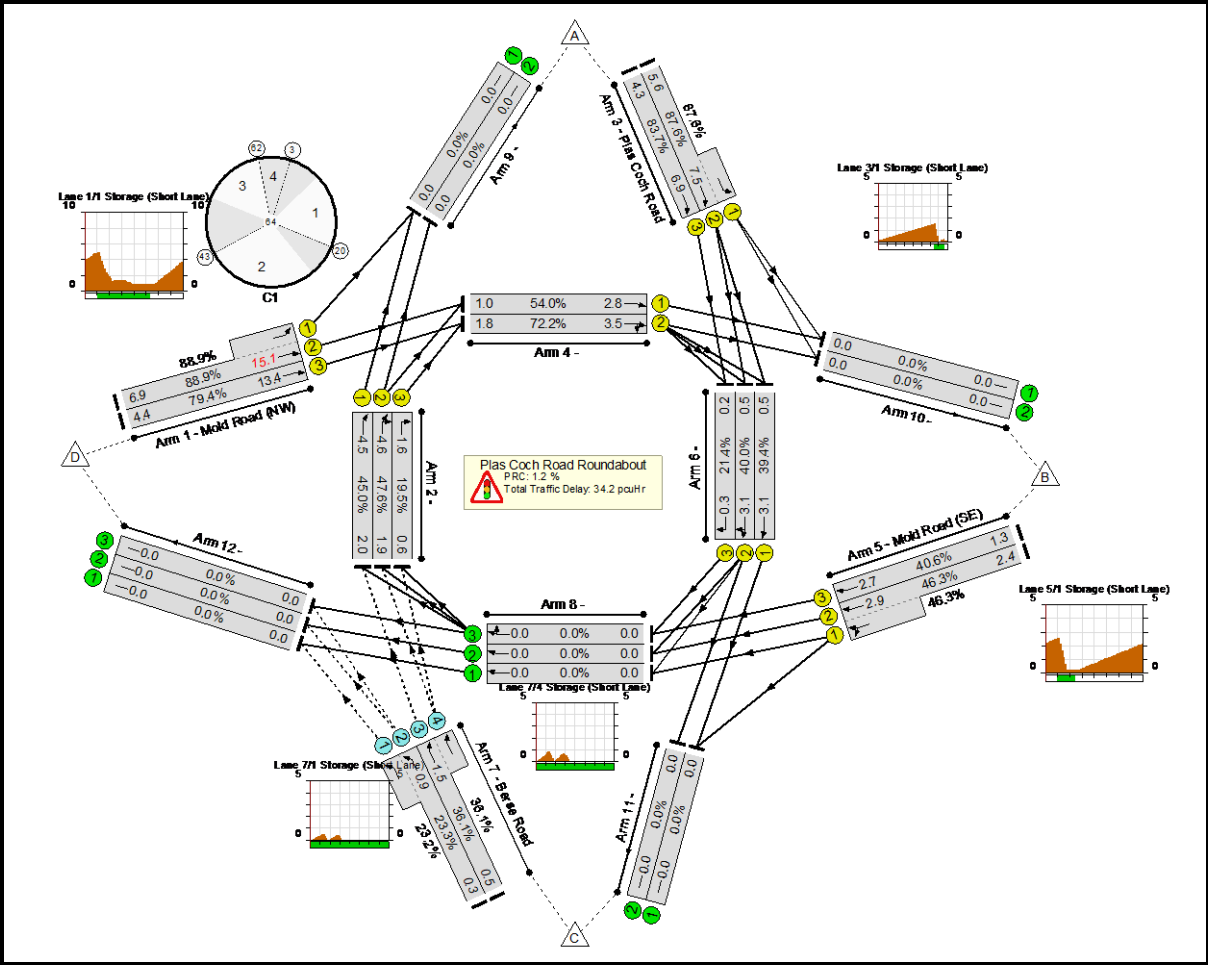
Network Layout Diagram
Scenario 1: '2020 Surveyed - Friday AM Peak' (FG1: '2020 Surveyed - Friday AM Peak', Plan 1: 'Network Control Plan 1')



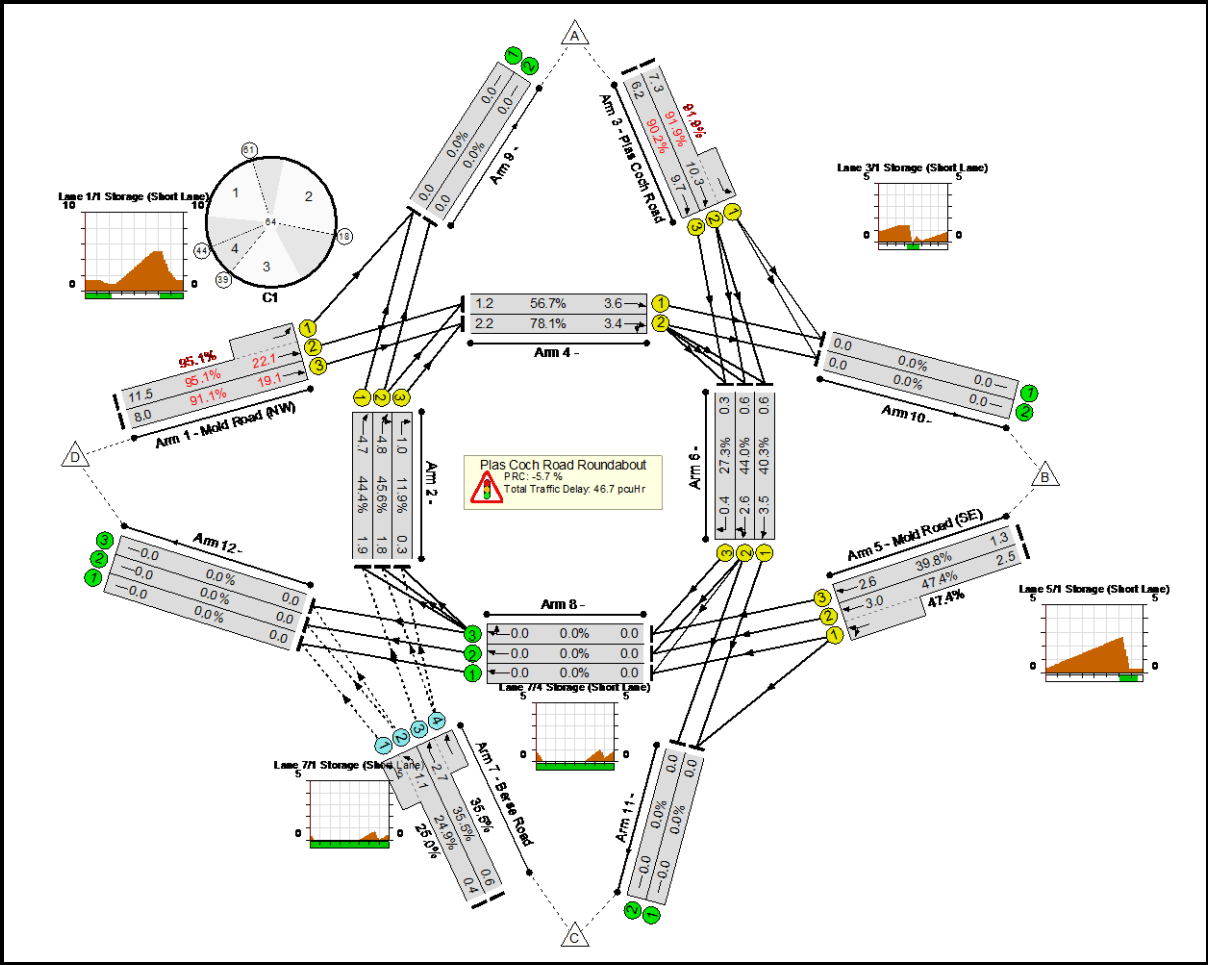
Scenario 2: '2021 Base + Committed - Friday AM Peak' (FG19: '2021 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



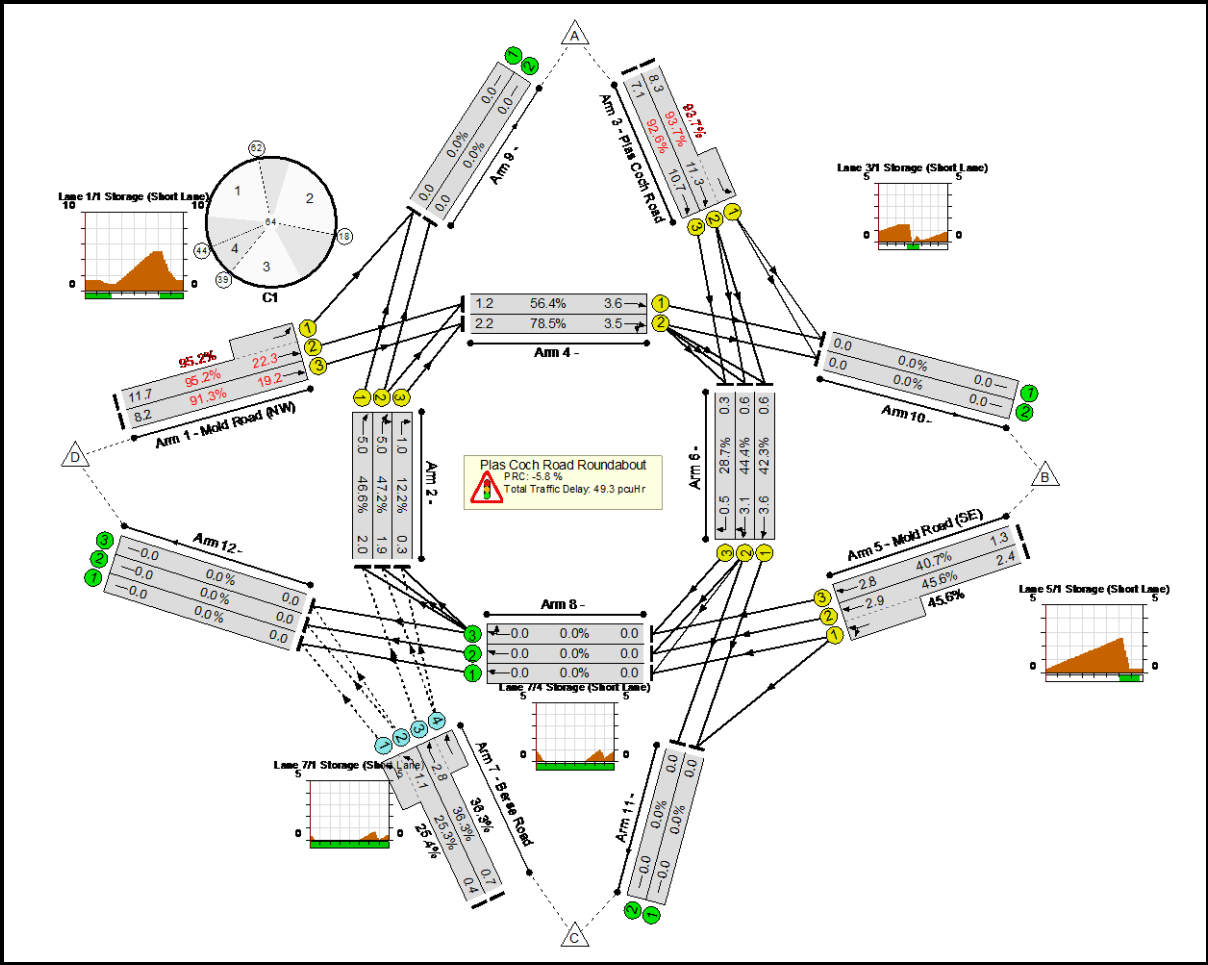
Scenario 3: '2021 Total - Friday AM Peak' (FG28: '2021 Total - AM Peak', Plan 1: 'Network Control Plan 1')



