

Waterloo Park

Hambledon Roundabout Appraisal

Updated September 2024



Waterloo Park

***Hambleton Roundabout
Appraisal***

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Appendix A

TRL Junctions Report



Introduction

1. David Tucker Associates (DTA) has been commissioned by Hargreaves to advise on their mixed redevelopment of the BAE site in Waterloo.
2. Waterloo Park comprises an existing Lidl foodstore and McDonalds drive through restaurant together with an existing outline consent for development (APP/18/01072) comprising former B1c, B2, B8 and B8 trade counter use; class A1 retail; classes A3/A5 drink/food establishments and class D2 leisure.
3. The further transport implications of a detailed application (LPA reference APP/21/00399) for a foodstore, drive through coffee shop and restaurant, was considered within a Transport Assessment prepared by DTA, and has recently been consented but has yet to be implemented.
4. A new outline application is now being made for the wider site and this is supported by an updated appraisal of the transport implications. This includes an updated assessment of the Hambledon Road Roundabout.
5. A junction model for the Hambledon Roundabout was developed for the 2021 application. This was reviewed in detail by the highway authority (HCC) to ensure that it was appropriate. This background is set out here, which addresses the previous HCC responses dated 20th August 2021 and 29th March 2022, regarding the original model.
6. A new version of the modelling software has been released since the original modelling was undertaken which reports the ratio of flow to capacity in advanced mode. This has allowed streamlining of the previous model runs which includes both simple and advantage mode runs to produce the performance statistics. The model algorithms and the adopted parameters are all in line with the previous models.
7. The junction has been modelled based on the existing arrangement prior to the implementation of the improvements work agreed for the Elettra Avenue approach. The junction has also been modelled with the Havant Borough Council plans to improve pedestrian and cycle routes which incorporates in full the works identified by DTA within the outline application.
8. The demand matrices are based on traffic survey data undertaken in September 2021. This has allowed validation of the ARCADY modelling. The demand is represented in passenger car units (pcu). A pcu factor of 2.0 has been applied for heavy goods vehicles. Heavy goods vehicle percentages have been included with the model (for purposes of queue length comparison).
9. The 2029 design year has been forecasted in accordance with TEMPRO 8.1 for Havant 003 (Principal Road). The composition of the demand is otherwise the same as within the TA.



Model Development

10. Baseline scenarios are summarized in **Table 1**; the model report is attached in **Appendix A**. These reflect the final position reached in model development for the previous application. The key considerations during this process are set out below.

Table 1 2021 Base (DIRECT)

Direct Entry Flows	AM Peak			PM Peak		
	Q (pcu)	Delay (s)	RFC	Q (pcu)	Delay (s)	RFC
Milton Road	4.5	27.69	0.83	3.1	17.93	0.75
Hambleton Road South	4.0	10.04	0.63	3.6	8.11	0.64
Elettra Avenue	2.2	14.54	0.55	14.0	46.03	0.91
Hambleton Road North	2.7	8.66	0.64	2.4	10.25	0.61
OD-TAB	Saturday Peak					
	Q (pcu)	Delay (s)	RFC			
Milton Road	2.0	11.84	0.66			
Hambleton Road South	2.6	6.73	0.57			
Elettra Avenue	1.8	10.98	0.49			
Hambleton Road North	1.4	6.47	0.46			

11. In their HCC review of the modelling several minor changes to the geometry were put forward as set out in **Table 2**. These have not been verified but have been incorporated into the models and subjected to validation checks again.

Table 2 HCC geometric review

	Approach Half Width		Entry Width	
	DTA Model	HCC Review	DTA Model	HCC Review
Milton Road (E)	3.4	3.0	4.5	4.0
Hambleton Road (S)	7.3	6.4	8.0	7.7
Elettra Avenue (W)	3.6	3.0	7.7	7.1
Hambleton Road (N)	N/A	N/A	7.9	7.5

12. The exception to this Hambleton Road (S) from which the measurements have been confirmed against HCC Drawing CJ008981-ECH-GEN-17024883-DR-HE-0002 which is on topographical survey data. This confirms an entry width of 8.4m and half width of 7.3m.
13. The model has been run on a DIRECT arrival profile using advanced mode/ entry simulation. The junction is generally operating within its practical capacity but the arm experiencing the greatest 'stress' in the AM peak is Milton Road. However, the OD-TAB profile is not representative on this approach in the AM Peak as there are differences between the arrival profile of local traffic on Milton Road and through traffic on Hambleton Road, i.e. the peaks are not coincident. This is addressed by use of DIRECT.
14. Entry simulation is a tool within ARCADY which allows the sensitivity of the results to an explicit representation of the lane structure of a roundabout to be tested. It assumes that the overall capacity of each arm is the same as predicted by the core ARCADY model.
15. On Elettra Avenue there is evidence of the lane structure influencing performance within the queue survey results where there is a bias towards the off-side lane. Some bias appears to stem from poorly aligned entry lanes onto the circulatory carriageway which results in use of the off-side lane by drivers headed towards Milton Road. This is



reproduced within the model by assigning Milton Road as a secondary destination for users of the nearside lane. This effectively caps the use of the nearside to 50% of the west-east drivers. It is represented this way around to best reflect the existing geometry/road markings. The model has been updated to correct the level 1 lane lengths as identified by HCC.

16. On Hambledon Road south it is evident from the survey footage that, notwithstanding the road markings, that ahead drivers use both lanes as there is a two-lane exit which tapers down to a single lane north of the signal crossing. To reflect actual conditions on the ground the model must represent what happens in practice. In acknowledgement of the issue however the structure of this approach has been changed so that the nearside lane is primary with secondary use of the offside lane capped at 30%.
17. The geometric parameters within the ARCADY model have been reviewed more generally against the current road markings and the pattern of usage. The ARCADY model, currently version 10, has been updated accordingly although the differences in the slope (f) and intercept (Q_{max}) values are in most cases not significant.
18. There is little existing queueing on either of the Hambledon Road approaches. There are signalized crossings on both Hambledon Road approaches. Roundabouts tend to be resilient to adjacent crossings as upstream modulation of traffic will tend to provide additional opportunities at downstream entries hence there is a natural rebalancing. Here there is limited evident impact on the operation of the junction from adjacent crossings. This has been queried by HCC, the implication being those underlying capacities of the Hambledon Road within the model should be increased as the evidence capacity is throttled by the crossings. Having previously reviewed the survey footage it was not deemed necessary to represent the crossings within the modelling. There is no further evidence to contradict this.
19. In both cases the crossings are called relatively infrequently and there is negligible direct interaction (blocking back), evident from the survey footage, with the roundabout however the modulation of the upstream arrival profile results in more platooning of traffic.
20. The larger proportional differences are on Hambledon Road (North) approach and the geometry has been reviewed in detail. This entry has a staggered give way line and nearside hatching to reduce the entry radius to 10m and lane delineation to force a higher conflict angle.
21. The behaviour of drivers, see **Figure 1**, does not reflect the markings as is evident from the survey footage and pavement wear patterns. Drivers in the nearside lane stop well behind the give-way line and positioned their vehicles to straddle the edge marking. In this regard the effective entry radius is estimated to be at least 15m. The entry radius has not been increased as it is evident that drivers in the offside lane encroach into the nearside lane to reduce the conflict angle on entry. The effective conflict angle is estimated to be 36°. The geometry within the model is based on the evident effective geometry and this is appropriate although there may be some minor impairment of expected performance.



Figure 1 Capture from survey footage



22. The capacity of Milton Road within the model is slightly understated resulting in longer modelled queues. An intercept correction of 15% has been applied here which is well within the standard error.



Base model validation

23. The manual classified turning count survey recorded queue lengths by lane. The base traffic flows with DIRECT entry have been modelled (model report attached in **Appendix A**). These have been compared to the observed, reported as the average queue over the 15-minute period, and summarized in **Table 3** and **Table 4** below.

Table 3 2021 ARCADY entry simulation queue length comparison AM peak

Entry	Time Period	Observed	Modelled
Milton Road	07:30-07:45	2.0	2.0
	07:45-08:00	1.0	2.8
	08:00-08:15	1.3	4.5
	08:15-08:30	2.3	4.3
	08:30-08:45	1.3	3.7
	08:45-09:00	2.0	4.0
	09:00-09:15	2.0	2.0
	09:15-09:30	4.0	1.5
	Average	2.0	3.1
Hambleton Road (S)	07:30-07:45	3.3	1.5
	07:45-08:00	0.0	2.1
	08:00-08:15	1.3	2.3
	08:15-08:30	0.0	1.5
	08:30-08:45	0.0	2.7
	08:45-09:00	1.3	3.8
	09:00-09:15	0.0	4.0
	09:15-09:30	1.3	2.4
	Average	0.9	2.84
Elettra Avenue	07:30-07:45	0.7	0.7
	07:45-08:00	0.7	0.8
	08:00-08:15	1.0	0.9
	08:15-08:30	1.3	1.6
	08:30-08:45	0.3	1.0
	08:45-09:00	0.3	1.5
	09:00-09:15	3.7	2.2
	09:15-09:30	0.7	2.0
	Average	1.1	2.37
Hambleton Road (N)	07:30-07:45	0.0	1.3
	07:45-08:00	2.0	1.2
	08:00-08:15	1.3	2.3
	08:15-08:30	2.3	2.2
	08:30-08:45	1.7	2.0
	08:45-09:00	4.0	2.7
	09:00-09:15	5.3	2.2
	09:15-09:30	8.0	1.8
	Average	3.1	2.28



Table 4 2021 ARCADY entry simulation queue length comparison PM peak

Entry	Time Period	Observed	Modelled
Milton Road	16:30-16:45	0.0	1.6
	16:45-17:00	1.3	0.8
	17:00-17:15	0.7	1.7
	17:15-17:30	0.0	1.9
	17:30-17:45	0.0	1.7
	17:45-18:00	0.0	1.0
	18:00-18:15	0.0	1.3
	18:15-18:30	2.0	3.1
	Average	0.5	1.64
Hambleton Road (S)	16:30-16:45	5.8	2.8
	16:45-17:00	5.3	3.6
	17:00-17:15	0.0	3.6
	17:15-17:30	1.3	3.4
	17:30-17:45	3.0	3.1
	17:45-18:00	0.0	2.3
	18:00-18:15	1.3	2.5
	18:15-18:30	0.0	2.4
	Average	2.1	2.26
Elettra Avenue	16:30-16:45	16.0	3.8
	16:45-17:00	17.3	3.9
	17:00-17:15	15.7	14.0
	17:15-17:30	13.0	5.0
	17:30-17:45	13.3	3.5
	17:45-18:00	6.3	1.5
	18:00-18:15	4.7	2.2
	18:15-18:30	5.0	3.3
	Average	11.4	3
Hambleton Road (N)	16:30-16:45	2.3	2.2
	16:45-17:00	3.7	1.8
	17:00-17:15	10.7	2.3
	17:15-17:30	4.0	1.9
	17:30-17:45	2.7	2.4
	17:45-18:00	1.3	1.2
	18:00-18:15	4.7	1.7
	18:15-18:30	1.3	1.3
	Average	3.8	2.73

24. The model is under-representing capacity on Milton Road. To directly replicate the level of queuing would require further adjustment of the intercept or slope.
25. On Elettra Avenue there is uneven queuing evident from the survey which suggests that balance of demand across the entry is not even. The entry lanes in the existing arrangement are poorly aligned with the circulatory carriageway and this appears to affect the balance of lane usage which is skewed towards the off-side notwithstanding an almost exact balance between the ahead and left movements and the right turn movement. In practice it is evident from the survey footage that drivers on the ahead movement (to Milton Road) use both lanes and weave/merge on the circulatory carriageway before the exit. This is addressed by the HBC/DTA works. These are tested in more detail in the modelling below.
26. On Hambleton Road (N), some longer queues are expected due to upstream modulation by the pedestrian crossing although this should not impact on capacity, i.e., result in entry starvation given the existing separation.



Scenario Testing

27. The 2029 reference case scenarios are summarized in **Table 5** based on the existing layout; the model report is attached in **Appendix A**. As would be expected the junction is operating at capacity,

Table 5 2029 Base + committed development excl mitigation (OD-TAB)

Direct Entry Flows	AM Peak			PM Peak		
	Q (pcu)	Delay (s)	RFC	Q (pcu)	Delay (s)	RFC
Milton Road	12.3	62.79	0.95	9.0	35.0	0.89
Hambleton Road South	7.3	15.67	0.72	5.0	9.46	0.70
Elettra Avenue	3.8	20.00	0.65	30.3	89.80	1.07
Hambleton Road North	3.7	10.44	0.73	3.8	14.27	0.73
OD-TAB	Saturday Peak					
	Q (pcu)	Delay (s)	RFC			
Milton Road	3.0	18.52	0.75			
Hambleton Road South	3.0	7.61	0.61			
Elettra Avenue	1.8	12.59	0.52			
Hambleton Road North	1.7	7.31	0.50			

28. The application scenarios, including the development traffic and previously agreed mitigation are summarized in **Table 6**; the model report is attached in **Appendix A**. All arms in all scenarios are operating within their practical capacities.

Table 6 2029 Base + committed development with mitigation

Direct Entry Flows	AM Peak			PM Peak		
	Q (pcu)	Delay (s)	RFC	Q (pcu)	Delay (s)	RFC
Milton Road	1.7	9.01	0.62	1.5	7.86	0.55
Hambleton Road South	10.8	21.15	0.75	5.8	11.72	0.74
Elettra Avenue	1.8	9.25	0.48	10.7	28.39	0.87
Hambleton Road North	4.0	12.30	0.80	6.6	23.32	0.83
OD-TAB	Saturday Peak					
	Q (pcu)	Delay (s)	RFC			
Milton Road	11	5.29	0.47			
Hambleton Road South	3.7	8.35	0.65			
Elettra Avenue	1.1	6.63	0.36			
Hambleton Road North	1.5	7.44	0.51			



Conclusions

29. The ARCADY modelling is supported data collection to inform the demand forecasting and model validation. Issues identified by HCC, back in 2022, with respect to the geometry were addressed previously and are reflected in the final model.
30. The advanced mode in ARCADY has been used to undertake lane simulation. This has demonstrated that the apparent discrepancy on Elettra Avenue can be explained by unequal lane usage within the existing layout.
31. HBC is proposing changes to the roundabout to improve capacity and better provide for pedestrians and cyclists. These incorporate changes, funded by the applicant, on Elettra Avenue which were agreed as part of the original outline permission and full consents.
32. Testing of the HBC improvements show that pedestrians will be better accommodated, and the lane allocation and capacities will be well aligned to future patterns of demand.
33. The updated demand flows, which reflect the new future design year, do not change the conclusions previously drawn that the impact at the junction is addressed by the previously agreed mitigation and these will ensure that the traffic from the proposal can be appropriately accommodated.



Appendix A

TRL Junctions Report

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023			
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Filename: Hambledon Road_Milton Road_Elettra Av (2021) Entry Sim RevE 2021-2029.j10

Path: \\h8st\projects\23000's\23520\Junction Assessments 2024

Report generation date: 09/09/2024 17:21:34

- »Existing Layout - 2021 Base, SAT
- »Existing Layout - 2021 Base, AM-DIRECT
- »Existing Layout - 2021 Base, PM-DIRECT
- »Existing Layout - 2029 Base, AM-DIRECT
- »Existing Layout - 2029 Base, PM-DIRECT
- »Existing Layout - 2029 Base, SAT
- »Improved Layout - 2029 Design, AM-DIRECT
- »Improved Layout - 2029 Design, PM-DIRECT
- »Improved Layout - 2029 Design, SAT

Summary of junction performance

	AM-DIRECT				PM-DIRECT				SAT			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	Existing Layout [Lane Simulation] - 2021 Base											
1 - Milton road	A1 D10	4.5	27.69	0.83	A1 D11	3.1	17.93	0.75	A1 D3	2.0	11.84	0.66
2 - Hambledon Road (south)		4.0	10.04	0.63		3.6	8.11	0.64		2.6	6.73	0.57
3 - Elettra Avenue		2.2	14.54	0.55		14.0	46.03	0.91		1.8	10.98	0.49
4 - Hambledon Road (north)		2.7	8.66	0.64		2.4	10.25	0.61		1.4	6.47	0.46
	Existing Layout [Lane Simulation] - 2029 Base											
1 - Milton road	A1 D14	12.3	62.79	0.95	A1 D15	9.0	35.00	0.89	A1 D19	3.0	18.52	0.75
2 - Hambledon Road (south)		7.3	15.67	0.72		5.0	9.46	0.70		3.0	7.61	0.61
3 - Elettra Avenue		3.8	20.00	0.65		30.3	89.80	1.07		1.8	12.59	0.52
4 - Hambledon Road (north)		3.7	10.44	0.73		3.8	14.27	0.73		1.7	7.31	0.50

	AM-DIRECT				PM-DIRECT				SAT			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
Improved Layout [Lane Simulation] - 2029 Design												
1 - Milton road	A2 D23	1.7	9.01	0.62	A2 D24	1.5	7.86	0.55	A2 D25	1.1	5.29	0.47
2 - Hambledon Road (south)		10.8	21.15	0.75		5.8	11.72	0.74		3.7	8.35	0.65
3 - Elettra Avenue		1.8	9.25	0.48		10.7	28.39	0.87		1.1	6.63	0.36
4 - Hambledon Road (north)		4.0	12.30	0.80		6.6	23.32	0.83		1.5	7.44	0.51

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

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

File summary

File Description

Title	Hambledon Road/ Milton Road/ Elettra Avenue
Location	Waterlooville
Site number	
Date	19/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	19235
Enumerator	DTA\arcady
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1156518550	81

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Base	AM	ONE HOUR	08:00	09:30		15			
D2	2021 Base	PM	ONE HOUR	16:30	18:00		15			
D3	2021 Base	SAT	ONE HOUR	11:15	12:45		15	✓		
D7	2029 Base + Com Dev + Dev	AM	ONE HOUR	08:00	09:30		15			
D8	2029 Base + Com Dev + Dev	PM	ONE HOUR	16:30	18:00		15			
D9	2029 Base + Com Dev + Dev	SAT	ONE HOUR	11:15	12:45		15			
D10	2021 Base	AM-DIRECT	DIRECT	07:30	09:30	120	15	✓		
D11	2021 Base	PM-DIRECT	DIRECT	16:30	18:30	120	15	✓		
D13	2029 Base + Com Dev + Dev	AM-DIRECT	DIRECT	07:30	09:30	120	15			
D14	2029 Base	AM-DIRECT		07:30	09:30	120	15	✓	Advanced	(D10*G1)+D26
D15	2029 Base	PM-DIRECT		16:30	18:30	120	15	✓	Advanced	(D11*G2)+D27
D16	2029 Base minus Com Dev	AM	ONE HOUR	08:00	09:30		15			
D17	2029 Base minus Com Dev	PM	ONE HOUR	16:30	18:00		15			
D18	2029 Base minus Com Dev	SAT	ONE HOUR	11:15	12:45		15			
D19	2029 Base	SAT		11:15	12:45	90	15	✓	Advanced	(G3*D3)+D28
D20	Dev AM	AM-DIRECT	FLAT	07:30	09:30	120	15			
D21	Dev PM	PM-DIRECT	FLAT	16:30	18:30	120	15			
D22	Dev Sat	SAT	FLAT	11:15	12:45	90	15			
D23	2029 Design	AM-DIRECT		07:30	09:30	120	15	✓	Advanced	D14+D20
D24	2029 Design	PM-DIRECT		16:30	18:30	120	15	✓	Advanced	D15+D21
D25	2029 Design	SAT		11:15	12:45	90	15	✓	Advanced	D19+D22
D26	MDA	AM-DIRECT	FLAT	07:30	09:30	120	15			
D27	MDA	PM-DIRECT	FLAT	16:30	18:30	120	15			
D28	MDA	SAT	FLAT	11:15	12:45	90	15			

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1			1.0568
G2	PM 2029		1.0559
G3	Saturday 2029 TEMPRO		1.0589

Growth factors are only active if a Demand Set references them in a Relationship.