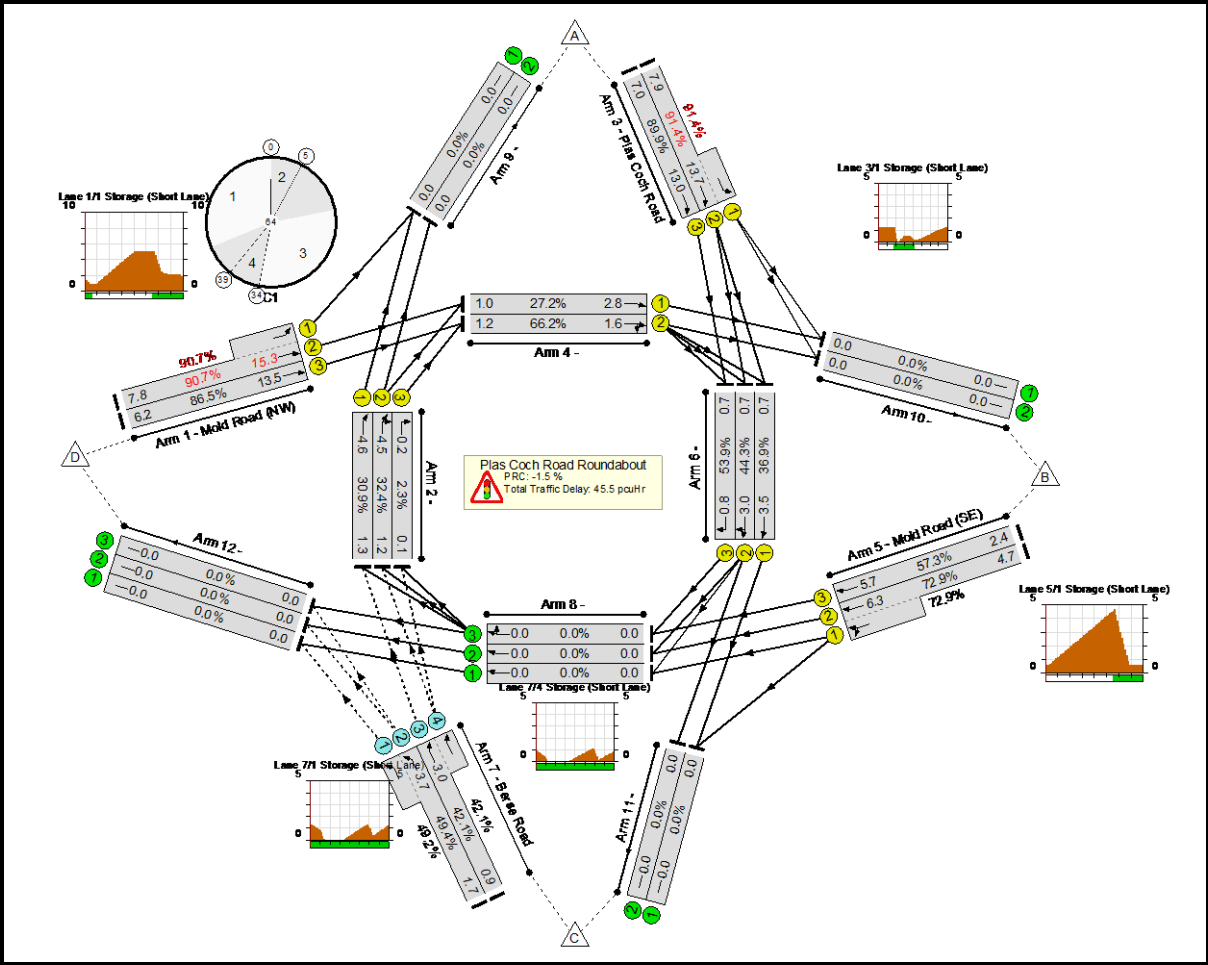
Scenario 4: '2036 Base + Committed - Friday AM Peak' (FG22: '2036 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')



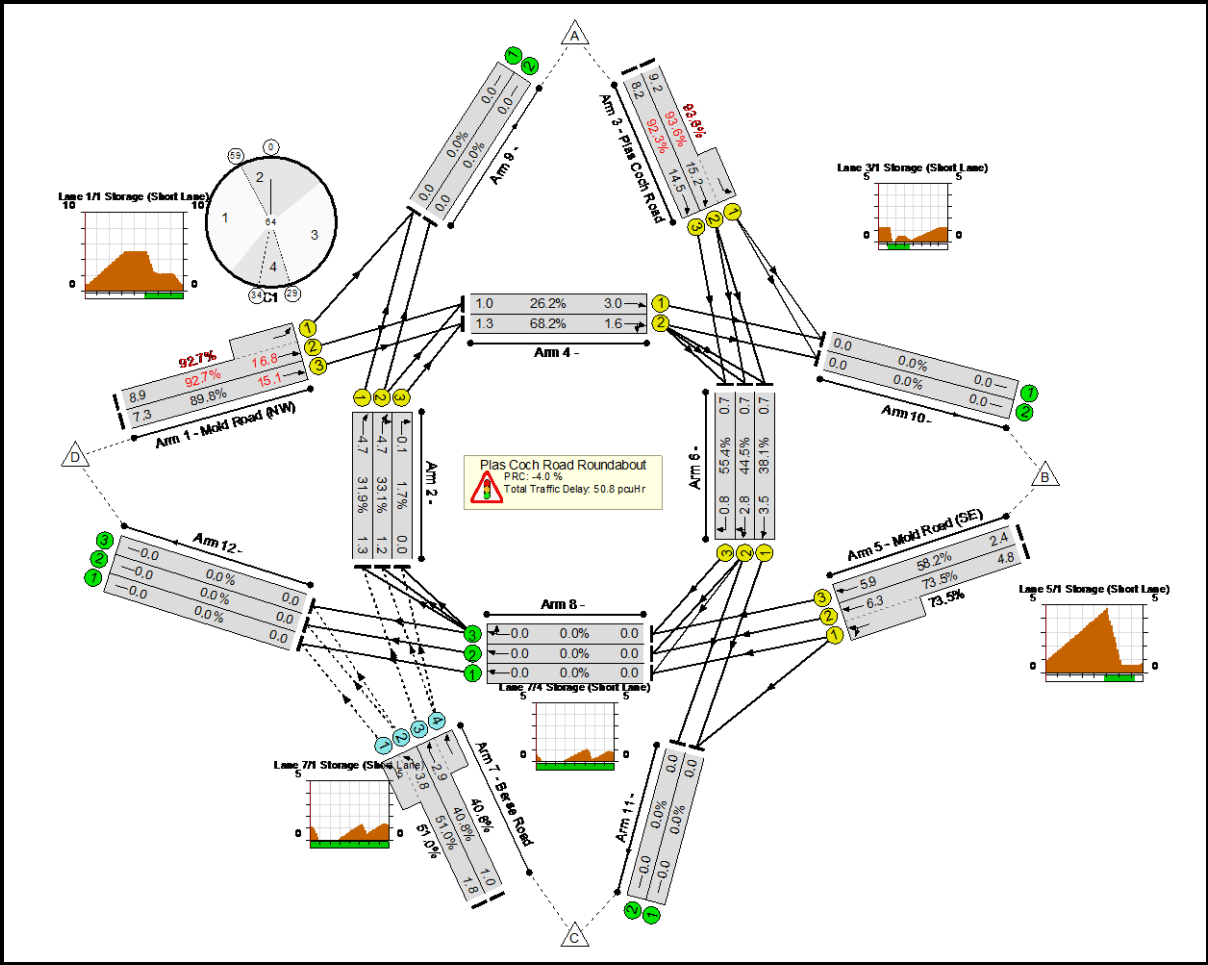
Scenario 5: '2036 Total - Friday AM Peak' (FG31: '2036 Total - AM Peak', Plan 1: 'Network Control Plan 1')



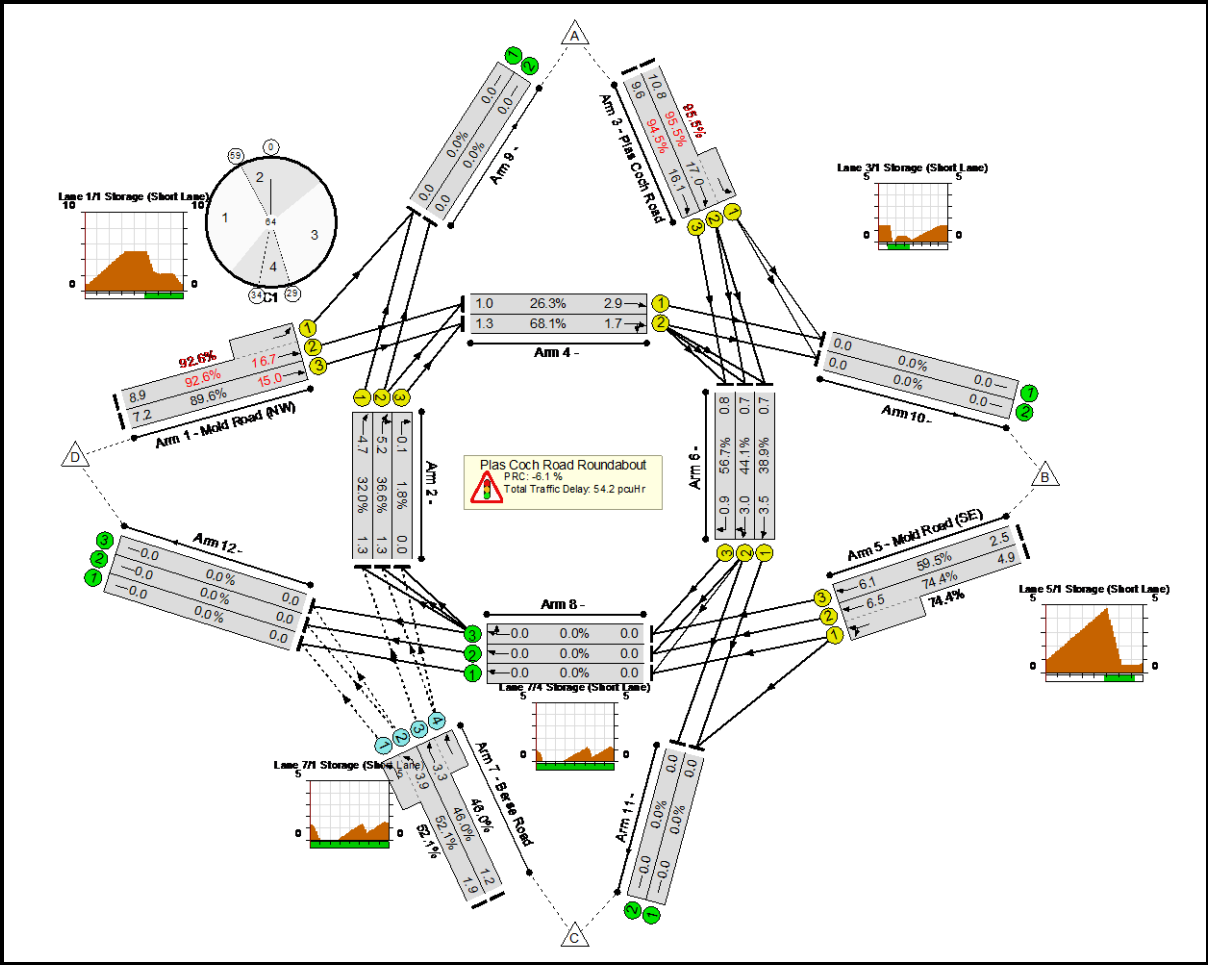
Scenario 6: '2020 Surveyed - Friday PM Peak' (FG2: '2020 Surveyed - Friday PM Peak', Plan 1: 'Network Control Plan 1')



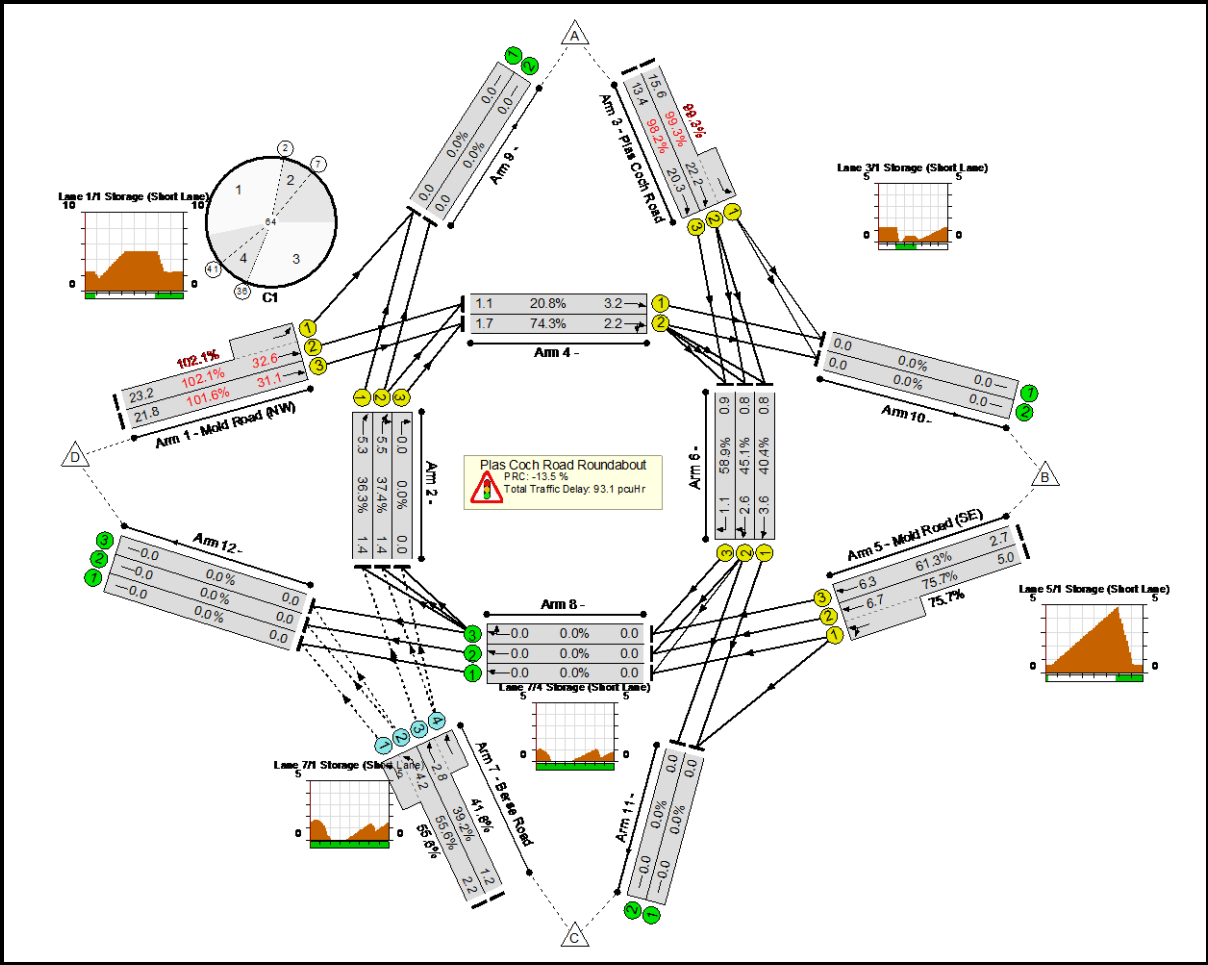
Scenario 7: '2021 Base + Committed - Friday PM Peak' (FG20: '2021 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



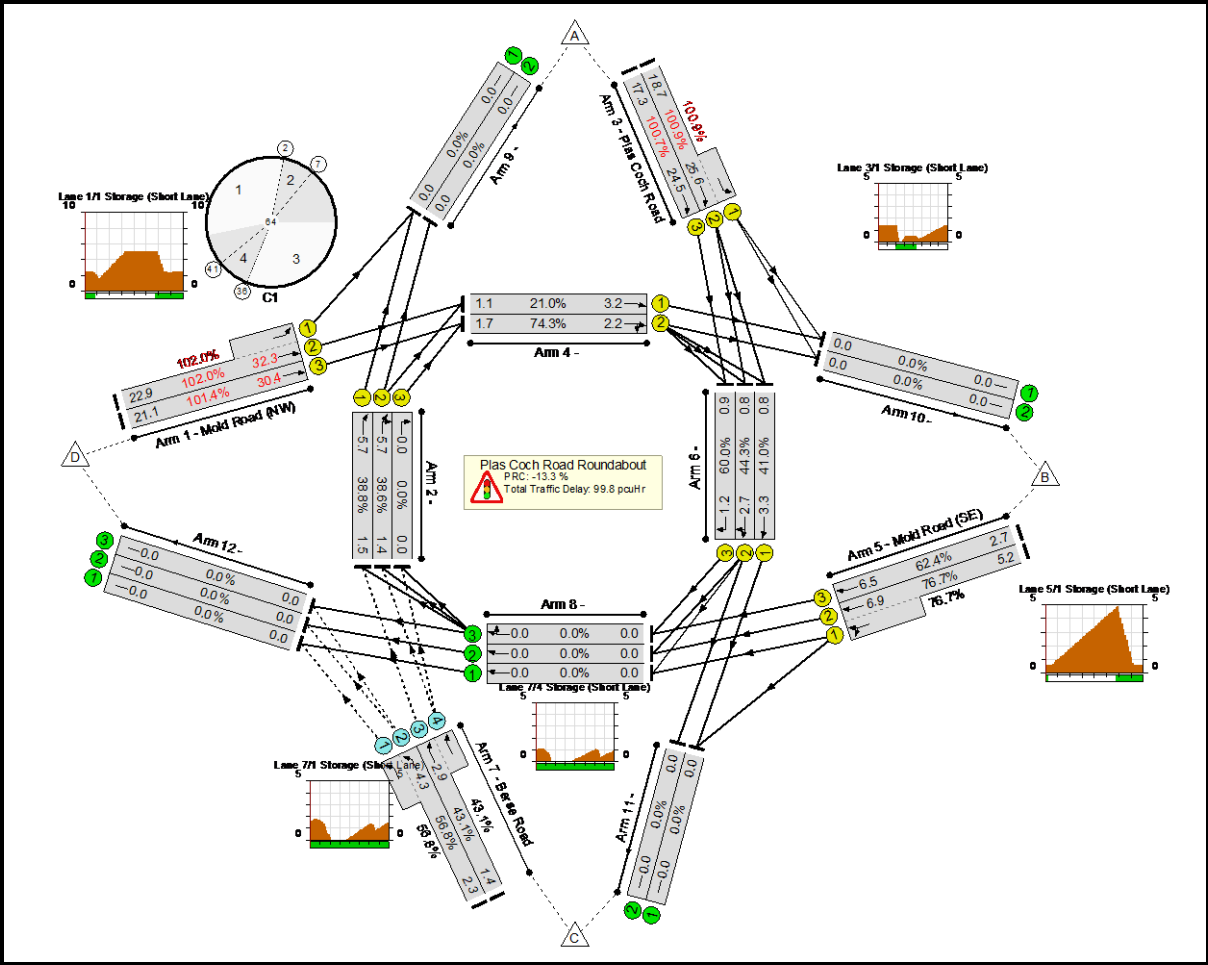
Scenario 8: '2021 Total - Friday PM Peak' (FG29: '2021 Total - PM Peak', Plan 1: 'Network Control Plan 1')



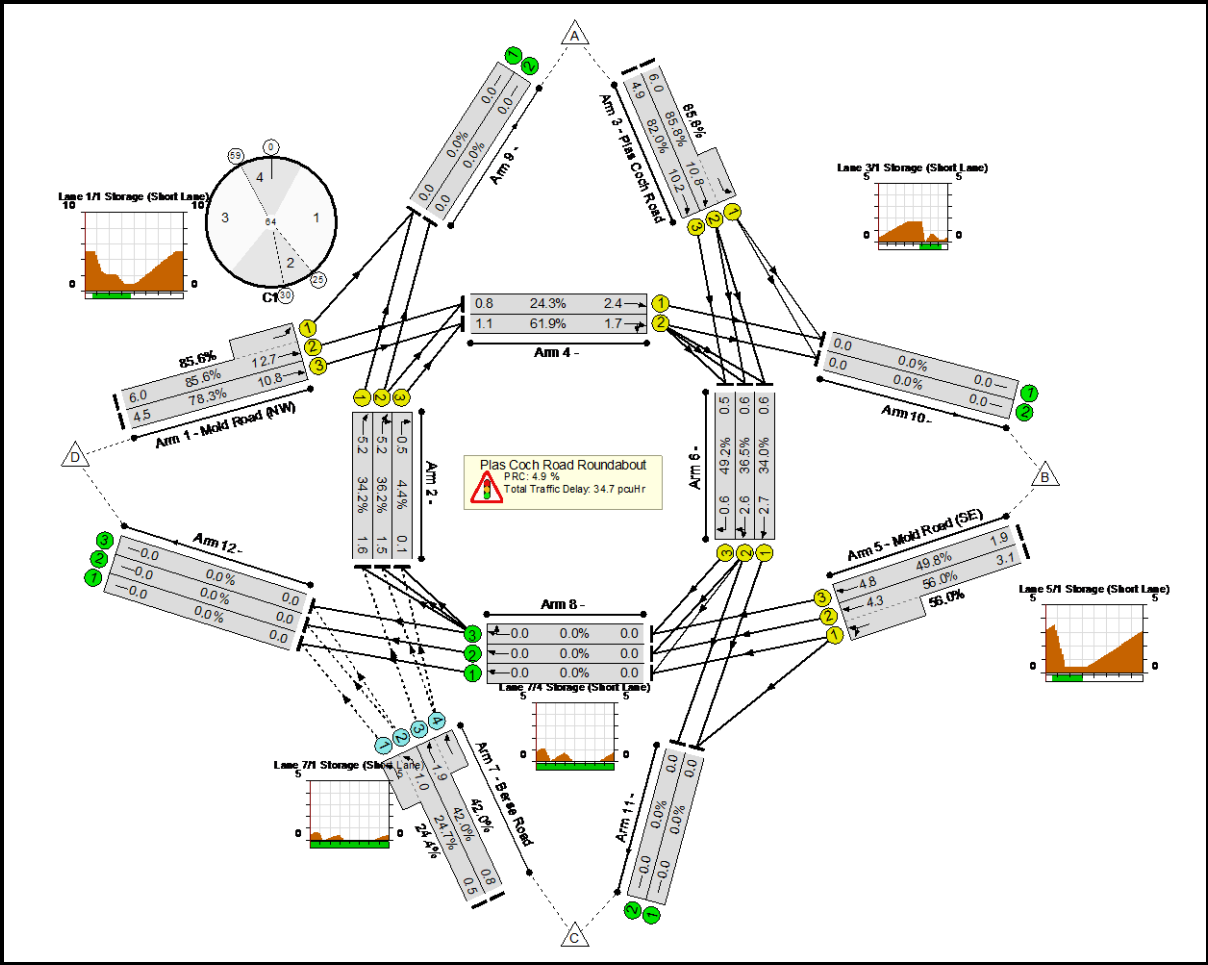
Scenario 9: '2036 Base + Committed - Friday PM Peak' (FG23: '2036 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')