Existing Layout - 2021 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.26	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
	2	1	✓	✓	✓	✓
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
	2	1				
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Base	SAT	ONE HOUR	11:15	12:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		ONE HOUR	✓	512	100.000
2 - Hambledon Road (south)		ONE HOUR	✓	1235	100.000
3 - Elettra Avenue		ONE HOUR	✓	456	100.000
4 - Hambledon Road (north)		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	355	93	64
	2 - Hambledon Road (south)	390	26	198	621
	3 - Elettra Avenue	125	216	0	115
	4 - Hambledon Road (north)	24	506	89	36

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue
From	1 - Milton road	0	0	0
	2 - Hambledon Road (south)	0	0	0
	3 - Elettra Avenue	0	0	0
	4 - Hambledon Road (north)	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.66	11.84	2.0	B	466	699
2 - Hambledon Road (south)	0.57	6.73	2.6	A	1135	1703
3 - Elettra Avenue	0.49	10.98	1.8	B	417	625
4 - Hambledon Road (north)	0.46	6.47	1.4	A	600	901

Main Results for each time segment

11:15 - 11:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	391	98	639	1069	0.366	393	386	413	0.0	0.5	5.717	A
2 - Hambledon Road (south)	942	235	223	2510	0.375	947	936	809	0.0	0.9	4.562	A
3 - Elettra Avenue	323	81	877	1351	0.239	322	336	293	0.0	0.6	6.538	A
4 - Hambledon Road (north)	488	122	561	1748	0.279	490	486	638	0.0	0.6	4.849	A

11:30 - 11:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	460	115	793	970	0.474	460	458	486	0.5	0.7	7.347	A
2 - Hambledon Road (south)	1115	279	249	2477	0.450	1118	1102	1005	0.9	1.8	5.180	A
3 - Elettra Avenue	421	105	1027	1228	0.343	422	413	339	0.6	0.9	7.778	A
4 - Hambledon Road (north)	591	148	691	1693	0.349	588	583	758	0.6	1.0	5.380	A

11:45 - 12:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	567	142	944	863	0.657	572	555	588	0.7	1.7	11.369	B
2 - Hambledon Road (south)	1355	339	297	2502	0.542	1355	1354	1219	1.8	2.6	6.610	A
3 - Elettra Avenue	499	125	1247	1098	0.455	499	496	405	0.9	1.5	10.560	B
4 - Hambledon Road (north)	718	180	816	1570	0.457	716	715	931	1.0	1.3	6.427	A

12:00 - 12:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	560	140	965	895	0.626	557	555	595	1.7	2.0	11.836	B
2 - Hambledon Road (south)	1351	338	308	2375	0.569	1361	1357	1214	2.6	2.3	6.734	A
3 - Elettra Avenue	514	129	1254	1039	0.495	511	509	415	1.5	1.8	10.982	B
4 - Hambledon Road (north)	717	179	842	1583	0.453	717	718	923	1.3	1.4	6.467	A

12:15 - 12:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	458	114	786	962	0.476	455	464	478	2.0	1.0	7.884	A
2 - Hambledon Road (south)	1118	280	253	2440	0.458	1118	1105	988	2.3	1.9	5.249	A
3 - Elettra Avenue	403	101	1022	1196	0.336	401	412	349	1.8	1.0	8.333	A
4 - Hambledon Road (north)	597	149	667	1618	0.369	597	592	756	1.4	0.9	5.589	A

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	360	90	646	1010	0.356	360	386	400	1.0	0.6	6.356	A
2 - Hambledon Road (south)	929	232	200	2499	0.372	929	935	806	1.9	1.2	4.741	A
3 - Elettra Avenue	340	85	855	1307	0.260	340	344	274	1.0	0.6	6.645	A
4 - Hambledon Road (north)	490	123	558	1769	0.277	489	500	638	0.9	0.6	4.781	A

Lane Results

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

Lanes: Main Results for each time segment

11:15 - 11:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	391	1039	0.376	393	386	0.0	0.5	5.316	A
		2	1	(1, 2, 3, 4)	391			391	388	0.0	0.0	0.400	A
	Exit	1	1		413			413	401	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	542	1236	0.438	546	544	0.0	0.5	4.808	A
			2	1, 2, (4)	400	1236	0.324	401	391	0.0	0.4	4.215	A
	Exit	1	1		809			809	820	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	153	692	0.222	153	155	0.0	0.2	6.304	A
			2	(1), 2, 3	169	692	0.245	168	181	0.0	0.4	6.737	A
		2	1	(1, 2, 3, 4)	323			323	338	0.0	0.0	0.000	A
	Exit	1	1		293			293	287	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	216	878	0.246	218	218	0.0	0.3	4.715	A
			2	2, 3, 4	273	878	0.310	273	268	0.0	0.4	4.957	A
	Exit	1	1		638			638	635	0.0	0.0	0.000	A

11:30 - 11:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	460	960	0.479	460	458	0.5	0.7	6.419	A
		2	1	(1, 2, 3, 4)	460			460	459	0.0	0.0	0.927	A
	Exit	1	1		486			486	482	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	643	1226	0.524	643	635	0.5	1.2	5.617	A
			2	1, 2, (4)	473	1226	0.386	474	467	0.4	0.6	4.576	A
	Exit	1	1		1005			1005	990	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	190	644	0.296	192	190	0.2	0.4	7.579	A
			2	(1), 2, 3	231	644	0.359	230	223	0.4	0.5	7.948	A
		2	1	(1, 2, 3, 4)	421			421	414	0.0	0.0	0.000	A
	Exit	1	1		339			339	339	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	265	835	0.317	263	263	0.3	0.4	5.159	A
			2	2, 3, 4	326	835	0.390	325	320	0.4	0.5	5.561	A
	Exit	1	1		758			758	744	0.0	0.0	0.000	A

11:45 - 12:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	571	883	0.647	572	555	0.7	1.4	8.326	A
		2	1	(1, 2, 3, 4)	567			571	558	0.0	0.3	3.030	A
	Exit	1	1		588			588	581	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	779	1207	0.645	779	781	1.2	1.7	7.504	A
			2	1, 2, (4)	576	1207	0.477	576	573	0.6	1.0	5.377	A
	Exit	1	1		1219			1219	1202	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	237	573	0.414	240	234	0.4	0.6	10.150	B
			2	(1), 2, 3	262	573	0.457	259	262	0.5	0.9	10.920	B
		2	1	(1, 2, 3, 4)	499			499	498	0.0	0.0	0.001	A
	Exit	1	1		405			405	410	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	331	795	0.417	332	331	0.4	0.6	6.102	A
			2	2, 3, 4	387	795	0.486	384	384	0.5	0.7	6.706	A
	Exit	1	1		931			931	926	0.0	0.0	0.000	A

12:00 - 12:15

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	558	873	0.640	557	555	1.4	1.4	8.520	A
		2	1	(1, 2, 3, 4)	560			558	555	0.3	0.6	3.305	A
	Exit	1	1		595			595	596	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	768	1202	0.638	775	775	1.7	1.3	7.664	A
			2	1, 2, (4)	584	1202	0.485	586	582	1.0	0.9	5.485	A
	Exit	1	1		1214			1214	1217	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	239	571	0.418	236	236	0.6	0.7	10.343	B
			2	(1), 2, 3	276	571	0.483	275	273	0.9	1.0	11.526	B
		2	1	(1, 2, 3, 4)	514			514	510	0.0	0.0	0.003	A
	Exit	1	1		415			415	411	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	330	786	0.420	330	331	0.6	0.6	6.162	A
			2	2, 3, 4	388	786	0.493	388	387	0.7	0.8	6.725	A
	Exit	1	1		923			923	916	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	458	964	0.475	455	464	1.4	0.9	6.571	A
		2	1	(1, 2, 3, 4)	458			458	463	0.6	0.1	1.352	A
	Exit	1	1		478			478	481	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	647	1224	0.528	646	637	1.3	1.2	5.733	A
			2	1, 2, (4)	472	1224	0.385	472	468	0.9	0.6	4.578	A
	Exit	1	1		988			988	998	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	185	645	0.287	183	190	0.7	0.5	8.332	A
			2	(1), 2, 3	217	645	0.337	218	222	1.0	0.5	8.333	A
		2	1	(1, 2, 3, 4)	403			403	409	0.0	0.0	0.000	A
	Exit	1	1		349			349	350	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	270	843	0.321	271	268	0.6	0.4	5.399	A
			2	2, 3, 4	327	843	0.387	326	325	0.8	0.6	5.746	A
	Exit	1	1		756			756	746	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	360	1035	0.348	360	386	0.9	0.5	5.788	A
		2	1	(1, 2, 3, 4)	360			360	384	0.1	0.0	0.571	A
	Exit	1	1		400			400	409	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	544	1245	0.437	542	538	1.2	0.8	5.083	A
			2	1, 2, (4)	385	1245	0.310	387	397	0.6	0.4	4.272	A
	Exit	1	1		806			806	841	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	160	699	0.229	161	157	0.5	0.2	6.430	A
			2	(1), 2, 3	179	699	0.257	179	186	0.5	0.3	6.824	A
		2	1	(1, 2, 3, 4)	340			340	342	0.0	0.0	0.000	A
	Exit	1	1		274			274	287	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	215	879	0.245	216	221	0.4	0.2	4.637	A
			2	2, 3, 4	275	879	0.312	273	279	0.6	0.4	4.895	A
	Exit	1	1		638			638	628	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

11:15 - 11:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	261	65	1364	1038	0.251	262	263	0.0	0.3	5.325	
				3	75	19	1364	1032	0.073	76	73	0.0	0.1	5.367	
				4	55	14	1364	1034	0.053	55	50	0.0	0.1	5.197	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	260	65	-	-	-	261	264	0.0	0.0	0.379	
				3	76	19	-	-	-	75	74	0.0	0.0	0.413	
				4	55	14	-	-	-	55	50	0.0	0.0	0.492	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	149	37	1323	1236	0.120	151	149	0.0	0.2	4.912	
				4	393	98	1323	1236	0.318	395	395	0.0	0.4	4.769	
		2	1	1	301	75	1323	1236	0.244	303	292	0.0	0.3	4.447	
				2	19	5	1323	1238	0.015	19	19	0.0	0.0	4.226	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	81	20	1323	1235	0.065	80	80	0.0	0.1	3.388	
3 - Elettra Avenue	Entry	1	1	1	71	18	973	695	0.102	71	71	0.0	0.1	6.211	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	83	21	973	695	0.119	82	84	0.0	0.1	6.383	
		2	1	1	20	5	973	695	0.029	20	21	0.0	0.0	5.316	
				2	149	37	973	693	0.215	148	160	0.0	0.3	6.924	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	19	5	1062	880	0.021	19	17	0.0	0.0	5.093	
				2	197	49	1062	878	0.225	199	201	0.0	0.2	4.684	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	181	45	1062	878	0.206	181	177	0.0	0.2	4.615	
				3	66	16	1062	877	0.075	66	64	0.0	0.1	5.578	
				4	26	7	1062	880	0.030	26	26	0.0	0.0	5.722	

11:30 - 11:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	325	81	1364	961	0.339	325	320	0.3	0.5	6.444	
				3	81	20	1364	969	0.084	82	85	0.1	0.1	6.333	
				4	53	13	1364	967	0.055	53	53	0.1	0.1	6.407	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	325	81	-	-	-	325	320	0.0	0.0	0.940	
				3	81	20	-	-	-	81	85	0.0	0.0	0.875	
				4	54	13	-	-	-	53	53	0.0	0.0	0.931	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	176	44	1323	1225	0.144	178	177	0.2	0.3	5.900	
				4	466	117	1323	1226	0.381	466	458	0.4	0.9	5.508	
		2	1	1	349	87	1323	1225	0.285	351	345	0.3	0.4	4.766	
				2	23	6	1323	1226	0.019	24	25	0.0	0.0	4.722	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	100	25	1323	1225	0.082	100	97	0.1	0.1	3.874	
3 - Elettra Avenue	Entry	1	1	1	86	21	973	642	0.134	86	87	0.1	0.2	7.335	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	104	26	973	643	0.163	105	103	0.1	0.2	7.785	
		2	1	1	27	7	973	644	0.043	27	29	0.0	0.1	6.081	
				2	203	51	973	644	0.316	203	194	0.3	0.5	8.226	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	113	28	-	-	-	113	116	0.0	0.0	0.000	
				2	203	51	-	-	-	203	194	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	104	26	-	-	-	104	104	0.0	0.0	0.000	
		2	1	1	21	5	1062	833	0.025	21	22	0.0	0.0	6.490	
				2	244	61	1062	835	0.293	242	241	0.2	0.4	5.046	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	211	53	1062	837	0.252	211	210	0.2	0.3	5.071	
				3	80	20	1062	835	0.096	80	78	0.1	0.2	6.475	
				4	34	9	1062	836	0.041	34	32	0.0	0.1	6.522	

11:45 - 12:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	402	101	1364	886	0.454	401	389	0.5	0.9	8.397	
				3	101	25	1364	887	0.114	103	99	0.1	0.2	8.256	
				4	68	17	1364	885	0.077	68	67	0.1	0.2	8.032	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	399	100	-	-	-	402	391	0.0	0.2	3.001	
				3	101	25	-	-	-	101	99	0.0	0.0	3.121	
				4	67	17	-	-	-	68	68	0.0	0.0	3.059	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	215	54	1323	1206	0.178	215	218	0.3	0.4	7.997	
				4	564	141	1323	1206	0.467	564	563	0.9	1.2	7.313	
		2	2	1	420	105	1323	1206	0.348	418	417	0.4	0.8	5.631	
				2	31	8	1323	1207	0.026	31	30	0.0	0.0	5.558	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	125	31	1323	1207	0.104	126	127	0.1	0.1	4.510	
3 - Elettra Avenue	Entry	1	1	1	106	26	973	576	0.184	107	104	0.2	0.3	9.579	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	131	33	973	573	0.229	133	130	0.2	0.3	10.610	
		2	2	1	31	8	973	570	0.055	32	33	0.1	0.0	7.488	
				2	231	58	973	574	0.402	227	230	0.5	0.9	11.401	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	137	34	-	-	-	137	136	0.0	0.0	0.001	
				2	231	58	-	-	-	231	231	0.0	0.0	0.001	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	131	33	-	-	-	131	130	0.0	0.0	0.002	
		2	2	1	31	8	1062	792	0.039	30	28	0.0	0.0	7.252	
				2	301	75	1062	794	0.379	301	303	0.4	0.5	6.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	258	64	1062	795	0.325	258	250	0.3	0.4	6.041	
				3	89	22	1062	793	0.112	87	94	0.2	0.3	8.010	
				4	40	10	1062	790	0.050	39	40	0.1	0.1	7.742	

12:00 - 12:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	388	97	1364	871	0.445	387	388	0.9	1.1	8.636	
				3	101	25	1364	868	0.116	100	96	0.2	0.2	8.266	
				4	69	17	1364	873	0.079	70	71	0.2	0.1	8.250	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	389	97	-	-	-	388	389	0.2	0.4	3.377	
				3	102	25	-	-	-	101	96	0.0	0.1	3.126	
				4	70	17	-	-	-	69	70	0.0	0.1	3.162	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	215	54	1323	1203	0.179	216	215	0.4	0.4	7.987	
				4	552	138	1323	1202	0.459	559	560	1.2	0.9	7.540	
		2	2	1	425	106	1323	1202	0.354	427	428	0.8	0.7	5.707	
				2	31	8	1323	1202	0.026	31	31	0.0	0.1	6.142	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	127	32	1323	1203	0.106	127	123	0.1	0.2	4.564	
3 - Elettra Avenue	Entry	1	1	1	110	28	973	570	0.193	109	112	0.3	0.3	9.583	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	973	572	0.224	127	125	0.3	0.4	11.032	
		2	2	1	33	8	973	574	0.057	33	31	0.0	0.0	8.101	
				2	243	61	973	571	0.425	241	242	0.9	1.0	11.969	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	143	36	-	-	-	143	143	0.0	0.0	0.005	
				2	243	61	-	-	-	243	242	0.0	0.0	0.004	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	-	-	-	128	125	0.0	0.0	0.000	
		2	2	1	26	6	1062	789	0.033	25	25	0.0	0.1	7.689	
				2	304	76	1062	785	0.387	305	305	0.5	0.5	6.042	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	249	62	1062	786	0.317	249	251	0.4	0.4	6.067	
				3	98	25	1062	785	0.125	99	99	0.3	0.2	7.964	
				4	40	10	1062	784	0.051	40	37	0.1	0.1	7.820	

12:15 - 12:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	320	80	1364	963	0.332	318	324	1.1	0.7	6.646	
				3	79	20	1364	966	0.082	78	83	0.2	0.2	6.425	
				4	59	15	1364	965	0.061	58	58	0.1	0.1	6.375	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	320	80	-	-	-	320	322	0.4	0.1	1.456	
				3	79	20	-	-	-	79	83	0.1	0.0	1.147	
				4	59	15	-	-	-	59	58	0.1	0.0	1.078	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	184	46	1323	1225	0.151	185	183	0.4	0.3	5.948	
				4	462	116	1323	1224	0.377	461	455	0.9	0.9	5.647	
		2	2	1	346	87	1323	1225	0.283	347	347	0.7	0.5	4.770	
				2	21	5	1323	1225	0.017	21	23	0.1	0.0	5.240	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	104	26	1323	1225	0.085	104	98	0.2	0.1	3.759	
3 - Elettra Avenue	Entry	1	1	1	82	20	973	647	0.126	81	86	0.3	0.2	8.020	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	104	26	973	646	0.160	102	104	0.4	0.3	8.594	
		2	2	1	26	6	973	651	0.040	26	28	0.0	0.0	6.817	
				2	191	48	973	646	0.296	192	194	1.0	0.5	8.552	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	108	27	-	-	-	108	113	0.0	0.0	0.000	
				2	191	48	-	-	-	191	192	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	104	26	-	-	-	104	103	0.0	0.0	0.000	
		2	1	1	24	6	1049	831	0.029	24	19	0.1	0.1	6.000	
				2	246	62	1062	842	0.292	247	248	0.5	0.3	5.353	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	210	53	1062	843	0.249	210	208	0.4	0.3	5.288	
				3	85	21	1062	842	0.101	85	84	0.2	0.1	6.496	
				4	31	8	1062	838	0.037	31	32	0.1	0.1	6.718	

12:30 - 12:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	253	63	1364	1035	0.245	255	269	0.7	0.3	5.789	
				3	61	15	1364	1032	0.059	60	68	0.2	0.2	5.693	
				4	45	11	1364	1033	0.044	45	49	0.1	0.0	5.914	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	254	63	-	-	-	253	268	0.1	0.0	0.595	
				3	61	15	-	-	-	61	68	0.0	0.0	0.460	
				4	45	11	-	-	-	45	48	0.0	0.0	0.597	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	148	37	1323	1243	0.119	147	151	0.3	0.2	5.320	
				4	395	99	1323	1244	0.318	394	387	0.9	0.5	4.990	
		2	2	1	288	72	1323	1245	0.232	289	297	0.5	0.4	4.450	
				2	19	5	1307	1226	0.016	19	21	0.0	0.0	4.129	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	78	20	1323	1243	0.063	79	79	0.1	0.0	3.649	
3 - Elettra Avenue	Entry	1	1	1	70	17	973	698	0.100	70	72	0.2	0.1	6.128	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	90	23	973	698	0.130	91	86	0.3	0.1	6.686	
		2	2	1	22	6	961	691	0.032	22	22	0.0	0.0	5.731	
				2	157	39	973	698	0.225	157	165	0.5	0.3	6.968	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	92	23	-	-	-	92	93	0.0	0.0	0.000	
				2	157	39	-	-	-	157	164	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	90	23	-	-	-	90	85	0.0	0.0	0.000	
		2	2	1	19	5	1049	867	0.022	19	18	0.1	0.0	5.657	
				2	197	49	1062	878	0.224	197	203	0.3	0.2	4.546	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	178	45	1062	880	0.202	177	184	0.3	0.2	4.508	
				3	68	17	1062	878	0.077	67	68	0.1	0.1	5.581	
				4	29	7	1062	877	0.033	28	27	0.1	0.1	5.776	

Existing Layout - 2021 Base, AM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	13.46	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.46	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2021 Base	AM-DIRECT	DIRECT	07:30	09:30	120	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT	✓	100.000
2 - Hambledon Road (south)		DIRECT	✓	100.000
3 - Elettra Avenue		DIRECT	✓	100.000
4 - Hambledon Road (north)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:30 -
07:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	416	60	80
	2 - Hambledon Road (south)	212	8	212	516
	3 - Elettra Avenue	60	172	0	112
	4 - Hambledon Road (north)	20	716	72	28

Demand (PCU/hr)

07:45 -
08:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	452	132	44
	2 - Hambledon Road (south)	312	28	248	608
	3 - Elettra Avenue	64	152	0	156
	4 - Hambledon Road (north)	24	696	80	24

Demand (PCU/hr)

08:00 -
08:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	464	108	104
	2 - Hambledon Road (south)	320	4	288	552
	3 - Elettra Avenue	148	172	0	88
	4 - Hambledon Road (north)	36	748	72	48

Demand (PCU/hr)

08:15 -
08:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	400	84	120
	2 - Hambledon Road (south)	292	36	88	612
	3 - Elettra Avenue	72	260	0	148
	4 - Hambledon Road (north)	48	752	108	68

Demand (PCU/hr)

08:30 -
08:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	452	100	72
	2 - Hambledon Road (south)	308	48	300	700
	3 - Elettra Avenue	96	212	0	144
	4 - Hambledon Road (north)	40	676	116	48

Demand (PCU/hr)

08:45 -
09:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	416	72	76
	2 - Hambledon Road (south)	380	40	424	684
	3 - Elettra Avenue	96	228	0	160
	4 - Hambledon Road (north)	44	868	108	40

Demand (PCU/hr)

09:00 -
09:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	356	56	84
	2 - Hambledon Road (south)	348	44	372	748
	3 - Elettra Avenue	128	308	0	136
	4 - Hambledon Road (north)	44	788	16	84

Demand (PCU/hr)

09:15 -
09:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	344	88	28
	2 - Hambledon Road (south)	356	48	212	628
	3 - Elettra Avenue	128	300	0	176
	4 - Hambledon Road (north)	40	632	112	48

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

From	To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue
	1 - Milton road	0	0	0
	2 - Hambledon Road (south)	0	0	0
	3 - Elettra Avenue	0	0	0
	4 - Hambledon Road (north)	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.83	27.69	4.5	D	572	1144
2 - Hambledon Road (south)	0.63	10.04	4.0	B	1251	2502
3 - Elettra Avenue	0.55	14.54	2.2	B	466	932
4 - Hambledon Road (north)	0.64	8.66	2.7	A	908	1816

Main Results for each time segment

07:30 - 07:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	564	141	994	869	0.648	569	552	289	0.0	2.0	12.839	B
2 - Hambledon Road (south)	930	233	246	2466	0.377	932	937	1316	0.0	1.5	5.180	A
3 - Elettra Avenue	352	88	829	1274	0.276	354	345	350	0.0	0.7	7.093	A
4 - Hambledon Road (north)	832	208	454	1820	0.457	829	823	729	0.0	1.3	5.520	A

07:45 - 08:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	633	158	962	873	0.725	635	624	403	2.0	2.8	16.521	C
2 - Hambledon Road (south)	1220	305	277	2447	0.498	1218	1201	1320	1.5	2.1	6.360	A
3 - Elettra Avenue	362	91	1035	1230	0.294	365	372	460	0.7	0.8	8.061	A
4 - Hambledon Road (north)	808	202	552	1785	0.453	813	821	847	1.3	1.2	5.852	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	671	168	1062	817	0.821	663	667	502	2.8	4.5	20.693	C
2 - Hambledon Road (south)	1180	295	333	2386	0.495	1176	1168	1392	2.1	2.3	6.743	A
3 - Elettra Avenue	411	103	1034	1159	0.354	411	407	475	0.8	0.9	8.058	A
4 - Hambledon Road (north)	927	232	648	1709	0.542	916	898	797	1.2	2.3	6.633	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	588	147	1233	709	0.829	602	606	410	4.5	4.3	27.694	D
2 - Hambledon Road (south)	1040	260	372	2397	0.434	1046	1035	1463	2.3	1.5	5.809	A
3 - Elettra Avenue	489	122	1139	1184	0.413	487	480	279	0.9	1.6	10.215	B
4 - Hambledon Road (north)	982	245	665	1713	0.573	978	972	961	2.3	2.2	7.284	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	610	153	1108	811	0.752	617	624	442	4.3	3.7	24.508	C
2 - Hambledon Road (south)	1364	341	333	2332	0.585	1371	1351	1391	1.5	2.7	8.414	A
3 - Elettra Avenue	458	115	1182	1087	0.421	463	454	522	1.6	1.0	9.408	A
4 - Hambledon Road (north)	886	221	668	1725	0.514	882	883	978	2.2	2.0	6.745	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	557	139	1269	727	0.765	556	560	511	3.7	4.0	25.049	D
2 - Hambledon Road (south)	1528	382	291	2438	0.627	1533	1529	1535	2.7	3.8	9.782	A
3 - Elettra Avenue	478	119	1219	1074	0.445	480	479	605	1.0	1.5	10.520	B
4 - Hambledon Road (north)	1049	262	732	1631	0.643	1048	1057	966	2.0	2.7	8.655	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	491	123	1245	738	0.666	494	504	522	4.0	2.0	18.415	C
2 - Hambledon Road (south)	1508	377	237	2450	0.615	1510	1530	1502	3.8	4.0	10.036	B
3 - Elettra Avenue	566	142	1303	1021	0.554	570	571	444	1.5	2.2	14.539	B
4 - Hambledon Road (north)	945	236	821	1578	0.599	946	940	1053	2.7	2.2	8.126	A

09:15 - 09:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	462	116	1145	781	0.591	468	462	512	2.0	1.5	12.840	B
2 - Hambledon Road (south)	1238	310	279	2377	0.521	1238	1258	1334	4.0	2.4	6.529	A
3 - Elettra Avenue	613	153	1101	1124	0.545	610	615	416	2.2	2.0	12.306	B
4 - Hambledon Road (north)	836	209	823	1556	0.537	834	847	888	2.2	1.8	7.348	A

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	566	858	0.660	569	552	0.0	1.4	8.896	A
		2	1	(1, 2, 3, 4)	564			566	558	0.0	0.6	3.926	A
	Exit	1	1		289			289	288	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	622	1227	0.507	624	623	0.0	1.1	5.770	A
		2	1	1, 2, (4)	308	1227	0.251	308	314	0.0	0.4	3.956	A
	Exit	1	1		1316			1316	1300	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	157	707	0.222	158	159	0.0	0.3	6.617	A
			2	(1), 2, 3	195	707	0.276	196	187	0.0	0.4	7.518	A
		2	1	(1, 2, 3, 4)	352			352	348	0.0	0.0	0.000	A
	Exit	1	1		350			350	340	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	397	913	0.435	397	391	0.0	0.6	5.376	A
			2	2, 3, 4	434	913	0.475	432	432	0.0	0.8	5.649	A
	Exit	1	1		729			729	730	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	631	874	0.722	635	624	1.4	1.5	9.553	A
		2	1	(1, 2, 3, 4)	633			631	625	0.6	1.3	6.969	A
	Exit	1	1		403			403	402	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	756	1215	0.623	755	739	1.1	1.4	7.280	A
			2	1, 2, (4)	463	1215	0.382	463	462	0.4	0.7	4.830	A
	Exit	1	1		1320			1320	1325	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	199	641	0.311	201	204	0.3	0.5	8.145	A
			2	(1), 2, 3	163	641	0.254	164	168	0.4	0.3	7.953	A
		2	1	(1, 2, 3, 4)	362			362	373	0.0	0.0	0.000	A
	Exit	1	1		460			460	457	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	384	881	0.436	386	388	0.6	0.5	5.753	A
			2	2, 3, 4	425	881	0.482	427	433	0.8	0.7	5.941	A
	Exit	1	1		847			847	834	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	664	823	0.807	663	667	1.5	2.1	10.325	B
		2	1	(1, 2, 3, 4)	671			664	669	1.3	2.5	10.314	B
	Exit	1	1		502			502	505	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	741	1193	0.621	738	732	1.4	1.6	7.669	A
			2	1, 2, (4)	439	1193	0.368	438	436	0.7	0.8	5.114	A
	Exit	1	1		1392			1392	1377	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	196	642	0.306	195	199	0.5	0.5	7.829	A
			2	(1), 2, 3	215	642	0.334	216	208	0.3	0.5	8.287	A
		2	1	(1, 2, 3, 4)	411			411	408	0.0	0.0	0.000	A
	Exit	1	1		475			475	463	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	447	850	0.526	441	429	0.5	1.2	6.502	A
			2	2, 3, 4	480	850	0.565	475	469	0.7	1.2	6.753	A
	Exit	1	1		797			797	796	0.0	0.0	0.000	A

08:15 - 08:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	601	736	0.816	602	606	2.1	2.0	11.873	B
		2	1	(1, 2, 3, 4)	588			601	605	2.5	2.3	15.793	C
	Exit	1	1		410			410	407	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	603	1177	0.512	607	600	1.6	0.9	6.282	A
			2	1, 2, (4)	436	1177	0.371	438	435	0.8	0.6	5.140	A
	Exit	1	1		1463			1463	1450	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	211	608	0.346	208	206	0.5	0.7	8.714	A
			2	(1), 2, 3	278	608	0.457	278	274	0.5	1.0	11.263	B
		2	1	(1, 2, 3, 4)	489			489	483	0.0	0.0	0.080	A
	Exit	1	1		279			279	283	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	465	844	0.551	463	461	1.2	1.1	6.939	A
			2	2, 3, 4	517	844	0.612	515	511	1.2	1.1	7.594	A
	Exit	1	1		961			961	953	0.0	0.0	0.000	A

08:30 - 08:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	614	800	0.768	617	624	2.0	1.9	11.274	B
		2	1	(1, 2, 3, 4)	610			614	623	2.3	1.8	13.268	B
	Exit	1	1		442			442	440	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	857	1192	0.719	861	850	0.9	2.0	10.150	B
			2	1, 2, (4)	507	1192	0.425	510	501	0.6	0.6	5.353	A
	Exit	1	1		1391			1391	1385	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	221	594	0.372	223	219	0.7	0.5	8.704	A
			2	(1), 2, 3	237	594	0.399	240	235	1.0	0.6	10.089	B
		2	1	(1, 2, 3, 4)	458			458	452	0.0	0.0	0.002	A
	Exit	1	1		522			522	524	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	414	843	0.491	413	413	1.1	0.8	6.424	A
			2	2, 3, 4	472	843	0.560	469	470	1.1	1.2	7.025	A
	Exit	1	1		978			978	963	0.0	0.0	0.000	A

08:45 - 09:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	555	717	0.773	556	560	1.9	1.8	12.187	B
		2	1	(1, 2, 3, 4)	557			555	560	1.8	2.2	12.853	B
	Exit	1	1		511			511	521	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	959	1209	0.793	964	958	2.0	2.9	12.158	B
			2	1, 2, (4)	569	1209	0.470	569	571	0.6	0.9	5.627	A
	Exit	1	1		1535			1535	1544	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	232	582	0.398	234	235	0.5	0.6	10.144	B
			2	(1), 2, 3	246	582	0.422	246	244	0.6	0.9	10.895	B
		2	1	(1, 2, 3, 4)	478			478	481	0.0	0.0	0.002	A
	Exit	1	1		605			605	600	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	502	822	0.611	503	509	0.8	1.2	8.533	A
			2	2, 3, 4	547	822	0.665	545	547	1.2	1.5	8.768	A
	Exit	1	1		966			966	960	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	492	730	0.675	494	504	1.8	1.4	10.891	B
		2	1	(1, 2, 3, 4)	491			492	502	2.2	0.7	7.569	A
	Exit	1	1		522			522	524	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	949	1230	0.771	950	963	2.9	3.1	12.607	B
			2	1, 2, (4)	559	1230	0.455	560	566	0.9	1.0	5.507	A
	Exit	1	1		1502			1502	1507	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	242	555	0.436	243	241	0.6	0.7	11.398	B
			2	(1), 2, 3	325	555	0.586	328	330	0.9	1.5	16.632	C
		2	1	(1, 2, 3, 4)	566			567	574	0.0	0.0	0.172	A
	Exit	1	1		444			444	445	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	464	793	0.585	464	456	1.2	1.0	8.105	A
			2	2, 3, 4	481	793	0.607	482	484	1.5	1.2	8.146	A
	Exit	1	1		1053			1053	1068	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	466	781	0.597	468	462	1.4	1.2	9.595	A
		2	1	(1, 2, 3, 4)	462			466	462	0.7	0.3	3.288	A
	Exit	1	1		512			512	523	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	725	1214	0.597	727	736	3.1	1.4	7.391	A
			2	1, 2, (4)	513	1214	0.422	511	522	1.0	1.1	5.286	A
	Exit	1	1		1334			1334	1341	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	275	620	0.443	278	281	0.7	0.6	10.555	B
			2	(1), 2, 3	337	620	0.544	332	334	1.5	1.3	13.681	B
		2	1	(1, 2, 3, 4)	613			612	614	0.0	0.0	0.099	A
	Exit	1	1		416			416	422	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	389	792	0.491	388	395	1.0	0.7	6.961	A
			2	2, 3, 4	448	792	0.566	446	452	1.2	1.1	7.685	A
	Exit	1	1		888			888	896	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:30 - 07:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	424	106	1364	858	0.494	426	414	0.0	1.1	8.883	
				3	60	15	1364	854	0.070	60	59	0.0	0.1	8.907	
				4	82	21	1364	862	0.095	83	80	0.0	0.1	8.955	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	422	106	-	-	-	424	419	0.0	0.4	3.923	
				3	60	15	-	-	-	60	59	0.0	0.1	3.976	
				4	82	20	-	-	-	82	80	0.0	0.1	3.905	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	212	53	1323	1227	0.173	212	211	0.0	0.4	5.798	
				4	410	103	1323	1227	0.334	412	413	0.0	0.6	5.755	
		2	2	1	207	52	1323	1226	0.169	207	209	0.0	0.3	4.191	
				2	7	2	1137	1058	0.006	7	7	0.0	0.0	3.632	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	94	24	1323	1227	0.077	94	97	0.0	0.1	3.494	
3 - Elettra Avenue	Entry	1	1	1	44	11	973	704	0.063	45	46	0.0	0.1	6.109	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	113	28	973	705	0.160	113	113	0.0	0.2	6.824	
		2	2	1	16	4	930	677	0.024	16	14	0.0	0.0	5.880	
				2	179	45	973	707	0.252	180	172	0.0	0.4	7.661	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	61	15	-	-	-	61	61	0.0	0.0	0.000	
				2	179	45	-	-	-	179	174	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	113	28	-	-	-	113	114	0.0	0.0	0.000	
		2	1	1	21	5	1044	898	0.024	21	18	0.0	0.0	6.320	
				2	376	94	1062	913	0.412	376	373	0.0	0.5	5.329	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	331	83	1062	913	0.362	328	334	0.0	0.5	5.338	
				3	78	20	1062	913	0.085	78	71	0.0	0.2	6.812	
				4	26	6	1062	916	0.028	26	27	0.0	0.1	6.430	

07:45 - 08:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	460	115	1364	874	0.526	462	452	1.1	1.1	9.584	
				3	127	32	1364	871	0.146	128	129	0.1	0.3	9.431	
				4	44	11	1364	872	0.050	45	43	0.1	0.0	9.613	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	461	115	-	-	-	460	452	0.4	0.9	7.056	
				3	129	32	-	-	-	127	130	0.1	0.3	6.726	
				4	44	11	-	-	-	44	43	0.1	0.1	6.828	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	252	63	1323	1215	0.208	253	249	0.4	0.4	7.538	
				4	505	126	1323	1214	0.415	503	490	0.6	1.0	7.144	
		2	1	1	316	79	1323	1216	0.260	316	314	0.3	0.5	5.127	
				2	28	7	1323	1215	0.023	28	29	0.0	0.1	5.069	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	120	30	1323	1214	0.099	119	119	0.1	0.2	4.022	
3 - Elettra Avenue	Entry	1	1	1	45	11	973	645	0.070	45	47	0.1	0.1	7.500	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	155	39	973	642	0.241	156	157	0.2	0.4	8.338	
		2	1	1	17	4	956	640	0.026	17	17	0.0	0.0	5.977	
				2	146	36	973	642	0.227	147	151	0.4	0.3	8.185	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	25	6	1062	884	0.029	25	25	0.0	0.1	6.881	
				2	359	90	1062	881	0.407	361	363	0.5	0.4	5.677	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	321	80	1062	881	0.365	323	330	0.5	0.5	5.607	
				3	79	20	1062	884	0.089	79	79	0.2	0.2	7.083	
				4	24	6	1062	884	0.027	24	25	0.1	0.0	6.721	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	455	114	1364	822	0.553	453	456	1.1	1.6	10.463	
				3	108	27	1364	825	0.131	108	107	0.3	0.3	9.970	
				4	101	25	1364	821	0.124	102	104	0.0	0.3	10.099	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	459	115	-	-	-	455	458	0.9	1.7	10.515	
				3	110	28	-	-	-	108	107	0.3	0.4	9.916	
				4	101	25	-	-	-	101	105	0.1	0.4	9.871	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	297	74	1323	1192	0.249	295	286	0.4	0.7	7.832	
				4	444	111	1323	1192	0.373	443	446	1.0	0.9	7.559	
		2	1	1	320	80	1323	1193	0.268	319	321	0.5	0.6	5.362	
				2	5	1	917	830	0.006	5	5	0.1	0.0	4.810	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	114	29	1323	1193	0.096	114	111	0.2	0.2	4.431	
3 - Elettra Avenue	Entry	1	1	1	109	27	973	642	0.170	108	111	0.1	0.3	7.515	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	87	22	973	643	0.136	87	88	0.4	0.2	8.235	
		2	1	1	40	10	973	642	0.062	40	37	0.0	0.1	6.737	
				2	175	44	973	643	0.271	176	171	0.3	0.4	8.641	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	149	37	-	-	-	149	149	0.0	0.0	0.000	
				2	175	44	-	-	-	175	172	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	87	22	-	-	-	87	87	0.0	0.0	0.000	
		2	1	1	35	9	1062	852	0.041	35	36	0.1	0.1	7.315	
				2	412	103	1062	850	0.485	406	393	0.4	1.0	6.428	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	356	89	1062	850	0.419	352	351	0.5	0.8	6.313	
				3	73	18	1062	851	0.086	72	70	0.2	0.2	8.085	
				4	51	13	1062	854	0.060	51	48	0.0	0.1	8.005	