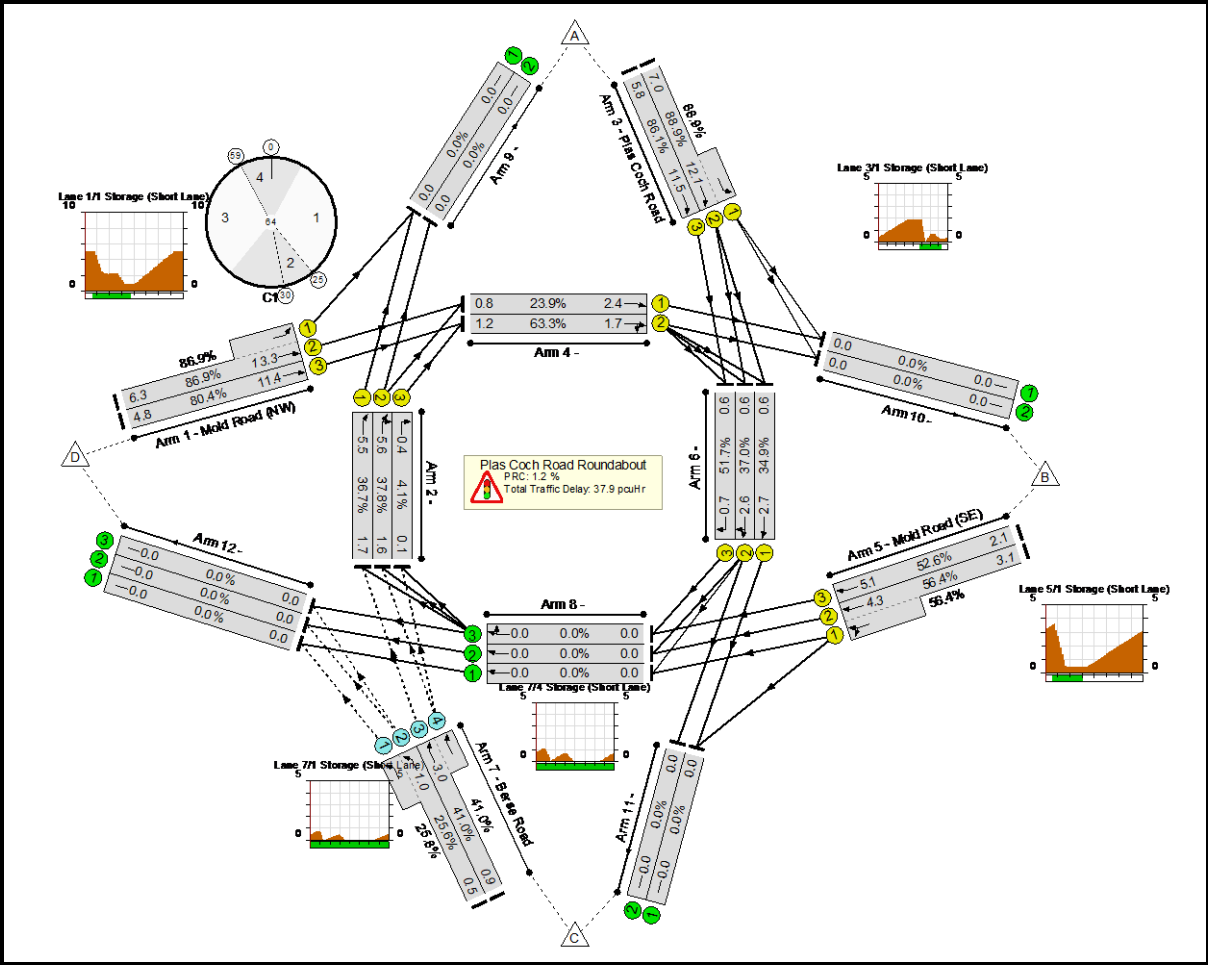
Scenario 10: '2036 Total - Friday PM Peak' (FG32: '2036 Total - PM Peak', Plan 1: 'Network Control Plan 1')



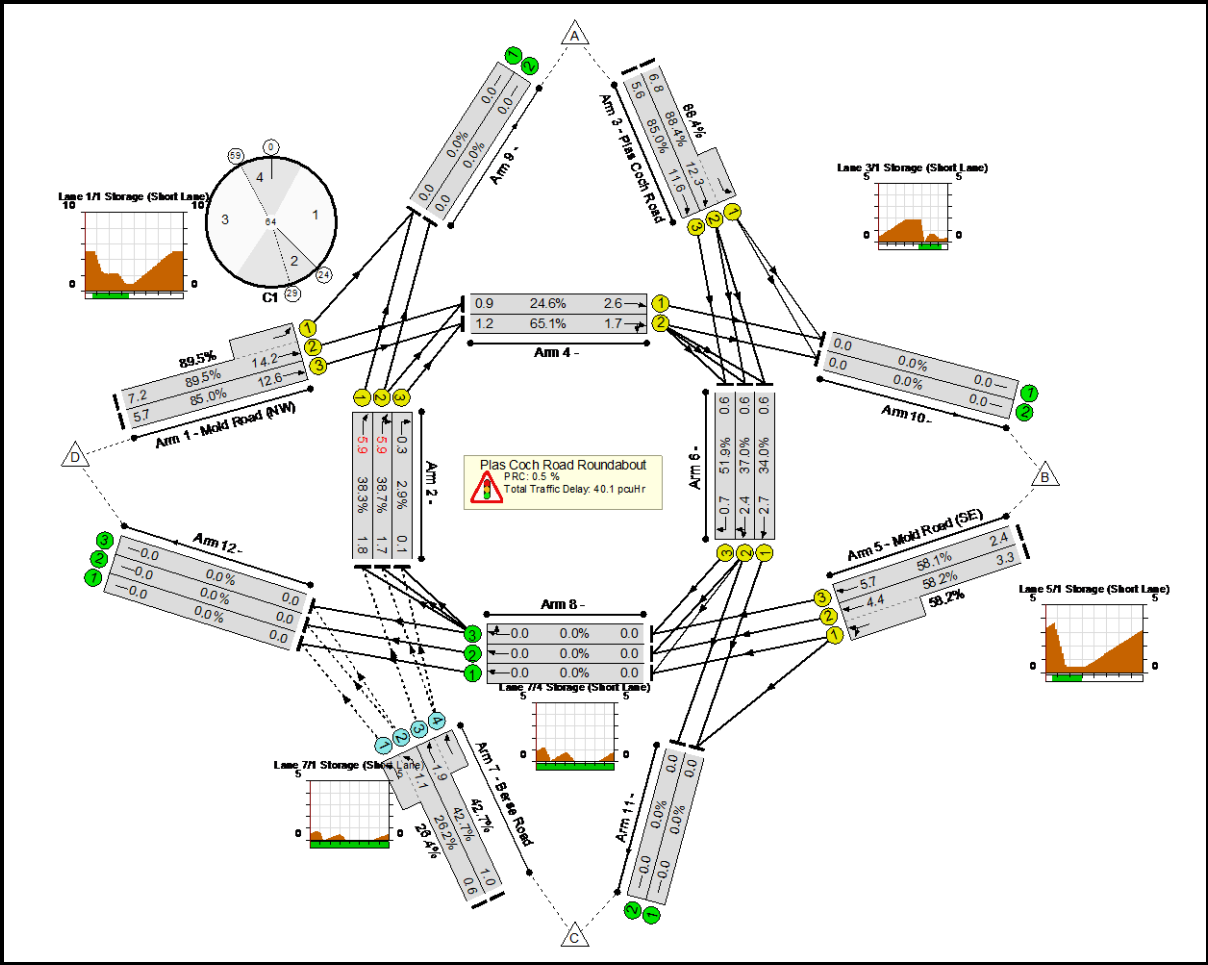
Scenario 11: '2020 Surveyed - Saturday Peak' (FG3: '2020 Surveyed - Saturday Peak', Plan 1: 'Network Control Plan 1')



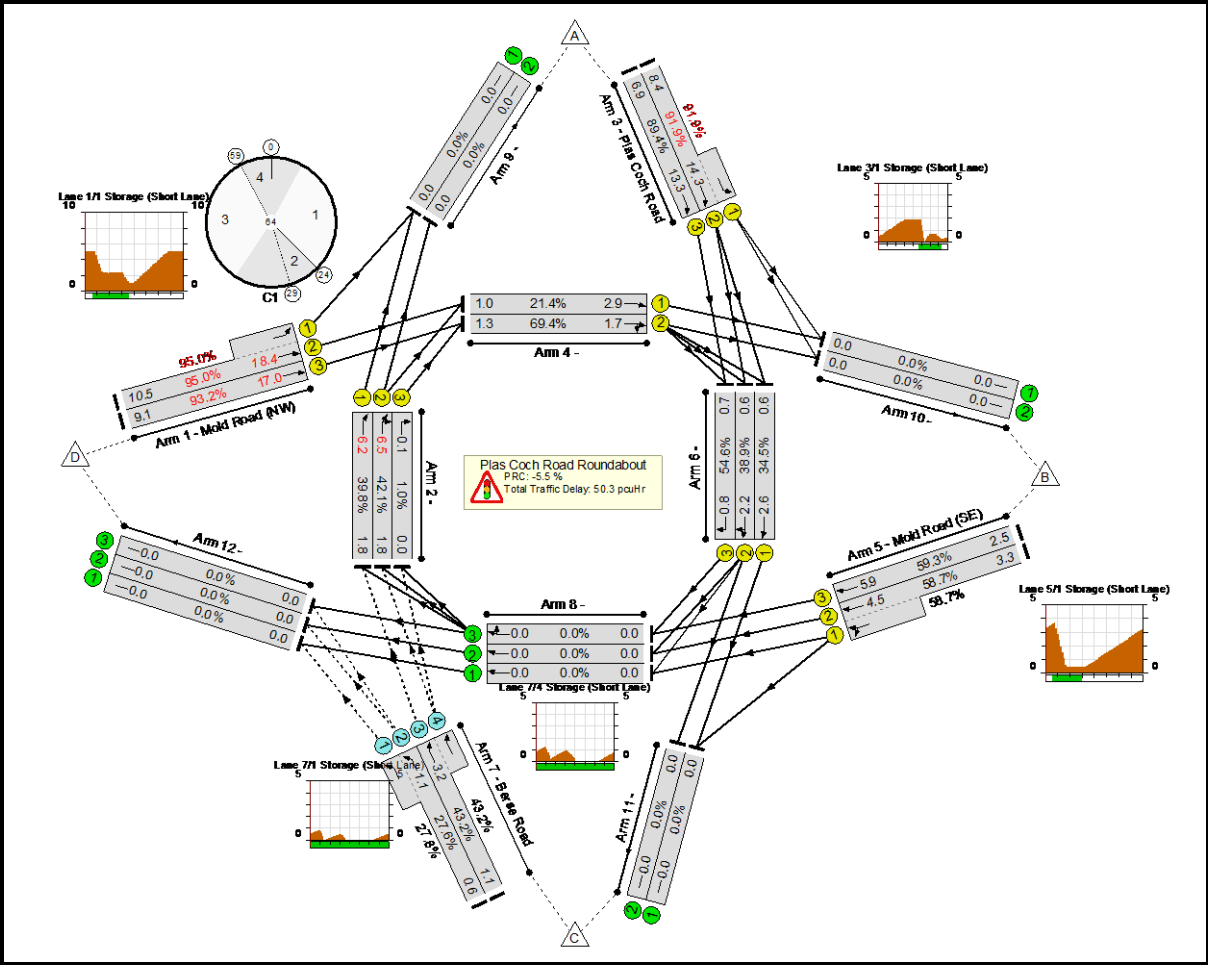
Scenario 12: '2021 Base + Committed - Saturday Peak' (FG21: '2021 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