08:15 - 08:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	405	101	1364	735	0.551	405	404	1.6	1.3	11.924	
				3	81	20	1364	735	0.110	81	84	0.3	0.2	11.709	
				4	115	29	1364	735	0.157	115	118	0.3	0.5	11.825	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	397	99	-	-	-	405	403	1.7	1.6	15.955	
				3	79	20	-	-	-	81	84	0.4	0.3	15.262	
				4	112	28	-	-	-	115	118	0.4	0.4	15.636	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	88	22	1323	1176	0.075	89	90	0.7	0.1	6.451	
				4	515	129	1323	1178	0.437	518	511	0.9	0.8	6.252	
		2	2	1	292	73	1323	1177	0.248	293	289	0.6	0.4	5.525	
				2	36	9	1323	1175	0.031	37	36	0.0	0.0	5.167	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	108	27	1323	1177	0.092	108	110	0.2	0.1	4.153	
3 - Elettra Avenue	Entry	1	1	1	56	14	973	611	0.092	56	58	0.3	0.1	7.937	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	154	39	973	607	0.254	152	148	0.2	0.6	9.012	
		2	2	1	16	4	956	605	0.027	16	16	0.1	0.1	6.353	
				2	262	65	973	607	0.431	262	258	0.4	0.9	11.572	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	73	18	-	-	-	73	73	0.0	0.0	0.070	
				2	262	65	-	-	-	262	260	0.0	0.0	0.090	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	154	39	-	-	-	154	150	0.0	0.0	0.069	
		2	2	1	45	11	1062	844	0.053	45	45	0.1	0.1	8.271	
				2	420	105	1062	845	0.497	418	416	1.0	1.0	6.795	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	445	111	1364	799	0.557	445	449	1.3	1.4	11.260	
				3	99	25	1364	800	0.123	99	102	0.2	0.3	11.197	
				4	71	18	1364	802	0.088	72	73	0.5	0.1	11.469	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	443	111	-	-	-	445	449	1.6	1.5	13.414	
				3	97	24	-	-	-	99	102	0.3	0.2	12.823	
				4	70	18	-	-	-	71	71	0.4	0.1	13.009	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	308	77	1323	1193	0.258	308	303	0.1	0.7	10.350	
				4	549	137	1323	1193	0.460	553	546	0.8	1.3	10.034	
		2	2	1	306	77	1323	1193	0.257	307	303	0.4	0.4	5.653	
				2	46	12	1323	1190	0.039	47	46	0.0	0.0	5.446	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	155	39	1323	1192	0.130	156	152	0.1	0.1	4.745	
3 - Elettra Avenue	Entry	1	1	1	73	18	973	596	0.122	74	73	0.1	0.2	8.210	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	149	37	973	595	0.250	149	146	0.6	0.3	8.952	
		2	2	1	23	6	973	596	0.039	23	23	0.1	0.1	6.859	
				2	214	53	973	595	0.359	217	212	0.9	0.5	10.464	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	96	24	-	-	-	96	96	0.0	0.0	0.000	
				2	214	53	-	-	-	214	211	0.0	0.0	0.004	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	149	37	-	-	-	149	145	0.0	0.0	0.000	
		2	2	1	38	9	1062	842	0.045	37	41	0.1	0.1	8.015	
				2	376	94	1062	843	0.446	376	372	1.0	0.7	6.252	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	407	102	1364	718	0.567	409	415	1.4	1.4	12.295	
				3	74	18	1364	718	0.103	73	71	0.3	0.2	11.902	
				4	74	18	1364	724	0.102	74	75	0.1	0.2	11.881	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	410	103	-	-	-	407	414	1.5	1.7	12.944	
				3	73	18	-	-	-	74	71	0.2	0.2	12.253	
				4	74	18	-	-	-	74	75	0.1	0.2	12.933	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	423	106	1323	1209	0.350	425	423	0.7	1.3	12.487	
				4	536	134	1323	1210	0.443	539	535	1.3	1.6	11.885	
		2	2	1	373	93	1323	1209	0.308	374	380	0.4	0.6	5.889	
				2	42	10	1323	1209	0.035	41	41	0.0	0.1	5.584	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	154	39	1323	1210	0.128	154	150	0.1	0.2	5.000	
3 - Elettra Avenue	Entry	1	1	1	70	18	973	584	0.120	71	73	0.2	0.2	9.755	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	162	40	973	582	0.278	163	162	0.3	0.4	10.319	
		2	2	1	24	6	973	583	0.041	24	23	0.1	0.0	7.723	
				2	222	55	973	584	0.380	222	222	0.5	0.8	11.235	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	94	23	-	-	-	94	95	0.0	0.0	0.005	
				2	222	56	-	-	-	222	223	0.0	0.0	0.002	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	162	40	-	-	-	162	162	0.0	0.0	0.000	
		2	2	1	42	10	1062	823	0.050	42	45	0.1	0.2	10.178	
				2	460	115	1062	822	0.560	461	464	0.7	1.1	8.374	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	356	89	1364	731	0.487	356	362	1.4	1.0	10.864	
				3	55	14	1364	736	0.075	55	56	0.2	0.2	10.622	
				4	81	20	1364	730	0.111	82	86	0.2	0.2	11.181	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	355	89	-	-	-	356	361	1.7	0.4	7.465	
				3	56	14	-	-	-	55	56	0.2	0.1	8.029	
				4	80	20	-	-	-	81	86	0.2	0.1	7.693	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	375	94	1323	1230	0.305	373	373	1.3	1.4	12.974	
				4	574	143	1323	1230	0.467	577	590	1.6	1.6	12.363	
		2	1	1	344	86	1323	1230	0.280	345	348	0.6	0.7	5.822	
				2	44	11	1323	1230	0.036	44	45	0.1	0.1	5.513	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	171	43	1323	1230	0.139	172	173	0.2	0.2	4.893	
3 - Elettra Avenue	Entry	1	1	1	105	26	973	552	0.189	104	105	0.2	0.3	11.109	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	138	34	973	556	0.248	138	136	0.4	0.4	11.623	
		2	1	1	26	7	973	557	0.047	26	25	0.0	0.1	8.789	
				2	299	75	973	556	0.538	301	305	0.8	1.4	17.314	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	130	33	-	-	-	131	131	0.0	0.0	0.140	
				2	298	75	-	-	-	299	307	0.0	0.0	0.192	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	137	34	-	-	-	138	136	0.0	0.0	0.162	
		2	1	1	46	12	1062	786	0.059	46	45	0.2	0.1	9.585	
				2	418	104	1062	793	0.527	418	412	1.1	0.9	7.945	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
5 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	382	96	1062	792	0.482	382	385	1.0	0.9	7.743	
				3	16	4	1053	786	0.020	16	16	0.2	0.0	10.519	
				4	83	21	1062	789	0.106	83	83	0.2	0.3	9.538	

09:15 - 09:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	352	88	1364	779	0.451	353	346	1.0	0.9	9.680	
				3	87	22	1364	776	0.111	87	89	0.2	0.2	9.277	
				4	28	7	1364	775	0.036	28	28	0.2	0.1	9.613	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	349	87	-	-	-	352	345	0.4	0.2	3.284	
				3	86	21	-	-	-	87	89	0.1	0.1	3.311	
				4	28	7	-	-	-	28	27	0.1	0.0	3.247	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	212	53	1323	1213	0.175	213	216	1.4	0.5	7.716	
				4	513	128	1323	1214	0.423	515	520	1.6	0.9	7.251	
		2	2	1	348	87	1323	1214	0.287	348	356	0.7	0.8	5.645	
				2	48	12	1323	1214	0.040	48	48	0.1	0.1	5.265	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	116	29	1323	1215	0.095	115	118	0.2	0.2	4.258	
3 - Elettra Avenue	Entry	1	1	1	93	23	973	618	0.150	96	99	0.3	0.2	9.951	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	46	973	620	0.294	182	182	0.4	0.5	10.883	
		2	2	1	28	7	973	620	0.046	28	27	0.1	0.1	8.117	
				2	309	77	973	620	0.498	304	307	1.4	1.3	14.205	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	121	30	-	-	-	121	126	0.0	0.0	0.107	
				2	310	77	-	-	-	309	306	0.0	0.0	0.124	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	46	-	-	-	182	182	0.0	0.0	0.054	
		2	2	1	41	10	1062	789	0.051	41	40	0.1	0.1	8.269	
				2	348	87	1062	792	0.440	347	355	0.9	0.7	6.813	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

Existing Layout - 2021 Base, PM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	17.65	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.65	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2021 Base	PM-DIRECT	DIRECT	16:30	18:30	120	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT	✓	100.000
2 - Hambledon Road (south)		DIRECT	✓	100.000
3 - Elettra Avenue		DIRECT	✓	100.000
4 - Hambledon Road (north)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 -
16:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	340	72	76
	2 - Hambledon Road (south)	480	76	208	664
	3 - Elettra Avenue	184	296	0	164
	4 - Hambledon Road (north)	24	656	72	40

Demand (PCU/hr)

16:45 -
17:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	248	80	36
	2 - Hambledon Road (south)	604	68	228	672
	3 - Elettra Avenue	168	344	0	144
	4 - Hambledon Road (north)	52	488	104	12

Demand (PCU/hr)

17:00 -
17:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	288	80	64
	2 - Hambledon Road (south)	500	140	260	672
	3 - Elettra Avenue	224	456	0	200
	4 - Hambledon Road (north)	48	620	80	32

Demand (PCU/hr)

17:15 -
17:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	316	124	52
	2 - Hambledon Road (south)	464	96	220	724
	3 - Elettra Avenue	212	340	0	172
	4 - Hambledon Road (north)	24	560	92	48

Demand (PCU/hr)

17:30 -
17:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	360	68	28
	2 - Hambledon Road (south)	516	92	204	688
	3 - Elettra Avenue	192	336	0	144
	4 - Hambledon Road (north)	44	636	108	44

Demand (PCU/hr)

17:45 -
18:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	288	96	68
	2 - Hambledon Road (south)	436	56	196	604
	3 - Elettra Avenue	148	264	0	108
	4 - Hambledon Road (north)	40	428	108	16

Demand (PCU/hr)

18:00 -
18:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	304	88	44
	2 - Hambledon Road (south)	544	40	124	588
	3 - Elettra Avenue	156	260	0	120
	4 - Hambledon Road (north)	56	584	88	16

Demand (PCU/hr)

18:15 -
18:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	408	120	60
	2 - Hambledon Road (south)	396	52	248	596
	3 - Elettra Avenue	172	396	0	128
	4 - Hambledon Road (north)	40	572	84	16

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

From	To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue
	1 - Milton road	0	0	0
	2 - Hambledon Road (south)	0	0	0
	3 - Elettra Avenue	0	0	0
	4 - Hambledon Road (north)	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.75	17.93	3.1	C	467	935
2 - Hambledon Road (south)	0.64	8.11	3.6	A	1434	2868
3 - Elettra Avenue	0.91	46.03	14.0	E	667	1335
4 - Hambledon Road (north)	0.61	10.25	2.4	B	730	1460

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	492	123	1141	781	0.630	495	487	682	0.0	1.6	12.249	B
2 - Hambledon Road (south)	1443	361	263	2480	0.582	1446	1427	1373	0.0	2.8	7.143	A
3 - Elettra Avenue	649	162	1352	1045	0.622	645	633	358	0.0	3.8	16.792	C
4 - Hambledon Road (north)	784	196	1042	1464	0.535	781	781	955	0.0	2.2	8.346	A

16:45 - 17:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	360	90	1007	846	0.426	358	366	839	1.6	0.8	8.070	A
2 - Hambledon Road (south)	1586	396	225	2462	0.644	1585	1572	1141	2.8	3.6	7.844	A
3 - Elettra Avenue	656	164	1395	1054	0.622	650	651	415	3.8	3.9	20.629	C
4 - Hambledon Road (north)	666	167	1181	1346	0.495	666	663	864	2.2	1.8	8.162	A

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	440	110	1299	727	0.606	447	432	787	0.8	1.7	14.083	B
2 - Hambledon Road (south)	1579	395	257	2490	0.634	1584	1577	1488	3.6	3.6	8.111	A
3 - Elettra Avenue	886	221	1418	974	0.909	871	844	423	3.9	14.0	46.029	E
4 - Hambledon Road (north)	769	192	1318	1294	0.594	768	777	971	1.8	2.3	10.245	B

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	498	125	1140	787	0.633	497	489	697	1.7	1.9	14.370	B
2 - Hambledon Road (south)	1500	375	320	2396	0.626	1498	1504	1317	3.6	3.4	7.780	A
3 - Elettra Avenue	728	182	1372	994	0.733	745	768	446	14.0	5.0	34.611	D
4 - Hambledon Road (north)	725	181	1115	1385	0.524	722	726	1002	2.3	1.9	8.661	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	460	115	1216	756	0.608	460	465	749	1.9	1.7	14.039	B
2 - Hambledon Road (south)	1472	368	246	2421	0.608	1470	1491	1430	3.4	3.1	7.516	A
3 - Elettra Avenue	672	168	1344	1028	0.654	673	683	372	5.0	3.5	21.055	C
4 - Hambledon Road (north)	837	209	1129	1375	0.609	835	840	888	1.9	2.4	9.828	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	462	116	866	911	0.507	462	459	608	1.7	1.0	9.068	A
2 - Hambledon Road (south)	1282	320	290	2441	0.525	1286	1296	1038	3.1	2.3	6.504	A
3 - Elettra Avenue	513	128	1165	1078	0.476	518	528	411	3.5	1.5	11.676	B
4 - Hambledon Road (north)	584	146	891	1525	0.383	583	591	792	2.4	1.2	6.683	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	443	111	998	862	0.513	441	441	759	1.0	1.3	9.501	A
2 - Hambledon Road (south)	1305	326	233	2424	0.538	1303	1301	1206	2.3	2.5	6.231	A
3 - Elettra Avenue	539	135	1234	1016	0.530	536	540	302	1.5	2.2	11.951	B
4 - Hambledon Road (north)	753	188	1003	1472	0.512	754	750	767	1.2	1.7	7.675	A

18:15 - 18:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	583	146	1128	775	0.753	589	585	618	1.3	3.1	17.933	C
2 - Hambledon Road (south)	1307	327	280	2415	0.541	1308	1296	1437	2.5	2.4	6.503	A
3 - Elettra Avenue	697	174	1135	1082	0.644	690	690	454	2.2	3.3	15.638	C
4 - Hambledon Road (north)	722	180	1019	1465	0.492	727	716	806	1.7	1.3	7.568	A

Lane Results

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

Lanes: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	493	783	0.630	495	487	0.0	1.2	8.983	A
		2	1	(1, 2, 3, 4)	492			493	492	0.0	0.5	3.249	A
	Exit	1	1		682			682	682	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	772	1220	0.632	775	760	0.0	1.6	7.612	A
		2	1	1, 2, (4)	671	1220	0.550	671	667	0.0	1.3	6.589	A
	Exit	1	1		1373			1373	1353	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	300	540	0.557	298	299	0.0	1.6	14.499	B
			2	(1), 2, 3	347	540	0.644	347	334	0.0	1.9	17.570	C
		2	1	(1, 2, 3, 4)	649			648	647	0.0	0.3	0.659	A
	Exit	1	1		358			358	351	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	373	720	0.518	373	372	0.0	1.0	8.044	A
			2	2, 3, 4	411	720	0.570	408	409	0.0	1.3	8.621	A
	Exit	1	1		955			955	943	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	360	851	0.423	358	366	1.2	0.7	7.178	A
		2	1	(1, 2, 3, 4)	360			360	364	0.5	0.1	0.918	A
	Exit	1	1		839			839	829	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	801	1235	0.649	802	799	1.6	1.7	7.843	A
			2	1, 2, (4)	784	1235	0.635	783	773	1.3	1.9	7.846	A
	Exit	1	1		1141			1141	1145	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	286	526	0.544	284	284	1.6	1.3	15.238	C
			2	(1), 2, 3	372	526	0.707	366	367	1.9	2.4	22.532	C
		2	1	(1, 2, 3, 4)	656			658	652	0.3	0.2	1.381	A
	Exit	1	1		415			415	415	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	322	674	0.477	322	317	1.0	0.8	7.852	A
			2	2, 3, 4	345	674	0.511	344	346	1.3	1.0	8.446	A
	Exit	1	1		864			864	863	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	446	703	0.635	447	432	0.7	1.3	10.063	B
		2	1	(1, 2, 3, 4)	440			446	435	0.1	0.4	3.998	A
	Exit	1	1		787			787	778	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	824	1222	0.674	823	820	1.7	2.1	8.405	A
			2	1, 2, (4)	754	1222	0.617	761	758	1.9	1.4	7.782	A
	Exit	1	1		1488			1488	1479	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	392	519	0.756	396	378	1.3	2.8	25.088	D
			2	(1), 2, 3	467	519	0.901	475	466	2.4	4.9	36.456	E
		2	1	(1, 2, 3, 4)	886			860	861	0.2	6.3	14.286	B
	Exit	1	1		423			423	419	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	369	630	0.587	369	376	0.8	1.1	9.998	A
			2	2, 3, 4	399	630	0.635	399	401	1.0	1.3	10.476	B
	Exit	1	1		971			971	955	0.0	0.0	0.000	A

17:15 - 17:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	497	784	0.634	497	489	1.3	1.3	9.798	A
		2	1	(1, 2, 3, 4)	498			497	489	0.4	0.6	4.585	A
	Exit	1	1		697			697	704	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	816	1198	0.681	819	822	2.1	1.8	8.542	A
			2	1, 2, (4)	685	1198	0.572	679	683	1.4	1.6	6.835	A
	Exit	1	1		1317			1317	1332	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	350	533	0.657	356	361	2.8	1.6	22.367	C
			2	(1), 2, 3	384	533	0.720	389	407	4.9	2.8	29.811	D
		2	1	(1, 2, 3, 4)	728			735	755	6.3	0.6	9.083	A
	Exit	1	1		446			446	444	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	334	696	0.480	333	336	1.1	0.8	8.188	A
			2	2, 3, 4	391	696	0.562	389	390	1.3	1.1	9.066	A
	Exit	1	1		1002			1002	1007	0.0	0.0	0.000	A

17:30 - 17:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	459	745	0.616	460	465	1.3	1.2	10.007	B
		2	1	(1, 2, 3, 4)	460			459	465	0.6	0.6	4.017	A
	Exit	1	1		749			749	752	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	767	1227	0.626	763	775	1.8	1.7	7.701	A
			2	1, 2, (4)	705	1227	0.575	708	716	1.6	1.4	7.308	A
	Exit	1	1		1430			1430	1445	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	302	542	0.557	305	303	1.6	1.1	15.474	C
			2	(1), 2, 3	370	542	0.682	369	380	2.8	2.3	22.849	C
		2	1	(1, 2, 3, 4)	672			672	679	0.6	0.1	1.671	A
	Exit	1	1		372			372	382	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	396	691	0.573	395	398	0.8	1.2	9.525	A
			2	2, 3, 4	441	691	0.637	440	442	1.1	1.2	10.101	B
	Exit	1	1		888			888	900	0.0	0.0	0.000	A

17:45 - 18:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	463	923	0.501	462	459	1.2	0.9	7.540	A
		2	1	(1, 2, 3, 4)	462			463	458	0.6	0.1	1.558	A
	Exit	1	1		608			608	623	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	701	1209	0.579	700	699	1.7	1.5	7.006	A
			2	1, 2, (4)	581	1209	0.480	585	597	1.4	0.7	5.891	A
	Exit	1	1		1038			1038	1050	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	218	599	0.363	221	227	1.1	0.5	9.634	A
			2	(1), 2, 3	295	599	0.492	296	301	2.3	0.9	13.244	B
		2	1	(1, 2, 3, 4)	513			512	520	0.1	0.0	0.039	A
	Exit	1	1		411			411	401	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
5 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
6 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
7 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
8 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
9 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
10 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
11 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
12 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
13 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
14 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
15 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
16 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
17 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
18 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
19 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
20 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
21 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
22 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
23 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
24 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
25 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
26 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
27 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
28 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
29 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A
30 - Hambledon Road (north)	Entry	1	1	1, 2	269	770	0.349	269	273	1.2	0.5	6.432	A
			2	2, 3, 4	391	770	0.562	389	390	1.3	1.1	9.066	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	441	856	0.516	441	441	0.9	1.1	7.810	A
		2	1	(1, 2, 3, 4)	443			441	442	0.1	0.3	1.683	A
	Exit	1	1		759			759	752	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	634	1232	0.515	632	637	1.5	1.4	5.978	A
			2	1, 2, (4)	670	1232	0.544	671	664	0.7	1.0	6.482	A
	Exit	1	1		1206			1206	1197	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	243	578	0.421	240	243	0.5	1.0	10.563	B
			2	(1), 2, 3	296	578	0.512	296	297	0.9	1.3	13.139	B
		2	1	(1, 2, 3, 4)	539			539	543	0.0	0.0	0.019	A
	Exit	1	1		302			302	308	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	367	733	0.501	368	362	0.5	0.8	7.464	A
			2	2, 3, 4	386	733	0.526	385	388	0.7	0.9	7.870	A
	Exit	1	1		767			767	776	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	585	789	0.741	589	585	1.1	1.6	10.414	B
		2	1	(1, 2, 3, 4)	583			585	587	0.3	1.5	7.572	A
	Exit	1	1		618			618	611	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	743	1213	0.613	743	738	1.4	1.6	7.175	A
			2	1, 2, (4)	564	1213	0.465	566	559	1.0	0.8	5.579	A
	Exit	1	1		1437			1437	1429	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	278	609	0.456	275	271	1.0	1.0	10.609	B
			2	(1), 2, 3	419	609	0.688	416	419	1.3	2.2	18.097	C
		2	1	(1, 2, 3, 4)	697			697	694	0.0	0.1	0.560	A
	Exit	1	1		454			454	449	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	344	728	0.473	347	344	0.8	0.6	7.413	A
			2	2, 3, 4	378	728	0.519	380	372	0.9	0.8	7.711	A
	Exit	1	1		806			806	799	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	345	86	1364	781	0.442	346	339	0.0	0.9	9.012	
				3	73	18	1364	782	0.094	74	70	0.0	0.2	8.756	
				4	75	19	1364	781	0.095	76	78	0.0	0.1	9.071	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	344	86	-	-	-	345	343	0.0	0.3	3.237	
				3	73	18	-	-	-	73	71	0.0	0.1	3.203	
				4	74	18	-	-	-	75	79	0.0	0.1	3.339	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	212	53	1323	1220	0.174	213	209	0.0	0.4	7.734	
				4	559	140	1323	1220	0.459	562	552	0.0	1.2	7.564	
		2	1	1	481	120	1323	1220	0.394	481	480	0.0	0.9	7.023	
				2	76	19	1323	1219	0.062	76	74	0.0	0.1	6.578	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	115	29	1323	1221	0.094	114	113	0.0	0.2	4.815	
3 - Elettra Avenue	Entry	1	1	1	140	35	973	539	0.260	139	140	0.0	0.7	13.892	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	161	40	973	539	0.298	160	160	0.0	0.8	15.033	
		2	1	1	38	9	973	543	0.070	38	40	0.0	0.1	10.561	
				2	310	77	973	539	0.575	309	294	0.0	1.8	18.557	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	178	45	-	-	-	178	183	0.0	0.1	0.652	
				2	310	78	-	-	-	310	301	0.0	0.1	0.707	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	161	40	-	-	-	161	163	0.0	0.1	0.582	
		2	1	1	25	6	1062	719	0.034	25	23	0.0	0.0	8.784	
				2	348	87	1062	721	0.483	348	349	0.0	0.9	7.995	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	295	74	1062	720	0.409	294	296	0.0	0.8	8.005	
				3	73	18	1062	719	0.102	70	72	0.0	0.3	10.114	
				4	43	11	1062	717	0.060	43	41	0.0	0.1	10.407	

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	247	62	1364	850	0.291	246	248	0.9	0.6	7.208	
				3	79	20	1364	849	0.093	79	82	0.2	0.1	7.117	
				4	33	8	1364	841	0.040	33	36	0.1	0.1	7.121	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	248	62	-	-	-	247	247	0.3	0.1	0.923	
				3	79	20	-	-	-	79	81	0.1	0.0	0.861	
				4	33	8	-	-	-	33	35	0.1	0.0	1.020	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	234	58	1323	1235	0.189	235	231	0.4	0.5	8.031	
				4	568	142	1323	1235	0.460	567	568	1.2	1.2	7.762	
		2	1	1	616	154	1323	1235	0.499	616	605	0.9	1.6	8.263	
				2	65	16	1323	1234	0.053	65	66	0.1	0.2	7.918	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	103	26	1323	1234	0.084	103	102	0.2	0.2	5.421	
3 - Elettra Avenue	Entry	1	1	1	133	33	973	527	0.252	135	139	0.7	0.5	14.233	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	153	38	973	525	0.292	149	145	0.8	0.8	16.196	
		2	1	1	33	8	966	523	0.064	33	31	0.1	0.1	11.600	
				2	339	85	973	527	0.643	333	336	1.8	2.2	23.593	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	166	41	-	-	-	166	169	0.1	0.1	1.197	
				2	337	84	-	-	-	339	338	0.1	0.1	1.592	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	153	38	-	-	-	153	145	0.1	0.0	1.130	
		2	1	1	56	14	1062	676	0.083	56	54	0.0	0.2	9.072	
				2	266	66	1062	675	0.394	266	263	0.9	0.7	7.602	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	232	58	1062	674	0.345	231	232	0.8	0.6	7.557	
				3	101	25	1062	678	0.149	101	102	0.3	0.3	10.227	
				4	12	3	1017	645	0.018	11	12	0.1	0.0	10.443	

17:00 - 17:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	299	75	1364	703	0.426	300	291	0.6	0.9	10.022	
				3	84	21	1364	698	0.120	84	80	0.1	0.3	10.250	
				4	63	16	1364	700	0.089	63	62	0.1	0.2	10.004	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	295	74	-	-	-	299	292	0.1	0.2	3.993	
				3	84	21	-	-	-	84	80	0.0	0.1	4.075	
				4	62	15	-	-	-	63	62	0.0	0.0	3.919	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	263	66	1323	1223	0.215	262	260	0.5	0.8	8.744	
				4	561	140	1323	1222	0.459	561	560	1.2	1.4	8.240	
		2	1	1	506	126	1323	1222	0.414	512	511	1.6	1.0	8.186	
				2	137	34	1323	1223	0.112	138	139	0.2	0.2	8.100	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	112	28	1323	1222	0.092	112	108	0.2	0.2	5.537	
3 - Elettra Avenue	Entry	1	1	1	193	48	973	521	0.370	194	185	0.5	1.3	24.250	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	200	50	973	520	0.384	202	193	0.8	1.5	25.897	
		2	1	1	34	9	973	524	0.066	34	34	0.1	0.2	22.451	
				2	433	108	973	519	0.834	441	432	2.2	4.6	37.612	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	236	59	-	-	-	227	223	0.1	1.7	14.085	
				2	443	111	-	-	-	433	442	0.1	3.1	14.482	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	207	52	-	-	-	200	196	0.0	1.5	14.093	
		2	1	1	48	12	1062	632	0.076	47	48	0.2	0.2	11.758	
				2	321	80	1062	630	0.511	322	328	0.7	0.9	9.743	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	288	72	1062	630	0.457	288	289	0.6	0.8	9.655	
				3	80	20	1062	629	0.126	78	80	0.3	0.4	12.689	
				4	32	8	1062	630	0.051	33	32	0.0	0.1	12.301	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	319	80	1364	784	0.407	319	313	0.9	0.8	9.828	
				3	127	32	1364	782	0.163	128	125	0.3	0.3	9.757	
				4	50	13	1364	782	0.064	50	51	0.2	0.2	9.719	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	319	80	-	-	-	319	312	0.2	0.3	4.589	
				3	128	32	-	-	-	127	125	0.1	0.2	4.468	
				4	50	13	-	-	-	50	51	0.0	0.1	4.848	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	225	56	1323	1198	0.187	226	225	0.8	0.5	8.908	
				4	591	148	1323	1198	0.494	593	597	1.4	1.3	8.399	
		2	1	1	460	115	1323	1197	0.384	455	458	1.0	1.2	7.280	
				2	94	23	1323	1200	0.078	93	96	0.2	0.2	7.068	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	131	33	1323	1198	0.110	131	129	0.2	0.2	5.126	
3 - Elettra Avenue	Entry	1	1	1	174	44	973	532	0.327	177	178	1.3	0.7	21.639	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	176	44	973	532	0.331	179	182	1.5	0.9	23.083	
		2	1	1	39	10	966	528	0.074	39	42	0.2	0.1	20.014	
				2	345	86	973	533	0.647	350	365	4.6	2.7	31.021	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	210	53	-	-	-	213	218	1.7	0.2	9.077	
				2	342	85	-	-	-	345	357	3.1	0.3	9.186	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	176	44	-	-	-	176	180	1.5	0.2	8.897	
		2	1	1	25	6	1062	691	0.036	25	26	0.2	0.1	9.708	
				2	309	77	1062	695	0.445	308	310	0.9	0.7	8.065	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	249	62	1062	694	0.358	247	248	0.8	0.6	8.175	
				3	91	23	1062	694	0.132	92	94	0.4	0.2	10.711	
				4	51	13	1062	693	0.074	50	48	0.1	0.2	10.449	

17:30 - 17:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	363	91	1364	746	0.487	364	365	0.8	0.9	10.108	
				3	70	17	1364	749	0.093	70	72	0.3	0.2	9.677	
				4	26	6	1364	744	0.034	26	28	0.2	0.1	9.584	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	364	91	-	-	-	363	365	0.3	0.4	3.984	
				3	70	18	-	-	-	70	72	0.2	0.1	4.258	
				4	26	6	-	-	-	26	27	0.1	0.0	3.817	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	197	49	1323	1227	0.161	196	203	0.5	0.4	7.892	
				4	570	143	1323	1227	0.465	567	572	1.3	1.3	7.630	
		2	1	1	514	128	1323	1227	0.419	515	515	1.2	1.1	7.779	
				2	86	21	1323	1226	0.070	87	92	0.2	0.1	7.436	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	105	26	1323	1226	0.086	105	109	0.2	0.1	5.042	
3 - Elettra Avenue	Entry	1	1	1	155	39	973	539	0.288	158	158	0.7	0.4	14.755	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	147	37	973	542	0.271	146	145	0.9	0.7	16.253	
		2	1	1	37	9	973	540	0.069	36	35	0.1	0.1	12.926	
				2	333	83	973	542	0.614	332	345	2.7	2.2	23.922	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	192	48	-	-	-	193	192	0.2	0.0	1.706	
				2	333	83	-	-	-	333	343	0.3	0.1	1.792	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	147	37	-	-	-	147	145	0.2	0.0	1.352	
		2	1	1	39	10	1062	690	0.056	38	44	0.1	0.2	11.506	
				2	357	89	1062	691	0.517	357	355	0.7	1.0	9.279	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	290	73	1062	691	0.420	290	289	0.6	0.8	9.134	
				3	106	27	1062	694	0.153	106	107	0.2	0.3	12.045	
				4	44	11	1062	691	0.064	44	46	0.2	0.1	11.657	

17:45 - 18:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	296	74	1364	921	0.322	297	295	0.9	0.6	7.720	
				3	100	25	1364	921	0.108	99	97	0.2	0.2	7.295	
				4	67	17	1364	926	0.072	67	67	0.1	0.1	7.134	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	296	74	-	-	-	296	293	0.4	0.1	1.551	
				3	100	25	-	-	-	100	97	0.1	0.0	1.563	
				4	67	17	-	-	-	67	68	0.0	0.0	1.580	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	202	50	1323	1210	0.167	202	197	0.4	0.4	7.194	
				4	499	125	1323	1209	0.413	498	502	1.3	1.1	6.929	
		2	2	1	422	106	1323	1210	0.349	425	437	1.1	0.6	6.296	
				2	55	14	1323	1209	0.046	56	57	0.1	0.1	5.834	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	103	26	1323	1211	0.085	104	102	0.1	0.1	4.277	
3 - Elettra Avenue	Entry	1	1	1	111	28	973	599	0.185	113	116	0.4	0.3	9.319	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	106	27	973	601	0.177	108	111	0.7	0.2	9.966	
		2	2	1	32	8	973	598	0.053	31	31	0.1	0.1	7.621	
				2	263	66	973	599	0.440	266	270	2.2	0.8	13.931	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	143	36	-	-	-	143	146	0.0	0.0	0.022	
				2	264	66	-	-	-	263	265	0.1	0.0	0.049	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	106	27	-	-	-	106	110	0.0	0.0	0.038	
		2	2	1	38	9	1062	768	0.049	38	39	0.2	0.0	7.721	
				2	231	58	1062	769	0.300	231	234	1.0	0.5	6.217	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	191	48	1062	770	0.248	189	195	0.8	0.4	6.276	
				3	110	27	1062	768	0.143	110	108	0.3	0.2	7.911	
				4	15	4	1055	757	0.020	15	16	0.1	0.0	7.661	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	311	78	1364	856	0.363	311	308	0.6	0.7	7.885	
				3	87	22	1364	855	0.102	87	90	0.2	0.3	7.704	
				4	43	11	1364	861	0.050	43	44	0.1	0.1	7.516	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	312	78	-	-	-	311	308	0.1	0.2	1.670	
				3	88	22	-	-	-	87	90	0.0	0.1	1.752	
				4	43	11	-	-	-	43	44	0.0	0.0	1.622	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	128	32	1323	1231	0.104	127	127	0.4	0.4	6.151	
				4	506	127	1323	1231	0.411	505	510	1.1	1.1	5.933	
		2	1	1	544	136	1323	1232	0.442	544	539	0.6	0.9	6.851	
				2	41	10	1323	1232	0.034	41	40	0.1	0.1	6.510	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	85	21	1323	1231	0.069	85	85	0.1	0.1	4.238	
3 - Elettra Avenue	Entry	1	1	1	123	31	973	578	0.213	121	123	0.3	0.5	10.050	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	120	30	973	577	0.209	119	120	0.2	0.5	11.088	
		2	1	1	34	8	973	580	0.058	33	33	0.1	0.1	7.804	
				2	262	66	973	577	0.454	263	263	0.8	1.1	13.855	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	157	39	-	-	-	157	157	0.0	0.0	0.023	
				2	262	66	-	-	-	262	265	0.0	0.0	0.021	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	120	30	-	-	-	120	121	0.0	0.0	0.009	
		2	1	1	60	15	1062	732	0.082	60	56	0.0	0.1	8.625	
				2	307	77	1062	732	0.419	308	305	0.5	0.6	7.250	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	283	71	1062	732	0.386	282	280	0.4	0.6	7.413	
				3	88	22	1062	732	0.121	88	92	0.2	0.3	9.155	
				4	15	4	1047	725	0.020	15	16	0.0	0.1	8.496	

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	407	102	1364	790	0.515	410	410	0.7	1.1	10.446	
				3	119	30	1364	794	0.150	120	115	0.3	0.3	10.344	
				4	58	15	1364	794	0.074	59	61	0.1	0.2	10.337	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	405	101	-	-	-	407	412	0.2	1.0	7.551	
				3	119	30	-	-	-	119	115	0.1	0.3	7.618	
				4	60	15	-	-	-	58	61	0.0	0.2	7.629	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	249	62	1323	1214	0.205	248	250	0.4	0.6	7.289	
				4	495	124	1323	1214	0.408	494	488	1.1	1.1	7.113	
		2	2	1	404	101	1323	1214	0.333	404	399	0.9	0.6	5.941	
				2	51	13	1323	1215	0.042	52	51	0.1	0.1	5.568	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	109	27	1323	1214	0.090	110	108	0.1	0.1	4.313	
3 - Elettra Avenue	Entry	1	1	1	150	38	973	609	0.247	148	145	0.5	0.5	10.304	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	973	609	0.210	127	126	0.5	0.5	10.961	
		2	2	1	25	6	973	613	0.041	25	28	0.1	0.0	8.570	
				2	394	98	973	609	0.647	391	391	1.1	2.2	18.804	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	175	44	-	-	-	175	173	0.0	0.0	0.560	
				2	394	99	-	-	-	394	395	0.0	0.1	0.600	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	-	-	-	128	126	0.0	0.0	0.442	
		2	2	1	41	10	1062	729	0.056	41	39	0.1	0.1	9.075	
				2	303	76	1062	728	0.416	306	305	0.6	0.5	7.203	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

Existing Layout - 2029 Base, AM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	23.18	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.18	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2029 Base	AM-DIRECT	07:30	09:30	120	15	✓	Advanced	(D10*G1) +D26

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

07:30 -
07:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	440	66	97
	2 - Hambledon Road (south)	233	8	236	612
	3 - Elettra Avenue	63	182	0	118
	4 - Hambledon Road (north)	25	783	76	30

Demand (PCU/hr)

07:45 -
08:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	478	142	58
	2 - Hambledon Road (south)	339	30	274	710
	3 - Elettra Avenue	68	161	0	165
	4 - Hambledon Road (north)	29	762	85	25

Demand (PCU/hr)

08:00 -
08:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	490	117	122
	2 - Hambledon Road (south)	347	4	316	650
	3 - Elettra Avenue	156	182	0	93
	4 - Hambledon Road (north)	42	816	76	51

Demand (PCU/hr)

08:15 -
08:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	423	92	139
	2 - Hambledon Road (south)	318	38	105	714
	3 - Elettra Avenue	76	275	0	156
	4 - Hambledon Road (north)	55	821	114	72