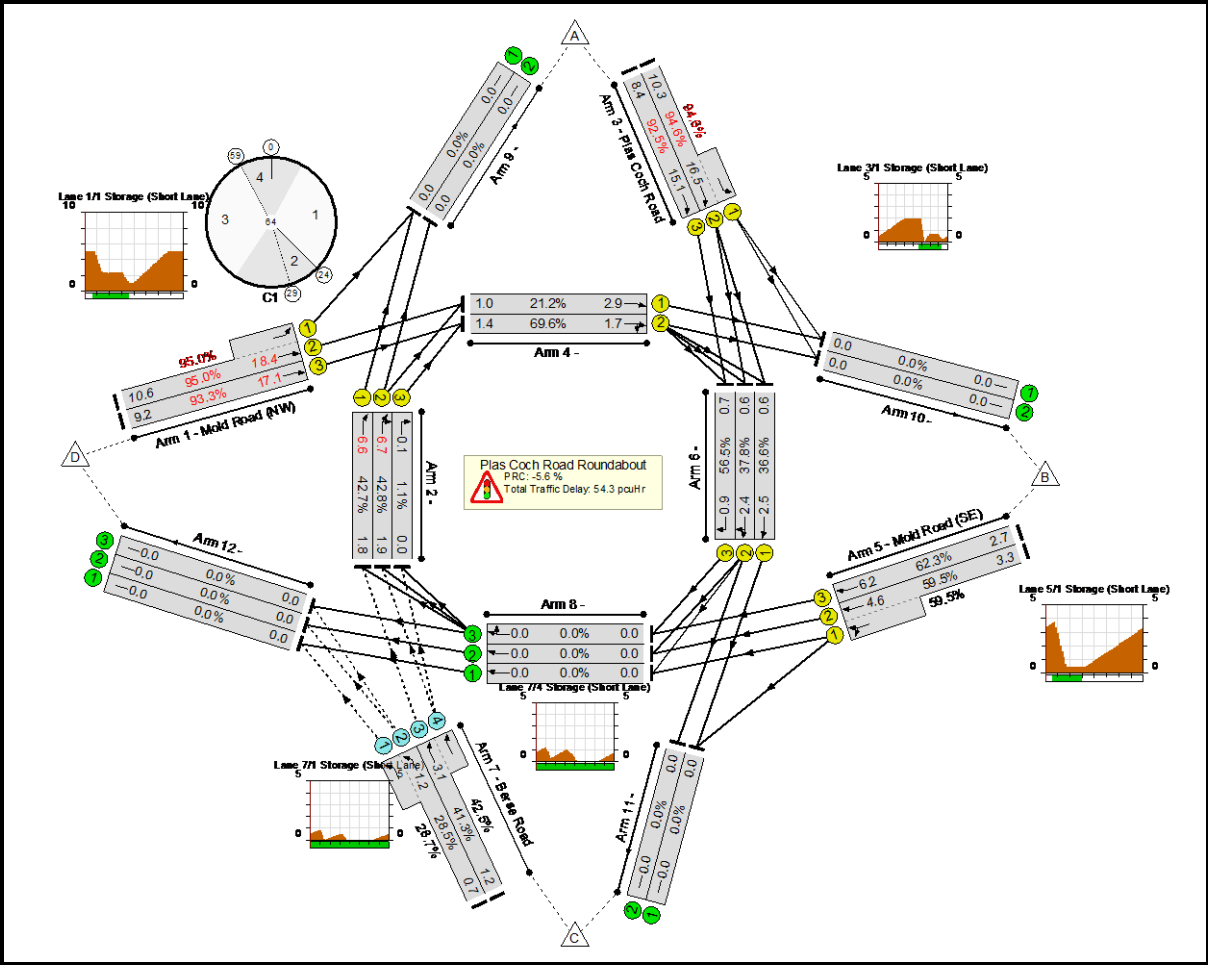
Scenario 13: '2021 Total - Saturday Peak' (FG30: '2021 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



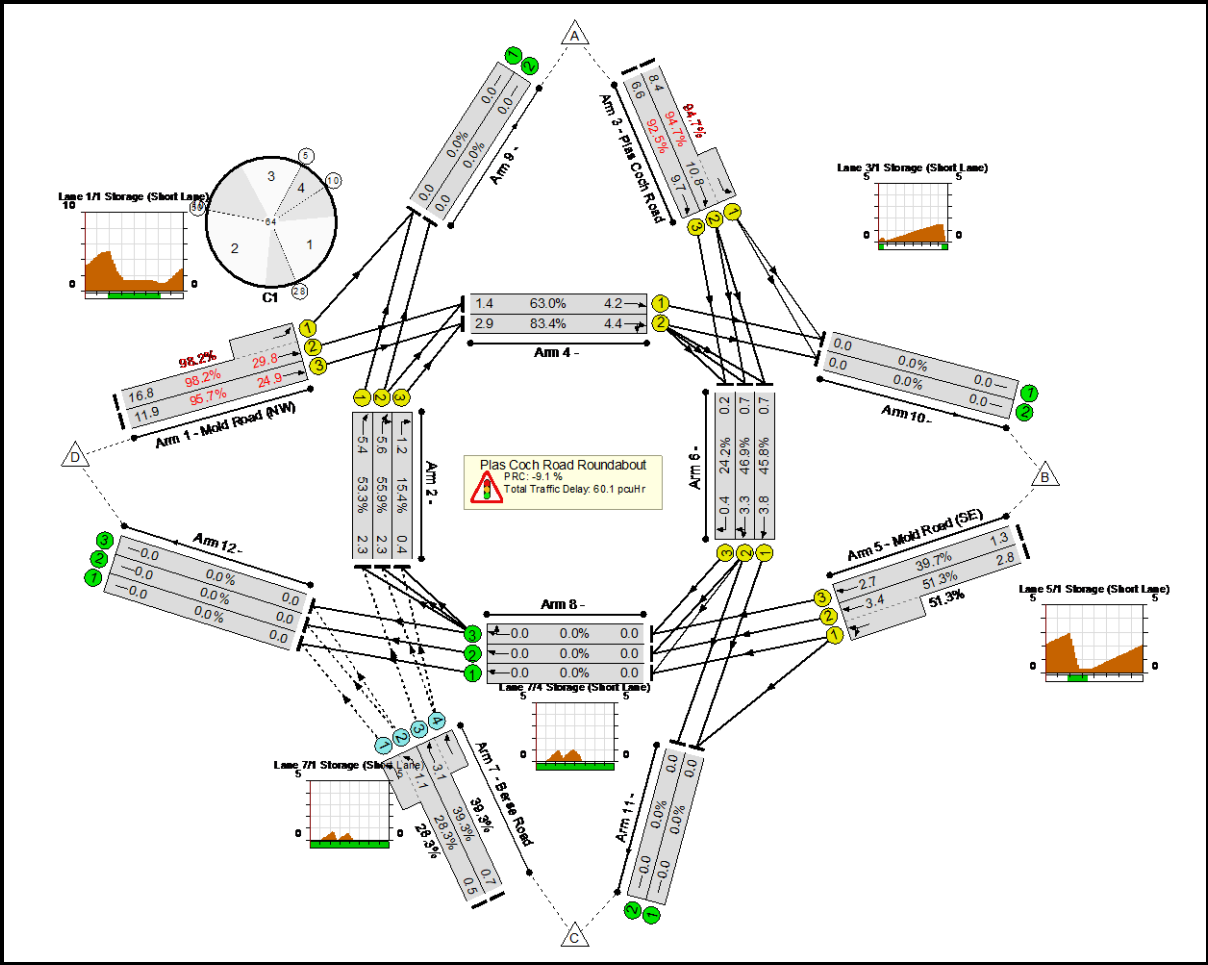
Scenario 14: '2036 Base + Committed - Saturday Peak' (FG24: '2036 Base + Committed - Sat Peak', Plan 1: 'Network Control Plan 1')



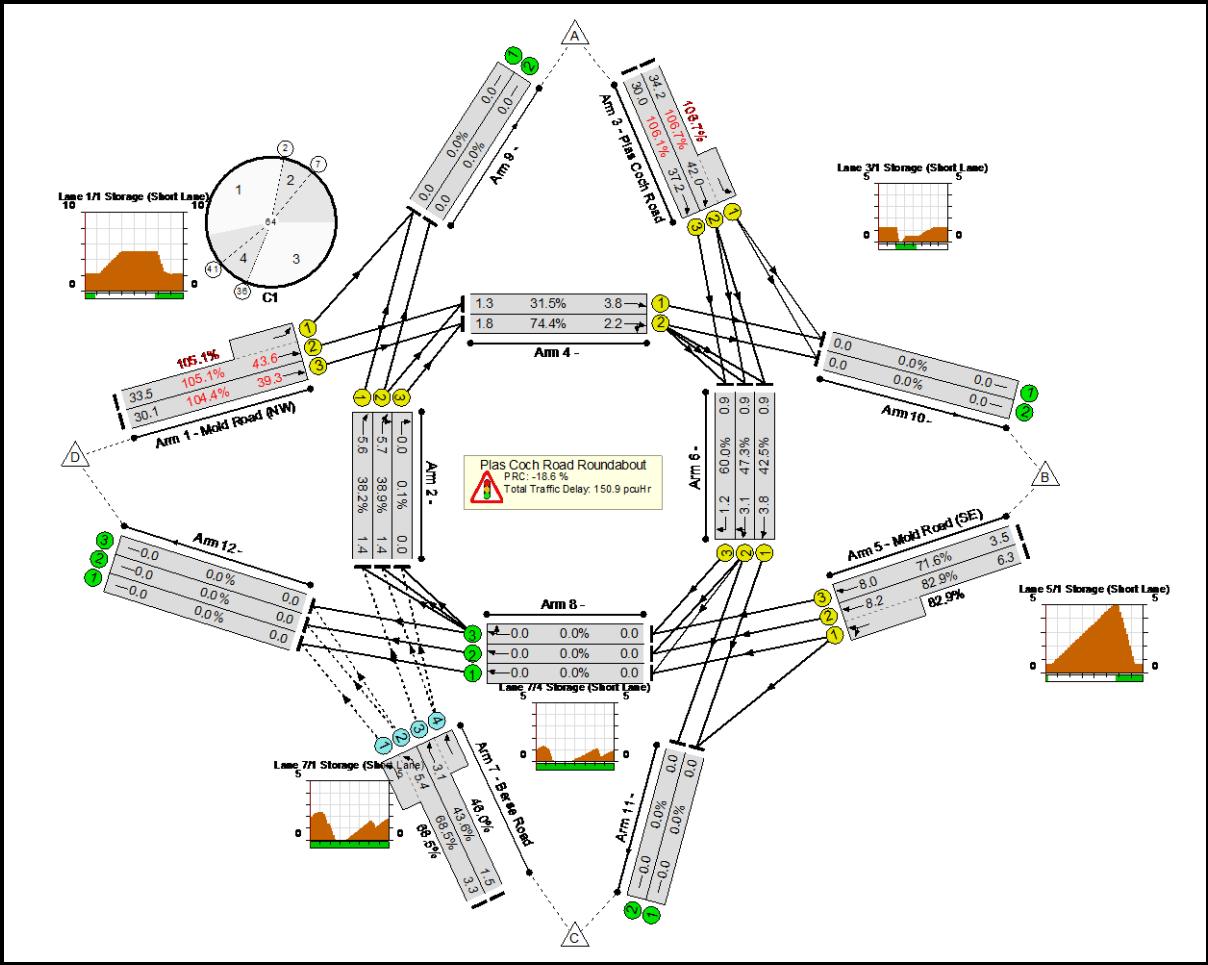
Scenario 15: '2036 Total - Saturday Peak' (FG33: '2036 Total - Sat Peak', Plan 1: 'Network Control Plan 1')



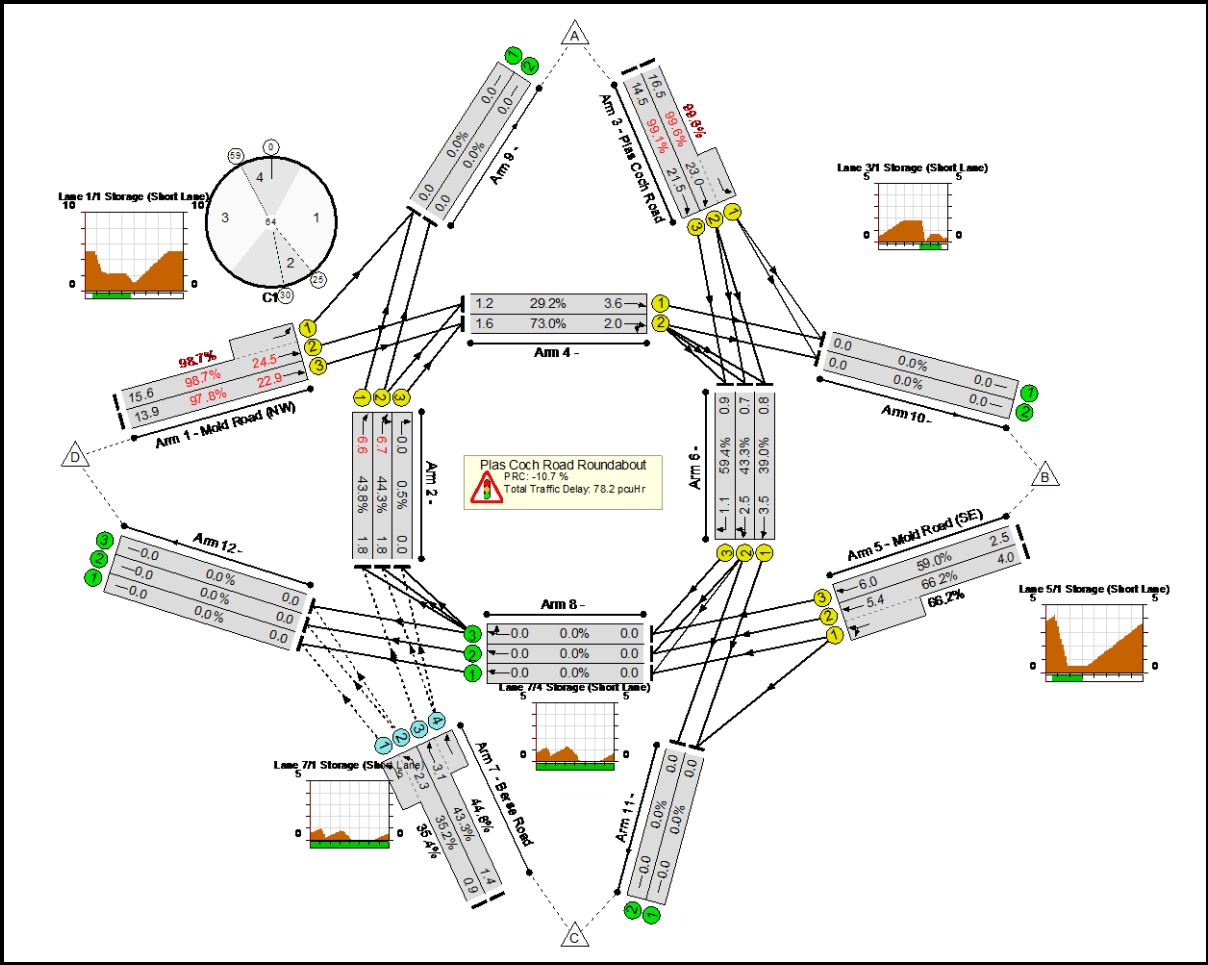
Scenario 16: '2036 Base - Friday AM Peak' (FG10: '2036 Base - Friday AM Peak', Plan 1: 'Network Control Plan 1')



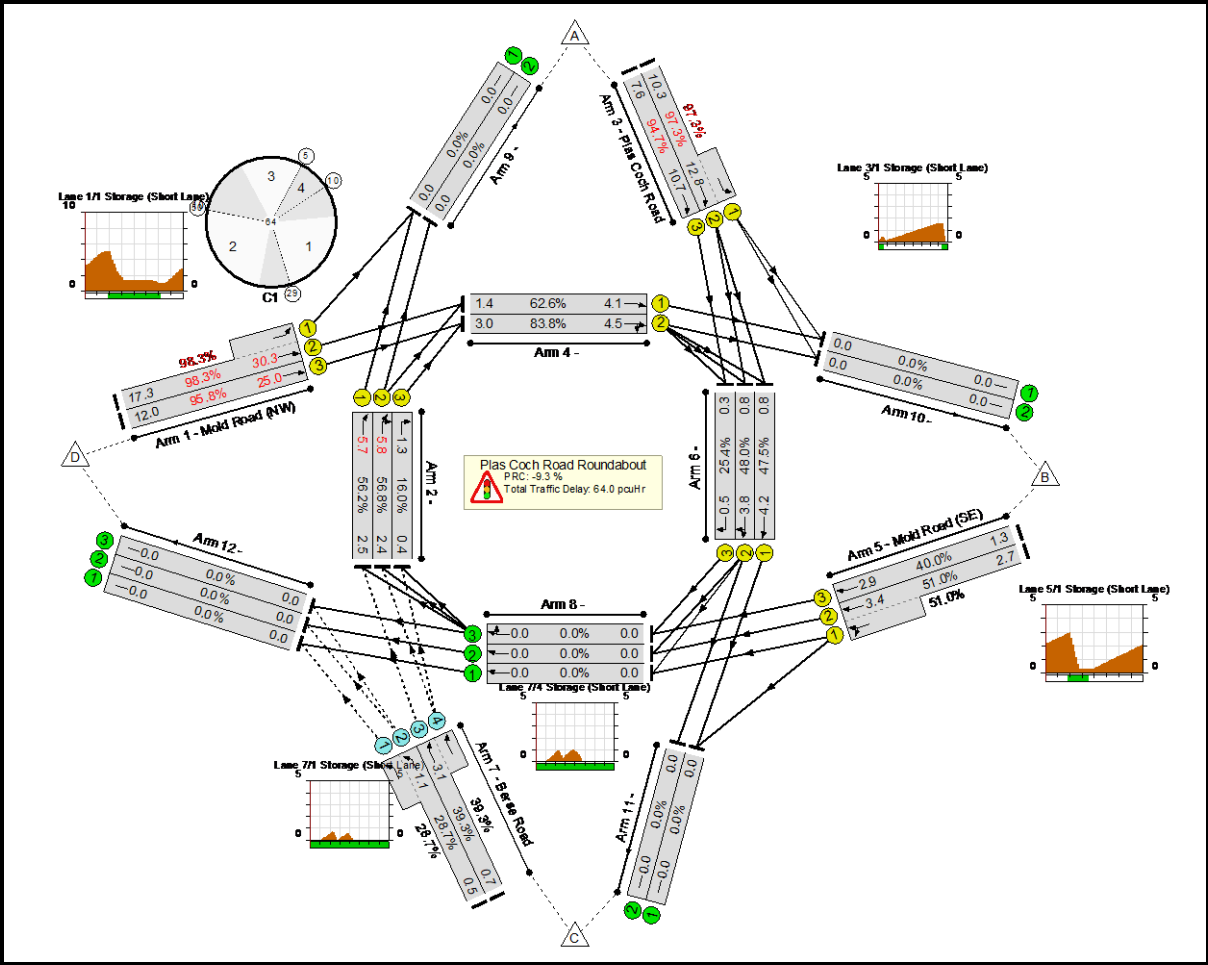
Scenario 17: '2036 Base - Friday PM Peak' (FG11: '2036 Base - Friday PM Peak', Plan 1: 'Network Control Plan 1')



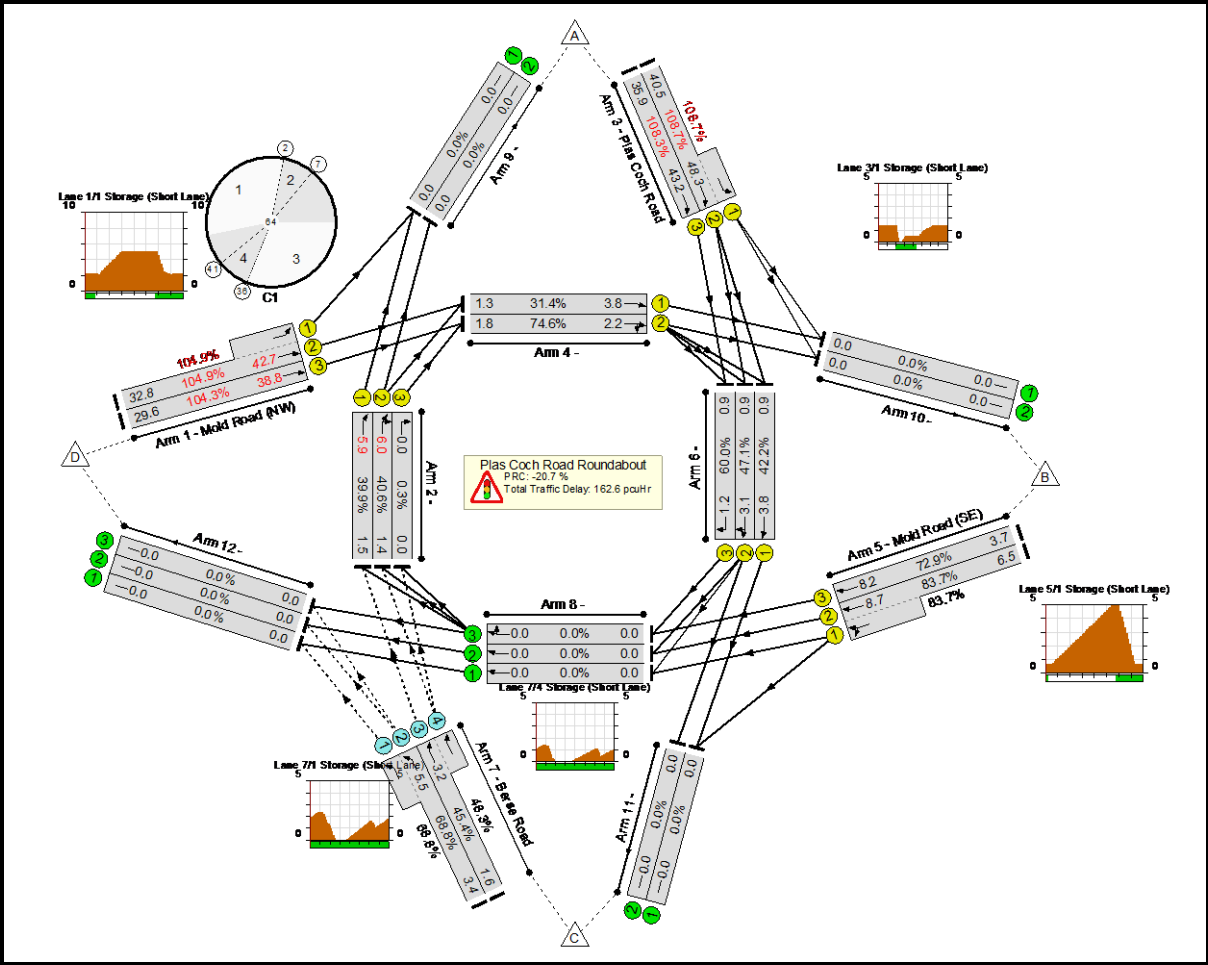
Scenario 18: '2036 Base - Saturday Peak' (FG12: '2036 Base - Saturday Peak', Plan 1: 'Network Control Plan 1')