Demand (PCU/hr)

08:30 -
08:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	478	109	88
	2 - Hambledon Road (south)	334	51	329	807
	3 - Elettra Avenue	101	224	0	152
	4 - Hambledon Road (north)	46	740	123	51

Demand (PCU/hr)

08:45 -
09:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	440	79	92
	2 - Hambledon Road (south)	411	42	460	790
	3 - Elettra Avenue	101	241	0	169
	4 - Hambledon Road (north)	50	943	114	42

Demand (PCU/hr)

09:00 -
09:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	376	62	101
	2 - Hambledon Road (south)	377	46	405	857
	3 - Elettra Avenue	135	325	0	144
	4 - Hambledon Road (north)	50	859	17	89

Demand (PCU/hr)

09:15 -
09:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	364	96	42
	2 - Hambledon Road (south)	385	51	236	731
	3 - Elettra Avenue	135	317	0	186
	4 - Hambledon Road (north)	46	694	118	51

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

07:30
-
07:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

07:45
-
08:00

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:00
-
08:15

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:15
-
08:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:30
-
08:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:45
-
09:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

09:00
-
09:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

09:15
-
09:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.95	62.79	12.3	F	624	1249
2 - Hambledon Road (south)	0.72	15.67	7.3	C	1405	2809
3 - Elettra Avenue	0.65	20.00	3.8	C	492	984
4 - Hambledon Road (north)	0.73	10.44	3.7	B	989	1979

Main Results for each time segment

07:30 - 07:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	601	150	1081	821	0.732	600	591	318	0.0	2.9	16.666	C
2 - Hambledon Road (south)	1080	270	268	2437	0.443	1080	1083	1414	0.0	2.0	6.087	A
3 - Elettra Avenue	365	91	969	1206	0.303	366	364	379	0.0	0.8	7.959	A
4 - Hambledon Road (north)	914	228	485	1757	0.520	915	913	850	0.0	1.4	6.168	A

07:45 - 08:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	685	171	1064	824	0.831	681	671	440	2.9	5.2	25.310	D
2 - Hambledon Road (south)	1352	338	313	2424	0.558	1355	1350	1432	2.0	3.0	7.629	A
3 - Elettra Avenue	395	99	1162	1104	0.357	395	393	506	0.8	1.0	9.146	A
4 - Hambledon Road (north)	903	226	602	1743	0.518	902	901	955	1.4	1.8	6.487	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	727	182	1138	772	0.942	714	708	548	5.2	10.6	43.383	E
2 - Hambledon Road (south)	1322	331	365	2369	0.558	1320	1323	1487	3.0	3.0	7.863	A
3 - Elettra Avenue	435	109	1179	1106	0.393	436	433	506	1.0	1.1	9.424	A
4 - Hambledon Road (north)	993	248	693	1674	0.593	993	987	922	1.8	2.1	7.529	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	656	164	1320	690	0.951	644	648	451	10.6	12.3	61.084	F
2 - Hambledon Road (south)	1172	293	417	2329	0.503	1174	1177	1547	3.0	2.0	6.563	A
3 - Elettra Avenue	511	128	1277	1011	0.506	511	503	313	1.1	1.9	12.356	B
4 - Hambledon Road (north)	1063	266	706	1677	0.634	1065	1059	1082	2.1	2.5	8.434	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	669	167	1184	740	0.904	672	677	481	12.3	10.7	62.790	F
2 - Hambledon Road (south)	1527	382	373	2372	0.644	1523	1511	1484	2.0	4.8	10.908	B
3 - Elettra Avenue	473	118	1333	986	0.479	473	476	563	1.9	1.7	12.058	B
4 - Hambledon Road (north)	957	239	708	1618	0.591	957	960	1098	2.5	2.1	7.561	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	612	153	1386	641	0.955	604	607	562	10.7	10.9	59.446	F
2 - Hambledon Road (south)	1704	426	327	2362	0.722	1710	1691	1664	4.8	7.3	15.667	C
3 - Elettra Avenue	517	129	1386	981	0.527	515	508	651	1.7	2.1	13.435	B
4 - Hambledon Road (north)	1152	288	798	1588	0.726	1150	1143	1103	2.1	3.7	10.436	B

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	541	135	1337	657	0.823	551	562	559	10.9	5.3	44.223	E
2 - Hambledon Road (south)	1682	421	271	2444	0.688	1687	1694	1617	7.3	6.6	15.583	C
3 - Elettra Avenue	603	151	1477	931	0.648	599	595	482	2.1	3.8	19.998	C
4 - Hambledon Road (north)	1017	254	879	1573	0.646	1017	1020	1197	3.7	2.7	9.585	A

09:15 - 09:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	504	126	1237	736	0.685	510	514	564	5.3	2.3	20.864	C
2 - Hambledon Road (south)	1398	349	313	2389	0.585	1401	1416	1433	6.6	2.8	8.200	A
3 - Elettra Avenue	635	159	1259	1004	0.633	634	642	455	3.8	2.8	16.134	C
4 - Hambledon Road (north)	915	229	886	1542	0.594	914	913	1007	2.7	2.2	8.459	A

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	601	813	0.739	600	591	0.0	1.7	9.977	A
		2	1	(1, 2, 3, 4)	601			601	597	0.0	1.3	6.665	A
	Exit	1	1		318			318	320	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	718	1218	0.589	719	721	0.0	1.5	6.970	A
		2	1	1, 2, (4)	362	1218	0.297	361	362	0.0	0.5	4.257	A
	Exit	1	1		1414			1414	1401	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	168	663	0.254	168	168	0.0	0.3	7.434	A
		2	1	(1), 2, 3	197	663	0.297	198	197	0.0	0.5	8.426	A
		2	1	(1, 2, 3, 4)	365			365	368	0.0	0.0	0.000	A
	Exit	1	1		379			379	379	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	437	903	0.484	437	437	0.0	0.6	6.071	A
		2	1	2, 3, 4	477	903	0.528	478	476	0.0	0.8	6.256	A
	Exit	1	1		850			850	851	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	681	822	0.829	681	671	1.7	2.1	10.991	B
		2	1	(1, 2, 3, 4)	685			681	673	1.3	3.1	14.284	B
	Exit	1	1		440			440	435	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	834	1201	0.695	836	834	1.5	2.1	8.992	A
		2	1	1, 2, (4)	518	1201	0.432	519	517	0.5	0.9	5.340	A
	Exit	1	1		1432			1432	1423	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	215	601	0.358	215	215	0.3	0.5	9.328	A
		2	1	(1), 2, 3	180	601	0.299	180	178	0.5	0.5	8.912	A
		2	1	(1, 2, 3, 4)	395			395	394	0.0	0.0	0.001	A
	Exit	1	1		506			506	499	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	435	865	0.503	435	434	0.6	0.8	6.321	A
		2	1	2, 3, 4	468	865	0.541	467	467	0.8	1.0	6.642	A
	Exit	1	1		955			955	957	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	715	784	0.912	714	708	2.1	2.5	12.355	B
		2	1	(1, 2, 3, 4)	727			715	710	3.1	8.0	30.968	D
	Exit	1	1		548			548	548	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	831	1180	0.704	829	832	2.1	2.3	9.316	A
		2	1	1, 2, (4)	491	1180	0.416	492	492	0.9	0.7	5.287	A
	Exit	1	1		1487			1487	1478	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	210	595	0.353	210	212	0.5	0.6	9.049	A
		2	1	(1), 2, 3	225	595	0.378	226	220	0.5	0.6	9.793	A
		2	1	(1, 2, 3, 4)	435			435	433	0.0	0.0	0.004	A
	Exit	1	1		506			506	507	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	479	835	0.574	479	477	0.8	1.0	7.327	A
		2	1	2, 3, 4	514	835	0.616	515	510	1.0	1.1	7.718	A
	Exit	1	1		922			922	918	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	644	692	0.931	644	648	2.5	2.6	13.880	B
		2	1	(1, 2, 3, 4)	656			644	648	8.0	9.7	47.134	E
	Exit	1	1		451			451	450	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	686	1160	0.591	686	690	2.3	1.3	7.398	A
		2	1	1, 2, (4)	486	1160	0.419	488	487	0.7	0.7	5.348	A
	Exit	1	1		1547			1547	1545	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	221	564	0.392	221	218	0.6	0.7	10.406	B
		2	1	(1), 2, 3	290	564	0.514	290	286	0.6	1.2	13.801	B
		2	1	(1, 2, 3, 4)	511			511	506	0.0	0.0	0.051	A
	Exit	1	1		313			313	315	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	507	831	0.611	508	505	1.0	1.2	8.144	A
		2	1	2, 3, 4	556	831	0.669	557	554	1.1	1.3	8.698	A
	Exit	1	1		1082			1082	1077	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	673	761	0.885	672	677	2.6	2.5	13.215	B
		2	1	(1, 2, 3, 4)	669			673	676	9.7	8.2	49.607	E
	Exit	1	1		481			481	481	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	952	1177	0.808	947	942	1.3	3.8	13.689	B
		2	1	1, 2, (4)	575	1177	0.489	576	569	0.7	1.0	6.112	A
	Exit	1	1		1484			1484	1488	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	228	546	0.417	228	229	0.7	0.8	11.358	B
		2	1	(1), 2, 3	245	546	0.449	245	247	1.2	0.9	12.674	B
		2	1	(1, 2, 3, 4)	473			473	476	0.0	0.0	0.041	A
	Exit	1	1		563			563	555	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	452	830	0.545	452	454	1.2	1.0	7.216	A
		2	1	2, 3, 4	505	830	0.608	504	507	1.3	1.2	7.868	A
	Exit	1	1		1098			1098	1101	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	604	658	0.919	604	607	2.5	2.5	14.419	B
		2	1	(1, 2, 3, 4)	612			604	607	8.2	8.4	44.952	E
	Exit	1	1		562			562	560	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	1054	1195	0.882	1057	1046	3.8	6.1	20.860	C
		2	1	1, 2, (4)	651	1195	0.544	653	645	1.0	1.2	6.844	A
	Exit	1	1		1664			1664	1653	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	248	529	0.469	248	247	0.8	0.9	12.665	B
		2	1	(1), 2, 3	269	529	0.508	266	262	0.9	1.2	14.042	B
		2	1	(1, 2, 3, 4)	517			517	510	0.0	0.0	0.076	A
	Exit	1	1		651			651	646	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	559	800	0.699	559	555	1.0	1.7	10.218	B
		2	1	2, 3, 4	593	800	0.741	592	588	1.2	1.9	10.642	B
	Exit	1	1		1103			1103	1090	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	550	683	0.806	551	562	2.5	2.1	13.737	B
		2	1	(1, 2, 3, 4)	541			550	560	8.4	3.2	30.603	D
	Exit	1	1		559			559	559	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	1048	1217	0.861	1052	1056	6.1	5.5	20.871	C
			2	1, 2, (4)	634	1217	0.521	635	638	1.2	1.2	6.530	A
	Exit	1	1		1617			1617	1621	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	252	500	0.505	251	253	0.9	1.1	14.740	B
			2	(1), 2, 3	350	500	0.702	348	342	1.2	2.4	22.661	C
		2	1	(1, 2, 3, 4)	603			603	601	0.0	0.2	0.729	A
	Exit	1	1		482			482	490	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	505	774	0.653	505	502	1.7	1.3	9.405	A
			2	2, 3, 4	511	774	0.661	512	518	1.9	1.4	9.758	A
	Exit	1	1		1197			1197	1201	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	509	734	0.693	510	514	2.1	1.5	11.164	B
		2	1	(1, 2, 3, 4)	504			509	512	3.2	0.8	9.801	A
	Exit	1	1		564			564	565	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	818	1200	0.682	821	836	5.5	1.9	9.810	A
			2	1, 2, (4)	579	1200	0.483	580	580	1.2	0.9	5.836	A
	Exit	1	1		1433			1433	1440	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	289	569	0.507	288	294	1.1	1.2	13.543	B
			2	(1), 2, 3	346	569	0.608	346	348	2.4	1.6	17.648	C
		2	1	(1, 2, 3, 4)	635			635	638	0.2	0.1	0.479	A
	Exit	1	1		455			455	457	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	432	771	0.560	432	433	1.3	0.9	8.026	A
			2	2, 3, 4	483	771	0.626	482	480	1.4	1.2	8.848	A
	Exit	1	1		1007			1007	1022	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	441	110	1364	814	0.542	440	430	0.0	1.2	9.991	
				3	66	17	1364	815	0.081	66	67	0.0	0.2	9.870	
				4	94	23	1364	814	0.115	94	94	0.0	0.3	9.990	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	441	110	-	-	-	441	435	0.0	0.9	6.689	
				3	66	17	-	-	-	66	67	0.0	0.1	6.701	
				4	94	24	-	-	-	94	95	0.0	0.2	6.532	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	233	58	1323	1218	0.191	234	235	0.0	0.5	7.162	
				4	485	121	1323	1218	0.398	485	486	0.0	1.0	6.874	
		2	1	1	231	58	1323	1218	0.189	230	231	0.0	0.4	4.528	
				2	9	2	1174	1082	0.008	8	9	0.0	0.0	4.294	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	123	31	1323	1218	0.101	123	123	0.0	0.1	3.765	
3 - Elettra Avenue	Entry	1	1	1	48	12	973	664	0.073	48	49	0.0	0.1	7.002	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	120	30	973	663	0.181	120	119	0.0	0.2	7.612	
		2	1	1	14	3	945	643	0.022	14	14	0.0	0.0	6.231	
				2	183	46	973	664	0.276	184	182	0.0	0.4	8.609	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	1	62	16	-	-	-	62	64	0.0	0.0	0.000	
				2	183	46	-	-	-	183	184	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	120	30	-	-	-	120	120	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	26	6	1058	900	0.029	26	26	0.0	0.0	7.388	
				2	411	103	1062	904	0.455	411	411	0.0	0.6	5.989	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	369	92	1062	904	0.409	370	369	0.0	0.6	5.932	
				3	79	20	1062	904	0.087	79	78	0.0	0.1	7.428	
				4	29	7	1056	899	0.032	29	29	0.0	0.0	7.229	

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	479	120	1364	821	0.583	479	472	1.2	1.5	11.035	
				3	144	36	1364	823	0.175	144	140	0.2	0.5	10.833	
				4	58	15	1364	825	0.071	58	59	0.3	0.2	11.027	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	482	120	-	-	-	479	473	0.9	2.1	14.254	
				3	144	36	-	-	-	144	141	0.1	0.6	14.465	
				4	59	15	-	-	-	58	58	0.2	0.3	14.075	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	276	69	1323	1201	0.230	276	275	0.5	0.7	9.285	
				4	558	139	1323	1201	0.465	559	559	1.0	1.4	8.842	
		2	2	1	343	86	1323	1201	0.286	344	339	0.4	0.6	5.647	
				2	30	7	1320	1200	0.025	29	30	0.0	0.1	5.290	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	146	36	1323	1201	0.121	146	148	0.1	0.2	4.679	
3 - Elettra Avenue	Entry	1	1	1	49	12	973	602	0.082	49	49	0.1	0.1	8.682	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	166	41	973	602	0.275	166	166	0.2	0.4	9.518	
		2	2	1	18	4	953	588	0.030	18	18	0.0	0.0	6.948	
				2	162	40	973	600	0.270	162	160	0.4	0.5	9.142	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	67	17	-	-	-	67	67	0.0	0.0	0.000	
				2	162	40	-	-	-	162	161	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	166	41	-	-	-	166	167	0.0	0.0	0.001	
		2	2	1	29	7	1062	864	0.033	29	30	0.0	0.1	7.290	
				2	406	102	1062	865	0.470	406	404	0.6	0.8	6.250	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	357	89	1062	865	0.412	356	357	0.6	0.7	6.269	
				3	86	21	1062	865	0.099	86	85	0.1	0.2	7.914	
				4	26	6	1060	863	0.030	26	25	0.0	0.1	7.611	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	478	120	1364	784	0.610	477	475	1.5	1.7	12.392	
				3	116	29	1364	785	0.148	116	116	0.5	0.4	12.163	
				4	120	30	1364	786	0.153	121	117	0.2	0.4	12.398	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	486	122	-	-	-	478	476	2.1	5.3	30.986	
				3	118	30	-	-	-	116	115	0.6	1.3	31.087	
				4	122	31	-	-	-	120	118	0.3	1.3	30.784	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	315	79	1323	1180	0.267	314	315	0.7	0.9	9.641	
				4	517	129	1323	1180	0.438	515	516	1.4	1.4	9.110	
		2	1	1	347	87	1323	1181	0.294	347	348	0.6	0.6	5.583	
				2	4	0.97	924	827	0.005	4	5	0.1	0.0	5.359	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	1323	1180	0.119	141	139	0.2	0.2	4.570	
3 - Elettra Avenue	Entry	1	1	1	116	29	973	596	0.194	116	118	0.1	0.3	8.727	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	94	24	973	596	0.158	94	94	0.4	0.3	9.459	
		2	1	1	40	10	973	595	0.067	40	39	0.0	0.1	7.253	
				2	185	46	973	595	0.310	186	182	0.5	0.5	10.364	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	156	39	-	-	-	156	158	0.0	0.0	0.003	
				2	185	46	-	-	-	185	182	0.0	0.0	0.005	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	94	24	-	-	-	94	94	0.0	0.0	0.002	
		2	1	1	45	11	1062	835	0.054	45	43	0.1	0.1	8.636	
				2	434	108	1062	835	0.520	434	434	0.8	0.9	7.198	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
5 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	387	97	1062	835	0.463	386	382	0.7	0.8	7.248	
				3	77	19	1062	836	0.092	77	77	0.2	0.2	9.053	
				4	51	13	1062	836	0.061	51	51	0.1	0.1	9.196	

08:15 - 08:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	415	104	1364	693	0.600	416	421	1.7	1.6	13.921	
				3	93	23	1364	692	0.134	93	92	0.4	0.4	13.813	
				4	136	34	1364	691	0.197	135	135	0.4	0.6	13.802	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	422	105	-	-	-	415	420	5.3	6.2	47.072	
				3	95	24	-	-	-	93	92	1.3	1.4	47.081	
				4	140	35	-	-	-	136	136	1.3	2.1	47.351	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	104	26	1323	1161	0.090	104	108	0.9	0.2	7.646	
				4	581	145	1323	1160	0.501	582	582	1.4	1.1	7.352	
		2	2	1	318	80	1323	1160	0.274	319	319	0.6	0.5	5.705	
				2	35	9	1323	1161	0.030	36	37	0.0	0.0	5.452	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	133	33	1323	1160	0.115	133	131	0.2	0.2	4.487	
3 - Elettra Avenue	Entry	1	1	1	61	15	973	565	0.108	61	60	0.3	0.2	9.882	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	160	40	973	564	0.283	160	157	0.3	0.5	10.607	
		2	2	1	16	4	941	545	0.029	16	16	0.1	0.0	7.746	
				2	274	69	973	564	0.486	274	270	0.5	1.1	14.162	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	55	14	1062	832	0.066	55	55	0.1	0.1	9.400	
				2	453	113	1062	831	0.545	453	450	0.9	1.0	7.990	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	367	92	1062	831	0.442	368	368	0.8	0.8	7.945	
				3	116	29	1062	832	0.140	116	115	0.2	0.3	10.199	
				4	73	18	1062	832	0.087	73	71	0.1	0.2	10.129	

08:30 - 08:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	477	119	1364	762	0.626	475	476	1.6	1.8	13.270	
				3	108	27	1364	760	0.142	108	108	0.4	0.4	12.999	
				4	88	22	1364	762	0.116	89	93	0.6	0.3	13.194	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	474	119	-	-	-	477	476	6.2	5.9	49.708	
				3	108	27	-	-	-	108	108	1.4	1.3	48.988	
				4	88	22	-	-	-	88	92	2.1	1.1	49.839	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	331	83	1323	1177	0.281	329	323	0.2	1.4	14.147	
				4	620	155	1323	1177	0.527	618	619	1.1	2.4	13.438	
		2	2	1	334	84	1323	1177	0.284	334	333	0.5	0.6	6.451	
				2	52	13	1323	1177	0.044	52	51	0.0	0.1	6.124	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	189	47	1323	1177	0.161	190	186	0.2	0.3	5.526	
3 - Elettra Avenue	Entry	1	1	1	77	19	973	548	0.141	77	77	0.2	0.3	10.599	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	151	38	973	547	0.276	151	152	0.5	0.6	11.744	
		2	2	1	24	6	965	543	0.044	23	24	0.0	0.1	8.695	
				2	221	55	973	546	0.405	222	223	1.1	0.9	13.139	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	101	25	-	-	-	101	102	0.0	0.0	0.026	
				2	221	55	-	-	-	221	222	0.0	0.0	0.050	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	151	38	-	-	-	151	153	0.0	0.0	0.039	
		2	2	1	46	12	1062	830	0.056	46	46	0.1	0.1	8.413	
				2	406	101	1062	830	0.489	406	407	1.0	0.8	7.080	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	329	82	1062	830	0.397	329	332	0.8	0.7	7.140	
				3	126	31	1062	831	0.151	126	124	0.3	0.4	9.237	
				4	50	12	1062	831	0.060	50	51	0.2	0.1	9.251	

08:45 - 09:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	434	109	1364	658	0.660	433	435	1.8	1.9	14.462	
				3	78	20	1364	661	0.118	79	80	0.4	0.3	14.272	
				4	92	23	1364	659	0.139	92	91	0.3	0.4	14.347	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	442	110	-	-	-	434	436	5.9	6.1	45.131	
				3	79	20	-	-	-	78	80	1.3	1.1	44.297	
				4	92	23	-	-	-	92	92	1.1	1.2	44.697	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	458	115	1323	1196	0.383	458	452	1.4	2.8	21.453	
				4	596	149	1323	1195	0.498	600	594	2.4	3.3	20.387	
		2	1	1	410	103	1323	1195	0.343	412	410	0.6	0.7	7.111	
				2	43	11	1323	1197	0.036	43	43	0.1	0.1	6.768	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	197	49	1323	1196	0.165	198	192	0.3	0.4	6.316	
3 - Elettra Avenue	Entry	1	1	1	75	19	973	531	0.142	76	76	0.3	0.3	11.629	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	173	43	973	529	0.326	172	171	0.6	0.7	13.128	
		2	1	1	24	6	971	530	0.045	24	24	0.1	0.1	9.167	
				2	245	61	973	528	0.464	243	238	0.9	1.1	14.549	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	100	25	-	-	-	100	99	0.0	0.0	0.062	
				2	245	61	-	-	-	245	239	0.0	0.0	0.087	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	173	43	-	-	-	173	171	0.0	0.0	0.069	
		2	1	1	50	13	1062	803	0.063	50	51	0.1	0.2	11.781	
				2	509	127	1062	801	0.635	509	505	0.8	1.6	10.062	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
5 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	437	109	1062	801	0.545	436	432	0.7	1.3	10.026	
				3	114	29	1062	800	0.143	114	114	0.4	0.4	12.445	
				4	42	10	1062	801	0.052	41	42	0.1	0.2	12.109	

09:00 - 09:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	384	96	1364	683	0.562	385	393	1.9	1.4	13.775	
				3	63	16	1364	683	0.092	62	65	0.3	0.2	13.584	
				4	104	26	1364	684	0.152	104	103	0.4	0.4	13.695	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	377	94	-	-	-	384	392	6.1	2.2	30.713	
				3	62	15	-	-	-	63	65	1.1	0.4	31.461	
				4	102	26	-	-	-	104	104	1.2	0.6	29.675	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	400	100	1323	1217	0.329	403	406	2.8	2.1	21.505	
				4	648	162	1323	1217	0.533	649	650	3.3	3.3	20.462	
		2	2	1	376	94	1323	1217	0.309	376	376	0.7	0.8	6.781	
				2	46	11	1323	1218	0.038	46	46	0.1	0.1	6.529	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	212	53	1323	1217	0.175	213	216	0.4	0.3	6.109	
3 - Elettra Avenue	Entry	1	1	1	110	27	973	500	0.219	109	108	0.3	0.5	14.099	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	143	36	973	500	0.285	142	144	0.7	0.6	15.228	
		2	2	1	24	6	971	498	0.049	24	24	0.1	0.1	11.399	
				2	326	81	973	499	0.653	324	318	1.1	2.3	23.547	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	134	34	-	-	-	134	133	0.0	0.0	0.597	
				2	326	82	-	-	-	326	323	0.0	0.1	0.820	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	142	36	-	-	-	143	144	0.0	0.0	0.658	
		2	2	1	49	12	1062	772	0.064	49	50	0.2	0.1	11.158	
				2	456	114	1062	774	0.590	456	452	1.6	1.2	9.210	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	406	101	1062	773	0.525	406	412	1.3	1.1	9.302	
				3	16	4	1045	760	0.020	16	18	0.4	0.0	11.680	
				4	90	22	1062	772	0.116	90	88	0.2	0.3	11.461	

09:15 - 09:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	368	92	1364	735	0.501	368	372	1.4	1.1	11.228	
				3	98	25	1364	737	0.133	99	97	0.2	0.3	10.889	
				4	43	11	1364	736	0.058	43	45	0.4	0.1	11.245	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	364	91	-	-	-	368	371	2.2	0.6	9.842	
				3	97	24	-	-	-	98	97	0.4	0.2	9.714	
				4	42	11	-	-	-	43	44	0.6	0.1	9.651	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	236	59	1323	1201	0.197	237	243	2.1	0.6	10.250	
				4	582	146	1323	1200	0.485	584	593	3.3	1.3	9.625	
		2	2	1	385	96	1323	1201	0.321	385	384	0.8	0.7	6.208	
				2	50	13	1323	1201	0.042	50	51	0.1	0.1	5.816	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	144	36	1323	1201	0.119	144	145	0.3	0.2	4.898	
3 - Elettra Avenue	Entry	1	1	1	105	26	973	569	0.184	104	107	0.5	0.4	12.628	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	184	46	973	570	0.323	183	187	0.6	0.7	14.063	
		2	2	1	28	7	971	568	0.050	28	28	0.1	0.1	10.162	
				2	318	79	973	570	0.557	318	319	2.3	1.5	18.356	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	133	33	-	-	-	133	135	0.0	0.0	0.409	
				2	318	80	-	-	-	318	316	0.1	0.1	0.538	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	184	46	-	-	-	184	188	0.0	0.0	0.436	
		2	2	1	46	11	1062	771	0.059	46	46	0.1	0.1	9.397	
				2	386	97	1062	772	0.501	386	387	1.2	0.8	7.863	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	311	78	1062	772	0.403	310	311	1.1	0.7	7.969	
				3	120	30	1062	771	0.155	119	118	0.0	0.4	10.425	
				4	52	13	1062	771	0.067	52	51	0.3	0.1	10.494	

Existing Layout - 2029 Base, PM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	30.09	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.09	D

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2029 Base	PM-DIRECT	16:30	18:30	120	15	✓	Advanced	(D11*G2) +D27

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 -
16:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	380	76	100
	2 - Hambledon Road (south)	507	80	220	723
	3 - Elettra Avenue	206	313	0	173
	4 - Hambledon Road (north)	36	771	76	42

Demand (PCU/hr)

16:45 -
17:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	283	84	58
	2 - Hambledon Road (south)	638	72	241	732
	3 - Elettra Avenue	189	363	0	152
	4 - Hambledon Road (north)	66	593	110	13

Demand (PCU/hr)

17:00 -
17:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	325	84	88
	2 - Hambledon Road (south)	528	148	275	732
	3 - Elettra Avenue	249	481	0	211
	4 - Hambledon Road (north)	62	733	84	34

Demand (PCU/hr)

17:15 -
17:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	355	131	75
	2 - Hambledon Road (south)	490	101	232	786
	3 - Elettra Avenue	236	359	0	182
	4 - Hambledon Road (north)	36	669	97	51

Demand (PCU/hr)

17:30 -
17:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	401	72	50
	2 - Hambledon Road (south)	545	97	215	748
	3 - Elettra Avenue	215	355	0	152
	4 - Hambledon Road (north)	57	750	114	46

Demand (PCU/hr)

17:45 -
18:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	325	101	92
	2 - Hambledon Road (south)	460	59	207	660
	3 - Elettra Avenue	168	279	0	114
	4 - Hambledon Road (north)	53	530	114	17

Demand (PCU/hr)

18:00 -
18:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	342	93	66
	2 - Hambledon Road (south)	574	42	131	643
	3 - Elettra Avenue	177	275	0	127
	4 - Hambledon Road (north)	70	695	93	17

Demand (PCU/hr)

18:15 -
18:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	452	127	83
	2 - Hambledon Road (south)	418	55	262	651
	3 - Elettra Avenue	194	418	0	135
	4 - Hambledon Road (north)	53	682	89	17

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

16:30
-
16:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

16:45
-
17:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	2	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

17:00
-
17:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	2	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

17:15
-
17:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

17:30
-
17:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

17:45
-
18:00

		To			
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

		To	
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

18:00
-
18:15

		To			
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	2	3	0

Cyclist %

		To	
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

18:15
-
18:30

		To			
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

		To	
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.89	35.00	9.0	D	529	1057
2 - Hambledon Road (south)	0.70	9.46	5.0	A	1534	3068
3 - Elettra Avenue	1.07	89.80	30.3	F	715	1430
4 - Hambledon Road (north)	0.73	14.27	3.8	B	861	1722

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	556	139	1285	717	0.775	548	538	767	0.0	4.1	21.419	C
2 - Hambledon Road (south)	1538	384	296	2405	0.639	1533	1521	1537	0.0	3.4	7.717	A
3 - Elettra Avenue	694	174	1462	960	0.724	691	675	367	0.0	4.7	21.305	C
4 - Hambledon Road (north)	939	235	1114	1427	0.658	938	920	1040	0.0	3.0	10.885	B

16:45 - 17:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	426	107	1142	782	0.546	426	435	897	4.1	1.3	12.768	B
2 - Hambledon Road (south)	1675	419	264	2428	0.690	1677	1672	1304	3.4	4.0	9.045	A
3 - Elettra Avenue	689	172	1503	941	0.732	689	693	437	4.7	5.9	27.900	D
4 - Hambledon Road (north)	790	197	1256	1318	0.599	783	789	936	3.0	2.6	10.123	B

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	487	122	1439	639	0.761	483	484	828	1.3	3.8	22.633	C
2 - Hambledon Road (south)	1697	424	287	2416	0.702	1691	1682	1635	4.0	5.0	9.459	A
3 - Elettra Avenue	946	236	1534	888	1.065	866	844	444	5.9	30.3	85.125	F
4 - Hambledon Road (north)	908	227	1360	1236	0.735	907	901	1040	2.6	3.8	14.267	B

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	559	140	1311	703	0.795	563	553	776	3.8	5.2	34.999	D
2 - Hambledon Road (south)	1604	401	353	2366	0.678	1608	1618	1521	5.0	4.1	8.883	A
3 - Elettra Avenue	775	194	1499	876	0.885	828	843	462	30.3	13.7	89.796	F
4 - Hambledon Road (north)	859	215	1227	1307	0.658	859	863	1099	3.8	2.4	11.978	B

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	531	133	1370	663	0.802	529	528	814	5.2	4.1	28.283	D
2 - Hambledon Road (south)	1603	401	281	2445	0.655	1598	1613	1618	4.1	3.9	8.881	A
3 - Elettra Avenue	720	180	1476	920	0.782	724	739	403	13.7	7.7	40.745	E
4 - Hambledon Road (north)	974	243	1210	1331	0.732	974	963	991	2.4	3.8	13.740	B

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	516	129	989	844	0.611	519	530	684	4.1	1.7	15.196	C
2 - Hambledon Road (south)	1385	346	330	2398	0.578	1387	1396	1178	3.9	2.4	7.415	A
3 - Elettra Avenue	556	139	1288	1082	0.514	558	580	429	7.7	1.9	16.357	C
4 - Hambledon Road (north)	712	178	965	1490	0.478	708	724	882	3.8	1.9	7.990	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	495	124	1125	813	0.609	498	500	820	1.7	1.8	12.918	B
2 - Hambledon Road (south)	1378	345	270	2453	0.562	1381	1402	1352	2.4	2.7	7.024	A
3 - Elettra Avenue	586	146	1337	959	0.611	582	581	314	1.9	2.6	14.313	B
4 - Hambledon Road (north)	870	218	1070	1411	0.617	874	867	849	1.9	2.3	9.396	A

18:15 - 18:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	658	164	1264	737	0.892	632	628	668	1.8	9.0	33.379	D
2 - Hambledon Road (south)	1393	348	309	2376	0.586	1392	1383	1587	2.7	2.7	7.013	A
3 - Elettra Avenue	752	188	1224	1051	0.716	761	744	477	2.6	4.8	22.708	C
4 - Hambledon Road (north)	837	209	1097	1430	0.586	835	843	888	2.3	2.4	9.034	A

Lane Results

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

Lanes: Main Results for each time segment

16:30 - 16:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	549	710	0.774	548	538	0.0	1.9	11.621	B
		2	1	(1, 2, 3, 4)	556			549	546	0.0	2.2	9.739	A
	Exit	1	1		767			767	752	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	821	1207	0.680	815	812	0.0	2.1	8.124	A
		2	1	1, 2, (4)	717	1207	0.594	718	709	0.0	1.4	7.234	A
	Exit	1	1		1537			1537	1516	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	337	504	0.668	337	323	0.0	1.9	18.654	C
		2	1	(1), 2, 3	356	504	0.706	355	352	0.0	2.4	21.132	C
		2	1	(1, 2, 3, 4)	694			693	693	0.0	0.4	1.352	A
	Exit	1	1		367			367	365	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	457	697	0.656	455	447	0.0	1.4	10.671	B
		2	1	2, 3, 4	483	697	0.693	483	473	0.0	1.6	11.088	B
	Exit	1	1		1040			1040	1022	0.0	0.0	0.000	A

16:45 - 17:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	426	782	0.545	426	435	1.9	1.0	9.372	A
		2	1	(1, 2, 3, 4)	426			426	432	2.2	0.2	3.502	A
	Exit	1	1		897			897	888	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	849	1220	0.696	849	853	2.1	2.0	9.183	A
		2	1	1, 2, (4)	826	1220	0.677	828	819	1.4	2.0	8.896	A
	Exit	1	1		1304			1304	1321	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	299	491	0.609	302	304	1.9	1.6	18.439	C
		2	1	(1), 2, 3	390	491	0.793	387	388	2.4	3.4	29.207	D
		2	1	(1, 2, 3, 4)	689			689	695	0.4	0.8	3.446	A
	Exit	1	1		437			437	436	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	383	650	0.590	381	387	1.4	1.2	9.764	A
		2	1	2, 3, 4	406	650	0.625	403	403	1.6	1.4	10.468	B
	Exit	1	1		936			936	943	0.0	0.0	0.000	A

17:00 - 17:15

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	484	631	0.766	483	484	1.0	1.9	12.524	B
		2	1	(1, 2, 3, 4)	487			484	487	0.2	1.9	10.003	B
	Exit	1	1		828			828	814	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	889	1211	0.735	885	884	2.0	2.7	10.243	B
		2	1	1, 2, (4)	808	1211	0.667	806	798	2.0	2.3	8.563	A
	Exit	1	1		1635			1635	1615	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	390	481	0.809	390	380	1.6	3.9	32.970	D
		2	1	(1), 2, 3	477	481	0.991	476	464	3.4	7.5	49.477	E
		2	1	(1, 2, 3, 4)	946			867	869	0.8	18.9	42.510	E
	Exit	1	1		444			444	445	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	451	616	0.732	450	443	1.2	1.8	13.975	B
		2	1	2, 3, 4	457	616	0.742	456	458	1.4	2.0	14.549	B
	Exit	1	1		1040			1040	1037	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	562	696	0.807	563	553	1.9	2.1	13.721	B
		2	1	(1, 2, 3, 4)	559			562	554	1.9	3.1	21.281	C
	Exit	1	1		776			776	774	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	867	1185	0.732	870	878	2.7	2.4	9.968	A
		2	1	1, 2, (4)	737	1185	0.622	738	739	2.3	1.7	7.549	A
	Exit	1	1		1521			1521	1536	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	383	493	0.777	394	396	3.9	3.1	35.869	E
		2	1	(1), 2, 3	423	493	0.859	434	448	7.5	4.5	46.207	E
		2	1	(1, 2, 3, 4)	775			806	828	18.9	6.1	49.328	E
	Exit	1	1		462			462	462	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	407	659	0.617	409	412	1.8	1.0	11.529	B
		2	1	2, 3, 4	452	659	0.686	450	451	2.0	1.4	12.387	B
	Exit	1	1		1099			1099	1105	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	532	666	0.798	529	528	2.1	2.0	13.227	B
		2	1	(1, 2, 3, 4)	531			532	527	3.1	2.1	15.101	C
	Exit	1	1		814			814	824	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	845	1213	0.696	841	844	2.4	2.3	9.633	A
		2	1	1, 2, (4)	758	1213	0.625	757	768	1.7	1.6	8.026	A
	Exit	1	1		1618			1618	1611	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	329	500	0.659	329	338	3.1	2.2	23.671	C
		2	1	(1), 2, 3	389	500	0.779	395	402	4.5	3.6	34.094	D
		2	1	(1, 2, 3, 4)	720			718	732	6.1	1.9	12.024	B
	Exit	1	1		403			403	403	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	466	665	0.701	466	464	1.0	1.8	13.451	B
		2	1	2, 3, 4	508	665	0.763	508	499	1.4	1.9	14.011	B
	Exit	1	1		991			991	1003	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	516	860	0.600	519	530	2.0	1.1	9.751	A
		2	1	(1, 2, 3, 4)	516			516	526	2.1	0.5	5.540	A
	Exit	1	1		684			684	694	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	752	1194	0.630	757	758	2.3	1.2	8.036	A
		2	1	1, 2, (4)	633	1194	0.530	630	638	1.6	1.2	6.652	A
	Exit	1	1		1178			1178	1214	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	244	560	0.436	244	259	2.2	0.7	13.238	B
		2	1	(1), 2, 3	312	560	0.557	314	321	3.6	1.2	17.281	C
		2	1	(1, 2, 3, 4)	556			556	564	1.9	0.0	1.398	A
	Exit	1	1		429			429	430	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	333	746	0.447	332	340	1.8	0.9	7.753	A
		2	1	2, 3, 4	379	746	0.508	376	384	1.9	1.0	8.200	A
	Exit	1	1		882			882	892	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	497	791	0.628	498	500	1.1	1.3	9.188	A
		2	1	(1, 2, 3, 4)	495			497	501	0.5	0.5	3.727	A
	Exit	1	1		820			820	831	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	675	1217	0.554	677	685	1.2	1.2	6.754	A
			2	1, 2, (4)	704	1217	0.578	704	717	1.2	1.6	7.292	A
	Exit	1	1		1352			1352	1347	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	268	545	0.493	269	268	0.7	0.9	12.066	B
			2	(1), 2, 3	317	545	0.583	313	313	1.2	1.6	15.944	C
		2	1	(1, 2, 3, 4)	586			585	583	0.0	0.0	0.194	A
	Exit	1	1		314			314	318	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	430	711	0.605	431	424	0.9	1.2	9.304	A
			2	2, 3, 4	440	711	0.619	443	442	1.0	1.1	9.483	A
	Exit	1	1		849			849	854	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	635	720	0.881	632	628	1.3	2.6	12.791	B
		2	1	(1, 2, 3, 4)	658			635	633	0.5	6.4	20.834	C
	Exit	1	1		668			668	670	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	799	1202	0.665	798	787	1.2	1.6	7.861	A
			2	1, 2, (4)	594	1202	0.494	594	596	1.6	1.1	5.848	A
	Exit	1	1		1587			1587	1579	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	309	581	0.533	309	302	0.9	1.1	13.378	B
			2	(1), 2, 3	448	581	0.771	451	442	1.6	3.0	24.219	C
		2	1	(1, 2, 3, 4)	752			757	751	0.0	0.7	3.035	A
	Exit	1	1		477			477	470	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	404	702	0.575	402	409	1.2	1.2	8.976	A
			2	2, 3, 4	434	702	0.618	433	434	1.1	1.2	9.089	A
	Exit	1	1		888			888	879	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	372	93	1364	709	0.524	372	367	0.0	1.3	11.700	
				3	74	19	1364	713	0.104	74	73	0.0	0.2	11.582	
				4	103	26	1364	710	0.145	103	98	0.0	0.3	11.362	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	376	94	-	-	-	372	372	0.0	1.5	9.736	
				3	74	19	-	-	-	74	74	0.0	0.2	10.215	
				4	106	26	-	-	-	103	100	0.0	0.4	9.391	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	218	55	1323	1207	0.181	217	217	0.0	0.6	8.476	
				4	603	151	1323	1207	0.499	598	594	0.0	1.5	7.989	
		2	1	1	516	129	1323	1207	0.427	517	511	0.0	1.0	7.716	
				2	78	19	1323	1207	0.064	77	77	0.0	0.2	7.210	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	124	31	1323	1208	0.102	123	121	0.0	0.1	5.284	
3 - Elettra Avenue	Entry	1	1	1	164	41	973	507	0.324	164	155	0.0	0.8	17.330	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	173	43	973	504	0.343	172	168	0.0	1.1	19.882	
		2	1	1	45	11	973	510	0.088	46	46	0.0	0.1	14.113	
				2	311	78	973	505	0.616	309	306	0.0	2.3	22.225	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	210	52	-	-	-	209	205	0.0	0.1	1.264	
				2	312	78	-	-	-	311	316	0.0	0.2	1.395	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	173	43	-	-	-	173	172	0.0	0.1	1.381	
		2	1	1	40	10	1062	695	0.058	40	40	0.0	0.1	12.339	
				2	417	104	1062	697	0.598	416	407	0.0	1.3	10.509	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	364	91	1062	695	0.523	364	358	0.0	1.1	10.407	
				3	76	19	1062	696	0.109	76	74	0.0	0.3	13.238	
				4	43	11	1062	695	0.061	43	41	0.0	0.2	13.058	