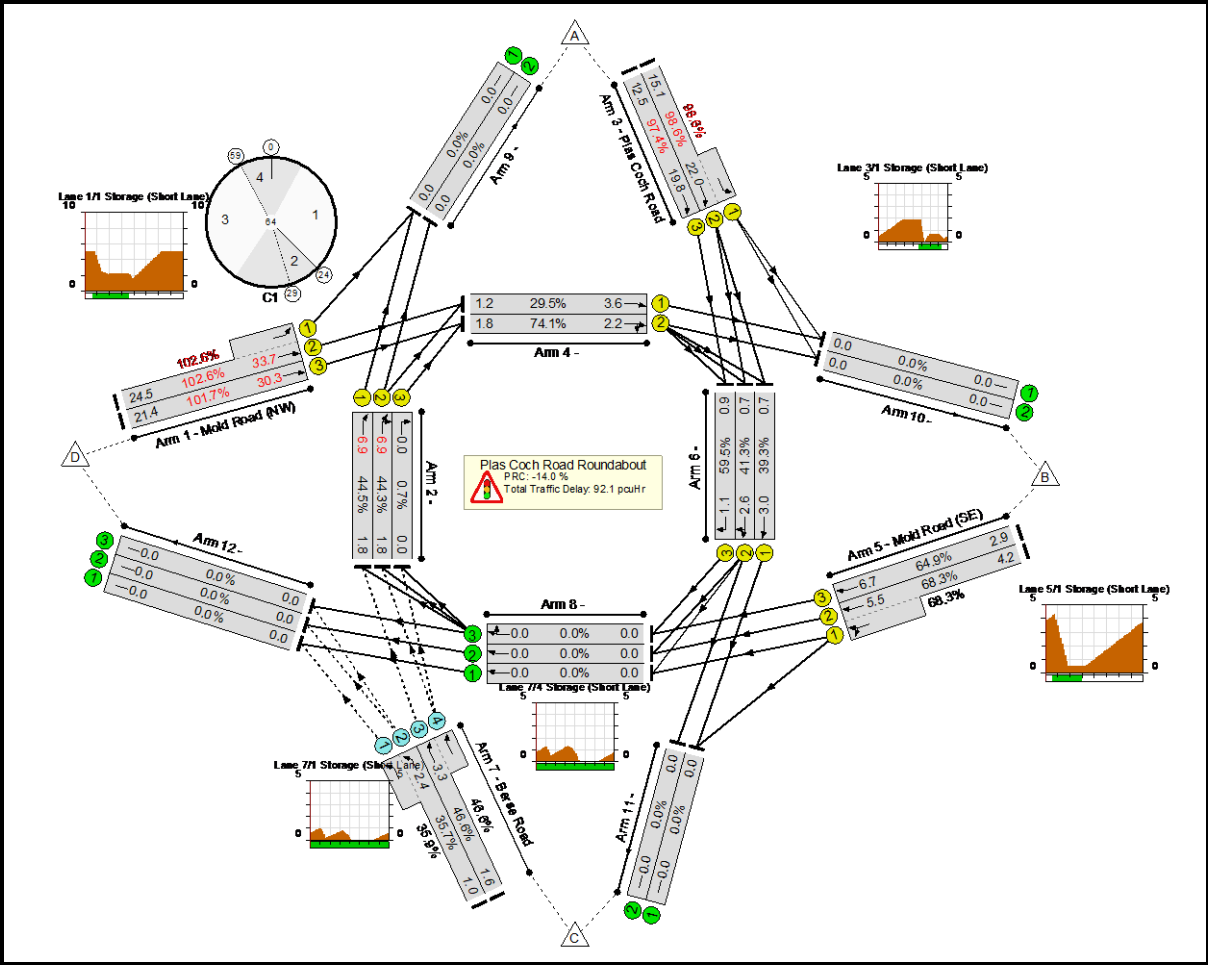
Scenario 19: '2036 Base + McD's - Friday AM Peak' (FG34: '2036 Base + McD's - Friday AM Peak', Plan 1: 'Network Control Plan 1')



Scenario 20: '2036 Base + McD's - Friday PM Peak' (FG35: '2036 Base + McD's - Friday PM Peak', Plan 1: 'Network Control Plan 1')



Scenario 21: '2036 Base + McD's - Saturday Peak' (FG36: '2036 Base + McD's - Saturday Peak', Plan 1: 'Network Control Plan 1')



Network Results

Scenario 16: '2036 Base - Friday AM Peak' (FG10: '2036 Base - Friday AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	98.2%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1292	1855:1855	658+658	98.2 : 98.2%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	999	1855	1043	95.7%
2/1	Ahead	U	N/A	N/A	B		1	19	-	309	1855	580	53.3%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	324	1855	580	55.9%
2/3	Right	U	N/A	N/A	B		1	19	-	89	1855	580	15.4%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	375	1855:1855	288+108	94.7 : 94.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	295	1855	319	92.5%
4/1	Ahead	U	N/A	N/A	D		1	44	-	822	1855	1304	63.0%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	1088	1855	1304	83.4%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	13	-	375	1855:1855	365+367	51.3 : 51.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	13	-	161	1855	406	39.7%
6/1	Ahead	U	N/A	N/A	G		1	41	-	557	1855	1217	45.8%
6/2	Right Ahead	U	N/A	N/A	G		1	41	-	571	1855	1217	46.9%
6/3	Right	U	N/A	N/A	G		1	41	-	295	1855	1217	24.2%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	496	Inf : Inf	876+876	28.3 : 28.3%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	562	Inf : Inf	555+876	39.3 : 39.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%

8/3	Right Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2116	0	0	21.7	38.4	0.0	60.1	-	-	-	-
Plas Coch Road Roundabout	-	-	2116	0	0	21.7	38.4	0.0	60.1	-	-	-	-
1/2+1/1	1292	1292	-	-	-	3.9	12.9	-	16.8	46.9	16.9	12.9	29.8
1/3	999	999	-	-	-	3.7	8.2	-	11.9	42.9	16.6	8.2	24.9
2/1	309	309	-	-	-	1.8	0.6	-	2.3	27.3	4.8	0.6	5.4
2/2	324	324	-	-	-	1.7	0.6	-	2.3	25.8	5.0	0.6	5.6
2/3	89	89	-	-	-	0.3	0.1	-	0.4	16.7	1.1	0.1	1.2
3/2+3/1	375	375	-	-	-	2.6	5.8	-	8.4	80.6	5.1	5.8	10.8
3/3	295	295	-	-	-	2.1	4.5	-	6.6	80.9	5.2	4.5	9.7
4/1	822	822	-	-	-	0.6	0.8	-	1.4	6.3	3.4	0.8	4.2
4/2	1088	1088	-	-	-	0.4	2.5	-	2.9	9.5	1.9	2.5	4.4
5/2+5/1	375	375	-	-	-	2.3	0.5	-	2.8	26.8	2.9	0.5	3.4
5/3	161	161	-	-	-	1.0	0.3	-	1.3	28.7	2.4	0.3	2.7
6/1	557	557	-	-	-	0.3	0.4	-	0.7	4.6	3.4	0.4	3.8
6/2	571	571	-	-	-	0.3	0.4	-	0.7	4.5	2.9	0.4	3.3
6/3	295	295	-	-	-	0.1	0.2	-	0.2	3.0	0.3	0.2	0.4
7/2+7/1	496	496	992	0	0	0.3	0.2	-	0.5	3.4	0.9	0.2	1.1
7/3+7/4	562	562	1124	0	0	0.4	0.3	-	0.7	4.6	2.8	0.3	3.1
8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.1	Total Delay for Signalled Lanes (pcuHr):		58.90	Cycle Time (s):		64		
			PRC Over All Lanes (%):		-9.1	Total Delay Over All Lanes(pcuHr):		60.08					

Scenario 17: '2036 Base - Friday PM Peak' (FG11: '2036 Base - Friday PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	838	1855:1855	126+672	105.1 : 105.1%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	787	1855	754	104.4%
2/1	Ahead	U	N/A	N/A	B		1	29	-	332	1855	870	38.2%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	338	1855	870	38.9%
2/3	Right	U	N/A	N/A	B		1	29	-	1	1855	870	0.1%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	718	1855:1855	512+161	106.7 : 106.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	646	1855	609	106.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	326	1855	1014	31.5%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	788	1855	1014	74.4%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	775	1855:1855	467+468	82.9 : 82.9%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	436	1855	609	71.6%
6/1	Ahead	U	N/A	N/A	G		1	34	-	455	1855	1014	42.5%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	508	1855	1014	47.3%
6/3	Right	U	N/A	N/A	G		1	34	-	646	1855	1014	60.0%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	572	Inf : Inf	418+418	68.5 : 68.5%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	374	Inf : Inf	418+418	43.6 : 46.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	1082	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1892	0	0	35.6	115.3	0.0	150.9	-	-	-	-
Plas Coch Road Roundabout	-	-	1892	0	0	35.6	115.3	0.0	150.9	-	-	-	-
1/2+1/1	838	798	-	-	-	5.7	27.8	-	33.5	143.9	15.8	27.8	43.6
1/3	787	754	-	-	-	5.4	24.7	-	30.1	137.5	14.6	24.7	39.3
2/1	332	332	-	-	-	1.1	0.3	-	1.4	15.0	5.3	0.3	5.6
2/2	338	338	-	-	-	1.1	0.3	-	1.4	14.7	5.4	0.3	5.7
2/3	1	1	-	-	-	0.0	0.0	-	0.0	7.5	0.0	0.0	0.0
3/2+3/1	718	673	-	-	-	5.4	28.9	-	34.2	171.7	13.1	28.9	42.0
3/3	646	609	-	-	-	4.9	25.1	-	30.0	167.1	12.1	25.1	37.2
4/1	320	320	-	-	-	1.1	0.2	-	1.3	14.9	3.6	0.2	3.8
4/2	755	755	-	-	-	0.3	1.4	-	1.8	8.4	0.7	1.4	2.2
5/2+5/1	775	775	-	-	-	3.9	2.4	-	6.3	29.2	5.8	2.4	8.2
5/3	436	436	-	-	-	2.3	1.2	-	3.5	29.2	6.8	1.2	8.0
6/1	431	431	-	-	-	0.5	0.4	-	0.9	7.4	3.4	0.4	3.8
6/2	480	480	-	-	-	0.4	0.4	-	0.9	6.6	2.7	0.4	3.1
6/3	609	609	-	-	-	0.2	0.7	-	0.9	5.5	0.4	0.7	1.2
7/2+7/1	572	572	1144	0	0	2.3	1.1	-	3.3	21.0	4.4	1.1	5.4
7/3+7/4	374	374	748	0	0	1.1	0.4	-	1.5	14.2	2.7	0.4	3.1
8/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): -18.6 Total Delay for Signalised Lanes (pcuHr): 146.13 PRC Over All Lanes (%): -18.6 Total Delay Over All Lanes(pcuHr): 150.94 Cycle Time (s): 64													

Scenario 18: '2036 Base - Saturday Peak' (FG12: '2036 Base - Saturday Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	781	1855:1855	111+680	98.7 : 98.7%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	737	1855	754	97.8%
2/1	Ahead	U	N/A	N/A	B		1	29	-	381	1855	870	43.8%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	385	1855	870	44.3%
2/3	Right	U	N/A	N/A	B		1	29	-	4	1855	870	0.5%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	700	1855:1855	485+218	99.6 : 99.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	603	1855	609	99.1%
4/1	Ahead	U	N/A	N/A	D		1	34	-	296	1855	1014	29.2%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	741	1855	1014	73.0%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	619	1855:1855	468+467	66.2 : 66.2%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	359	1855	609	59.0%
6/1	Ahead	U	N/A	N/A	G		1	34	-	396	1855	1014	39.0%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	439	1855	1014	43.3%
6/3	Right	U	N/A	N/A	G		1	34	-	603	1855	1014	59.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	329	Inf : Inf	466+466	35.2 : 35.4%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	411	Inf : Inf	466+466	43.3 : 44.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1480	0	0	26.9	51.3	0.0	78.2	-	-	-	-
Plas Coch Road Roundabout	-	-	1480	0	0	26.9	51.3	0.0	78.2	-	-	-	-
1/2+1/1	781	781	-	-	-	3.9	11.7	-	15.6	72.0	12.8	11.7	24.5
1/3	737	737	-	-	-	3.8	10.0	-	13.9	67.8	12.9	10.0	22.9
2/1	381	381	-	-	-	1.4	0.4	-	1.8	17.2	6.2	0.4	6.6
2/2	385	385	-	-	-	1.4	0.4	-	1.8	17.1	6.3	0.4	6.7
2/3	4	4	-	-	-	0.0	0.0	-	0.0	7.9	0.0	0.0	0.0
3/2+3/1	700	700	-	-	-	3.9	12.5	-	16.5	84.7	10.5	12.5	23.0
3/3	603	603	-	-	-	3.6	10.9	-	14.5	86.7	10.6	10.9	21.5
4/1	296	296	-	-	-	1.0	0.2	-	1.2	14.6	3.4	0.2	3.6
4/2	741	741	-	-	-	0.3	1.3	-	1.6	7.8	0.6	1.3	2.0
5/2+5/1	619	619	-	-	-	3.0	1.0	-	4.0	23.0	4.4	1.0	5.4
5/3	359	359	-	-	-	1.8	0.7	-	2.5	25.1	5.3	0.7	6.0
6/1	396	396	-	-	-	0.4	0.3	-	0.8	7.0	3.1	0.3	3.5
6/2	439	439	-	-	-	0.3	0.4	-	0.7	5.9	2.2	0.4	2.5
6/3	603	603	-	-	-	0.2	0.7	-	0.9	5.4	0.4	0.7	1.1
7/2+7/1	329	329	658	0	0	0.7	0.3	-	0.9	10.3	2.1	0.3	2.3
7/3+7/4	411	411	822	0	0	1.0	0.4	-	1.4	12.6	2.7	0.4	3.1
8/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-10.7	Total Delay for Signalled Lanes (pcuHr):		75.78	Cycle Time (s):		64		
			PRC Over All Lanes (%):		-10.7	Total Delay Over All Lanes(pcuHr):		78.16					

Scenario 19: '2036 Base + McD's - Friday AM Peak' (FG34: '2036 Base + McD's - Friday AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	35	-	1293	1855:1855	656+659	98.3 : 98.3%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	35	-	1000	1855	1043	95.8%
2/1	Ahead	U	N/A	N/A	B		1	19	-	326	1855	580	56.2%
2/2	Right Ahead	U	N/A	N/A	B		1	19	-	329	1855	580	56.8%
2/3	Right	U	N/A	N/A	B		1	19	-	93	1855	580	16.0%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	10	-	388	1855:1855	288+111	97.3 : 97.3%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	10	-	302	1855	319	94.7%
4/1	Ahead	U	N/A	N/A	D		1	44	-	817	1855	1304	62.6%
4/2	Right Ahead	U	N/A	N/A	D		1	44	-	1093	1855	1304	83.8%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	14	-	377	1855:1855	357+382	51.0 : 51.0%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	14	-	174	1855	435	40.0%
6/1	Ahead	U	N/A	N/A	G		1	40	-	564	1855	1188	47.5%
6/2	Right Ahead	U	N/A	N/A	G		1	40	-	571	1855	1188	48.0%
6/3	Right	U	N/A	N/A	G		1	40	-	302	1855	1188	25.4%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	496	Inf : Inf	863+863	28.7 : 28.7%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	573	Inf : Inf	596+863	39.3 : 39.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2138	0	0	22.2	41.8	0.0	64.0	-	-	-	-
Plas Coch Road Roundabout	-	-	2138	0	0	22.2	41.8	0.0	64.0	-	-	-	-
1/2+1/1	1293	1293	-	-	-	3.9	13.3	-	17.3	48.1	16.9	13.3	30.3
1/3	1000	1000	-	-	-	3.7	8.3	-	12.0	43.2	16.7	8.3	25.0
2/1	326	326	-	-	-	1.9	0.6	-	2.5	27.6	5.1	0.6	5.7
2/2	329	329	-	-	-	1.8	0.7	-	2.4	26.5	5.2	0.7	5.8
2/3	93	93	-	-	-	0.3	0.1	-	0.4	16.7	1.2	0.1	1.3
3/2+3/1	388	388	-	-	-	2.7	7.5	-	10.3	95.2	5.2	7.5	12.8
3/3	302	302	-	-	-	2.2	5.4	-	7.6	91.2	5.3	5.4	10.7
4/1	817	817	-	-	-	0.6	0.8	-	1.4	6.1	3.3	0.8	4.1
4/2	1093	1093	-	-	-	0.4	2.5	-	3.0	9.8	2.0	2.5	4.5
5/2+5/1	377	377	-	-	-	2.2	0.5	-	2.7	25.8	2.9	0.5	3.4
5/3	174	174	-	-	-	1.0	0.3	-	1.3	27.6	2.6	0.3	2.9
6/1	564	564	-	-	-	0.4	0.5	-	0.8	5.1	3.8	0.5	4.2
6/2	571	571	-	-	-	0.3	0.5	-	0.8	5.1	3.4	0.5	3.8
6/3	302	302	-	-	-	0.1	0.2	-	0.3	3.3	0.3	0.2	0.5
7/2+7/1	496	496	992	0	0	0.3	0.2	-	0.5	3.4	0.9	0.2	1.1
7/3+7/4	573	573	1146	0	0	0.4	0.3	-	0.7	4.5	2.8	0.3	3.1
8/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.3	Total Delay for Signalled Lanes (pcuHr):		62.83	Cycle Time (s):		64		
			PRC Over All Lanes (%):		-9.3	Total Delay Over All Lanes(pcuHr):		64.02					

Scenario 20: '2036 Base + McD's - Friday PM Peak' (FG35: '2036 Base + McD's - Friday PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	25	-	837	1855:1855	127+671	104.9 : 104.9%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	25	-	786	1855	754	104.3%
2/1	Ahead	U	N/A	N/A	B		1	29	-	347	1855	870	39.9%
2/2	Right Ahead	U	N/A	N/A	B		1	29	-	353	1855	870	40.6%
2/3	Right	U	N/A	N/A	B		1	29	-	3	1855	870	0.3%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	20	-	737	1855:1855	506+172	108.7 : 108.7%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	20	-	659	1855	609	108.3%
4/1	Ahead	U	N/A	N/A	D		1	34	-	325	1855	1014	31.4%
4/2	Right Ahead	U	N/A	N/A	D		1	34	-	789	1855	1014	74.6%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	20	-	783	1855:1855	467+468	83.7 : 83.7%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	20	-	444	1855	609	72.9%
6/1	Ahead	U	N/A	N/A	G		1	34	-	456	1855	1014	42.2%
6/2	Right Ahead	U	N/A	N/A	G		1	34	-	511	1855	1014	47.1%
6/3	Right	U	N/A	N/A	G		1	34	-	659	1855	1014	60.0%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	572	Inf : Inf	416+416	68.8 : 68.8%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	390	Inf : Inf	416+416	45.4 : 48.3%
8/1	Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1924	0	0	36.7	125.9	0.0	162.6	-	-	-	-
Plas Coch Road Roundabout	-	-	1924	0	0	36.7	125.9	0.0	162.6	-	-	-	-
1/2+1/1	837	798	-	-	-	5.7	27.1	-	32.8	141.1	15.6	27.1	42.7
1/3	786	754	-	-	-	5.3	24.3	-	29.6	135.7	14.5	24.3	38.8
2/1	347	347	-	-	-	1.1	0.3	-	1.5	15.1	5.5	0.3	5.9
2/2	353	353	-	-	-	1.1	0.3	-	1.4	14.7	5.7	0.3	6.0
2/3	3	3	-	-	-	0.0	0.0	-	0.0	7.4	0.0	0.0	0.0
3/2+3/1	737	678	-	-	-	5.8	34.7	-	40.5	197.9	13.6	34.7	48.3
3/3	659	609	-	-	-	5.3	30.6	-	35.9	196.1	12.6	30.6	43.2
4/1	319	319	-	-	-	1.1	0.2	-	1.3	14.6	3.5	0.2	3.8
4/2	757	757	-	-	-	0.3	1.5	-	1.8	8.5	0.8	1.5	2.2
5/2+5/1	783	783	-	-	-	4.0	2.5	-	6.5	29.8	6.2	2.5	8.7
5/3	444	444	-	-	-	2.3	1.3	-	3.7	29.8	6.9	1.3	8.2
6/1	429	429	-	-	-	0.5	0.4	-	0.9	7.4	3.4	0.4	3.8
6/2	477	477	-	-	-	0.4	0.4	-	0.9	6.6	2.7	0.4	3.1
6/3	609	609	-	-	-	0.2	0.7	-	0.9	5.5	0.4	0.7	1.2
7/2+7/1	572	572	1144	0	0	2.3	1.1	-	3.4	21.2	4.4	1.1	5.5
7/3+7/4	390	390	780	0	0	1.2	0.4	-	1.6	14.8	2.8	0.4	3.2
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): -20.7 PRC Over All Lanes (%): -20.7 Total Delay for Signalised Lanes (pcuHr): 157.64 Total Delay Over All Lanes(pcuHr): 162.60 Cycle Time (s): 64													

Scenario 21: '2036 Base + McD's - Saturday Peak' (FG36: '2036 Base + McD's - Saturday Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
Plas Coch Road Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	102.6%
1/2+1/1	Mold Road (NW) Ahead Ahead2	U	N/A	N/A	A		1	24	-	782	1855:1855	107+655	102.6 : 102.6%
1/3	Mold Road (NW) Ahead	U	N/A	N/A	A		1	24	-	737	1855	725	101.7%
2/1	Ahead	U	N/A	N/A	B		1	30	-	400	1855	899	44.5%
2/2	Right Ahead	U	N/A	N/A	B		1	30	-	398	1855	899	44.3%
2/3	Right	U	N/A	N/A	B		1	30	-	6	1855	899	0.7%
3/2+3/1	Plas Coch Road Ahead Left	U	N/A	N/A	C		1	21	-	725	1855:1855	502+233	98.6 : 98.6%
3/3	Plas Coch Road Ahead	U	N/A	N/A	C		1	21	-	621	1855	638	97.4%
4/1	Ahead	U	N/A	N/A	D		1	33	-	294	1855	985	29.5%
4/2	Right Ahead	U	N/A	N/A	D		1	33	-	743	1855	985	74.1%
5/2+5/1	Mold Road (SE) Ahead Left	U	N/A	N/A	F		1	19	-	619	1855:1855	454+452	68.3 : 68.3%
5/3	Mold Road (SE) Ahead	U	N/A	N/A	F		1	19	-	376	1855	580	64.9%
6/1	Ahead	U	N/A	N/A	G		1	35	-	413	1855	1043	39.3%
6/2	Right Ahead	U	N/A	N/A	G		1	35	-	434	1855	1043	41.3%
6/3	Right	U	N/A	N/A	G		1	35	-	621	1855	1043	59.5%
7/2+7/1	Berse Road Left	O	N/A	N/A	-		-	-	-	329	Inf : Inf	459+459	35.7 : 35.9%
7/3+7/4	Berse Road Ahead	O	N/A	N/A	-		-	-	-	428	Inf : Inf	459+459	46.6 : 46.6%
8/1	Ahead	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/3	Right Ahead	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%

9/1		U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
12/3		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1514	0	0	28.7	63.5	0.0	92.1	-	-	-	-
Plas Coch Road Roundabout	-	-	1514	0	0	28.7	63.5	0.0	92.1	-	-	-	-
1/2+1/1	782	762	-	-	-	4.7	19.8	-	24.5	112.9	13.9	19.8	33.7
1/3	737	725	-	-	-	4.4	17.0	-	21.4	104.5	13.3	17.0	30.3
2/1	400	400	-	-	-	1.4	0.4	-	1.8	16.4	6.5	0.4	6.9
2/2	398	398	-	-	-	1.4	0.4	-	1.8	16.5	6.5	0.4	6.9
2/3	6	6	-	-	-	0.0	0.0	-	0.0	7.5	0.0	0.0	0.0
3/2+3/1	725	725	-	-	-	3.9	11.1	-	15.1	74.8	10.8	11.1	22.0
3/3	621	621	-	-	-	3.6	9.0	-	12.5	72.7	10.9	9.0	19.8
4/1	291	291	-	-	-	1.0	0.2	-	1.2	15.4	3.4	0.2	3.6
4/2	731	731	-	-	-	0.4	1.4	-	1.8	8.8	0.8	1.4	2.2
5/2+5/1	619	619	-	-	-	3.1	1.1	-	4.2	24.4	4.5	1.1	5.5
5/3	376	376	-	-	-	2.0	0.9	-	2.9	27.7	5.7	0.9	6.7
6/1	410	410	-	-	-	0.4	0.3	-	0.7	6.2	2.7	0.3	3.0
6/2	431	431	-	-	-	0.3	0.4	-	0.7	5.7	2.3	0.4	2.6
6/3	621	621	-	-	-	0.1	0.7	-	0.9	5.0	0.3	0.7	1.1
7/2+7/1	329	329	658	0	0	0.7	0.3	-	1.0	10.7	2.1	0.3	2.4
7/3+7/4	428	428	856	0	0	1.2	0.4	-	1.6	13.6	2.9	0.4	3.3
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

12/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -14.0 PRC Over All Lanes (%): -14.0 Total Delay for Signalled Lanes (pcuHr): 89.55 Total Delay Over All Lanes(pcuHr): 92.14 Cycle Time (s): 64													