16:45 - 17:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	285	71	1364	781	0.364	284	292	1.3	0.7	9.361	
				3	83	21	1364	782	0.106	82	84	0.2	0.3	9.425	
				4	59	15	1364	782	0.075	59	59	0.3	0.1	9.353	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	284	71	-	-	-	285	290	1.5	0.1	3.454	
				3	83	21	-	-	-	83	84	0.2	0.1	3.724	
				4	59	15	-	-	-	59	58	0.4	0.0	3.410	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	245	61	1323	1220	0.201	245	243	0.6	0.6	9.567	
				4	603	151	1323	1220	0.495	604	610	1.5	1.4	9.023	
		2	2	1	642	161	1323	1220	0.526	644	635	1.0	1.6	9.421	
				2	71	18	1323	1220	0.058	71	71	0.2	0.2	9.051	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	113	28	1323	1221	0.093	113	113	0.1	0.2	5.960	
3 - Elettra Avenue	Entry	1	1	1	151	38	973	490	0.308	154	156	0.8	0.7	17.790	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	148	37	973	492	0.301	148	148	1.1	1.0	19.126	
		2	2	1	31	8	968	487	0.063	31	31	0.1	0.1	16.661	
				2	359	90	973	491	0.730	355	358	2.3	3.2	30.331	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	182	45	-	-	-	182	186	0.1	0.2	3.114	
				2	359	90	-	-	-	359	361	0.2	0.5	3.665	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	148	37	-	-	-	148	148	0.1	0.2	3.356	
		2	2	1	67	17	1062	651	0.104	67	67	0.1	0.2	11.111	
				2	316	79	1062	651	0.486	313	319	1.3	0.9	9.478	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	282	71	1062	649	0.435	281	280	1.1	0.9	9.513	
				3	111	28	1062	649	0.171	110	110	0.3	0.4	12.752	
				4	13	3	994	606	0.021	13	13	0.2	0.1	11.816	

17:00 - 17:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	316	79	1364	631	0.501	316	314	0.7	1.2	12.587	
				3	85	21	1364	634	0.133	85	85	0.3	0.3	12.394	
				4	83	21	1364	631	0.132	82	85	0.1	0.4	12.431	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	318	80	-	-	-	316	316	0.1	1.3	9.979	
				3	85	21	-	-	-	85	85	0.1	0.3	10.531	
				4	84	21	-	-	-	83	86	0.0	0.3	9.567	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	274	69	1323	1210	0.227	274	274	0.6	0.9	10.621	
				4	615	154	1323	1211	0.508	611	610	1.4	1.9	10.066	
		2	2	1	537	134	1323	1211	0.443	537	530	1.6	1.6	9.074	
				2	148	37	1323	1211	0.122	146	148	0.2	0.4	8.661	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	123	31	1323	1210	0.102	123	120	0.2	0.2	6.274	
3 - Elettra Avenue	Entry	1	1	1	202	51	973	481	0.420	201	193	0.7	2.0	31.574	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	188	47	973	482	0.389	189	188	1.0	1.9	34.426	
		2	2	1	27	7	936	463	0.059	27	30	0.1	0.3	34.654	
				2	450	112	973	482	0.934	449	433	3.2	7.2	50.572	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	249	62	-	-	-	229	229	0.2	4.9	41.374	
				2	493	123	-	-	-	450	449	0.5	10.0	43.724	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	204	51	-	-	-	188	191	0.2	4.0	41.164	
		2	2	1	62	15	1062	617	0.100	62	61	0.2	0.3	15.954	
				2	389	97	1062	616	0.633	388	382	0.9	1.6	13.660	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	359	90	1364	696	0.515	359	353	1.2	1.2	13.744	
				3	129	32	1364	695	0.186	129	127	0.3	0.6	13.530	
				4	74	18	1364	695	0.106	75	73	0.4	0.3	13.949	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	356	89	-	-	-	359	353	1.3	2.0	20.920	
				3	129	32	-	-	-	129	128	0.3	0.7	21.690	
				4	74	18	-	-	-	74	73	0.3	0.5	22.247	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	235	59	1323	1185	0.198	236	234	0.9	0.7	10.378	
				4	632	158	1323	1185	0.534	635	644	1.9	1.7	9.813	
		2	1	1	485	121	1323	1185	0.410	487	491	1.6	1.1	8.027	
				2	106	27	1323	1186	0.090	105	105	0.4	0.3	7.725	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	145	36	1323	1185	0.123	146	144	0.2	0.2	5.858	
3 - Elettra Avenue	Entry	1	1	1	195	49	973	492	0.396	201	202	2.0	1.5	34.343	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	187	47	973	494	0.380	193	193	1.9	1.6	37.478	
		2	1	1	49	12	962	486	0.100	50	44	0.3	0.3	33.970	
				2	375	94	973	493	0.761	384	404	7.2	4.2	47.652	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	234	58	-	-	-	244	244	4.9	1.7	47.224	
				2	361	90	-	-	-	375	392	10.0	2.9	50.785	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	180	45	-	-	-	187	192	4.0	1.5	49.260	
		2	1	1	38	9	1062	661	0.057	38	37	0.3	0.1	12.909	
				2	369	92	1062	659	0.560	371	375	1.6	0.9	11.394	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	301	75	1062	659	0.456	301	300	1.5	0.8	11.320	
				3	98	25	1062	658	0.149	98	100	0.4	0.4	14.789	
				4	54	13	1062	658	0.081	51	51	0.1	0.3	13.878	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	411	103	1364	668	0.616	408	402	1.2	1.6	13.251	
				3	73	18	1364	669	0.109	73	75	0.6	0.2	13.189	
				4	48	12	1364	673	0.071	48	51	0.3	0.2	13.100	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	412	103	-	-	-	411	404	2.0	1.7	15.256	
				3	72	18	-	-	-	73	73	0.7	0.2	14.367	
				4	47	12	-	-	-	48	50	0.5	0.2	14.956	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	217	54	1323	1213	0.179	215	215	0.7	0.6	10.047	
				4	628	157	1323	1213	0.518	626	629	1.7	1.7	9.486	
		2	1	1	544	136	1323	1213	0.448	544	546	1.1	1.2	8.451	
				2	93	23	1323	1214	0.077	93	97	0.3	0.2	8.356	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	121	30	1323	1213	0.100	121	125	0.2	0.2	5.967	
3 - Elettra Avenue	Entry	1	1	1	178	44	973	500	0.356	178	183	1.5	1.1	22.783	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	151	38	973	498	0.303	151	155	1.6	1.1	24.721	
		2	1	1	35	9	957	494	0.071	36	39	0.3	0.1	20.363	
				2	354	89	973	500	0.709	360	363	4.2	3.5	35.616	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	2	1	1	212	53	-	-	-	213	219	1.7	0.5	11.954	
				2	356	89	-	-	-	354	360	2.9	1.0	12.294	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	152	38	-	-	-	151	153	1.5	0.4	11.520	
		1	1	1	57	14	1062	664	0.085	56	57	0.1	0.3	15.926	
				2	410	102	1062	665	0.616	409	407	0.9	1.6	13.106	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	347	87	1062	665	0.523	348	342	0.8	1.3	13.107	
				3	116	29	1062	667	0.174	114	113	0.4	0.6	16.168	
				4	44	11	1062	664	0.066	45	44	0.3	0.1	15.538	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	324	81	1364	859	0.377	324	333	1.6	0.8	9.796	
				3	102	25	1364	861	0.118	103	104	0.2	0.2	9.674	
				4	91	23	1364	860	0.106	91	92	0.2	0.2	9.679	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	323	81	-	-	-	324	330	1.7	0.3	5.524	
				3	102	25	-	-	-	102	104	0.2	0.1	5.666	
				4	91	23	-	-	-	91	92	0.2	0.1	5.451	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	208	52	1323	1194	0.174	209	207	0.6	0.4	8.376	
				4	544	136	1323	1194	0.456	549	552	1.7	0.9	7.903	
		2	1	1	468	117	1323	1194	0.392	465	468	1.2	1.0	7.036	
				2	56	14	1323	1194	0.047	56	58	0.2	0.1	6.900	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	109	27	1323	1194	0.091	109	113	0.2	0.1	4.993	
3 - Elettra Avenue	Entry	1	1	1	130	33	973	562	0.231	130	140	1.1	0.4	12.826	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	114	29	973	562	0.203	115	119	1.1	0.4	13.729	
		2	1	1	35	9	973	558	0.062	35	34	0.1	0.1	10.729	
				2	277	69	973	561	0.494	279	287	3.5	1.1	18.130	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	165	41	-	-	-	165	171	0.5	0.0	1.411	
				2	277	69	-	-	-	277	277	1.0	0.0	1.364	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	114	29	-	-	-	114	116	0.4	0.0	1.455	
		2	1	1	55	14	1062	747	0.074	55	52	0.3	0.2	9.223	
				2	278	70	1062	746	0.373	277	288	1.6	0.7	7.485	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	242	61	1062	746	0.325	241	247	1.3	0.5	7.453	
				3	118	30	1062	746	0.158	117	119	0.6	0.4	9.568	
				4	18	5	1051	734	0.025	18	18	0.1	0.0	9.404	

18:00 - 18:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	337	84	1364	791	0.426	338	339	0.8	0.9	9.237	
				3	94	23	1364	792	0.119	93	94	0.2	0.3	9.058	
				4	66	16	1364	795	0.083	67	67	0.2	0.1	9.126	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	336	84	-	-	-	337	340	0.3	0.4	3.714	
				3	94	23	-	-	-	94	94	0.1	0.1	3.636	
				4	65	16	-	-	-	66	66	0.1	0.1	3.926	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	125	31	1323	1218	0.103	125	132	0.4	0.2	7.029	
				4	549	137	1323	1217	0.451	551	553	0.9	1.0	6.686	
		2	2	1	570	142	1323	1217	0.468	570	580	1.0	1.3	7.715	
				2	44	11	1323	1219	0.036	44	43	0.1	0.1	7.363	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	91	23	1323	1219	0.074	91	94	0.1	0.1	4.752	
3 - Elettra Avenue	Entry	1	1	1	143	36	973	544	0.263	143	144	0.4	0.4	11.461	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	126	31	973	541	0.232	126	124	0.4	0.5	12.773	
		2	2	1	36	9	968	540	0.066	35	36	0.1	0.2	9.747	
				2	282	70	973	545	0.517	279	277	1.1	1.4	16.811	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	178	45	-	-	-	178	181	0.0	0.0	0.158	
				2	282	70	-	-	-	282	278	0.0	0.0	0.244	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	126	31	-	-	-	126	124	0.0	0.0	0.139	
		2	2	1	72	18	1062	709	0.101	72	70	0.2	0.3	10.872	
				2	358	90	1062	710	0.504	359	355	0.7	0.9	8.997	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	331	83	1062	710	0.466	333	333	0.5	0.8	8.963	
				3	94	23	1062	709	0.132	95	92	0.4	0.3	11.119	
				4	15	4	1051	698	0.022	15	16	0.0	0.1	10.880	

18:15 - 18:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	435	109	1364	720	0.604	432	429	0.9	1.8	12.809	
				3	122	31	1364	724	0.169	123	119	0.3	0.4	12.807	
				4	78	19	1364	720	0.108	78	79	0.1	0.3	12.671	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	453	113	-	-	-	435	433	0.4	4.5	20.734	
				3	125	31	-	-	-	122	120	0.1	1.1	20.962	
				4	81	20	-	-	-	78	79	0.1	0.8	21.177	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	264	66	1323	1202	0.220	264	260	0.2	0.6	8.136	
				4	535	134	1323	1202	0.445	535	527	1.0	1.0	7.718	
		2	2	1	418	105	1323	1202	0.348	418	420	1.3	0.8	6.191	
				2	58	14	1323	1200	0.048	57	55	0.1	0.1	6.006	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	118	29	1323	1202	0.098	118	121	0.1	0.2	4.632	
3 - Elettra Avenue	Entry	1	1	1	171	43	973	580	0.294	169	167	0.4	0.7	13.144	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	139	35	973	582	0.239	140	135	0.5	0.4	13.671	
		2	2	1	28	7	968	583	0.048	28	29	0.2	0.1	10.475	
				2	419	105	973	581	0.722	424	413	1.4	3.0	25.218	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	198	49	-	-	-	199	196	0.0	0.1	2.815	
				2	417	104	-	-	-	419	419	0.0	0.4	3.290	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	138	35	-	-	-	139	135	0.0	0.1	2.605	
		2	2	1	53	13	1062	704	0.075	52	54	0.3	0.2	10.851	
				2	351	88	1062	702	0.500	350	355	0.9	1.0	8.694	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	325	81	1062	702	0.463	325	327	0.8	0.8	8.549	
				3	91	23	1062	702	0.130	90	90	0.3	0.3	10.684	
				4	18	4	1028	684	0.026	18	17	0.1	0.0	11.071	

Existing Layout - 2029 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	✓	D10,D11,D3,D14,D15,D19	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	10.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.33	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	4.00	8.4	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	7.10	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.510	1364
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.641	1946
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.510	1364
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.320	973
			2	0.320	973
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2029 Base	SAT	11:15	12:45	90	15	✓	Advanced	(G3*D3)+D28

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

11:15 -
11:30

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	291	74	60
	2 - Hambledon Road (south)	311	21	158	505
	3 - Elettra Avenue	100	176	0	92
	4 - Hambledon Road (north)	21	421	71	29

Demand (PCU/hr)

11:30 -
11:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	346	89	70
	2 - Hambledon Road (south)	371	25	188	601
	3 - Elettra Avenue	119	210	0	109
	4 - Hambledon Road (north)	25	500	85	34

Demand (PCU/hr)

11:45 -
12:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	422	108	84
	2 - Hambledon Road (south)	455	30	231	734
	3 - Elettra Avenue	146	256	0	134
	4 - Hambledon Road (north)	30	608	104	42

Demand (PCU/hr)

12:00 -
12:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	422	108	84
	2 - Hambledon Road (south)	455	30	231	734
	3 - Elettra Avenue	146	256	0	134
	4 - Hambledon Road (north)	30	608	104	42

Demand (PCU/hr)

12:15 -
12:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	346	89	70
	2 - Hambledon Road (south)	371	25	188	601
	3 - Elettra Avenue	119	210	0	109
	4 - Hambledon Road (north)	25	500	85	34

Demand (PCU/hr)

12:30 -
12:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	291	74	60
	2 - Hambledon Road (south)	311	21	158	505
	3 - Elettra Avenue	100	176	0	92
	4 - Hambledon Road (north)	21	421	71	29

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

11:15
-
11:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

11:30
-
11:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

11:45
-
12:00

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:00
-
12:15

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:15
-
12:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:30
-
12:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.75	18.52	3.0	C	514	771
2 - Hambledon Road (south)	0.61	7.61	3.0	A	1198	1798
3 - Elettra Avenue	0.52	12.59	1.8	B	449	673
4 - Hambledon Road (north)	0.50	7.31	1.7	A	656	984

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	441	110	727	971	0.454	437	425	443	0.0	1.2	6.401	A
2 - Hambledon Road (south)	978	244	242	2447	0.400	981	988	921	0.0	1.3	4.739	A
3 - Elettra Avenue	371	93	915	1342	0.276	370	367	308	0.0	0.7	7.149	A
4 - Hambledon Road (north)	546	136	623	1759	0.310	547	542	662	0.0	0.7	5.215	A

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	489	122	825	943	0.519	491	498	507	1.2	1.1	8.590	A
2 - Hambledon Road (south)	1171	293	273	2453	0.478	1175	1165	1043	1.3	2.0	5.524	A
3 - Elettra Avenue	438	110	1087	1171	0.374	436	431	361	0.7	1.1	8.276	A
4 - Hambledon Road (north)	627	157	703	1652	0.379	628	644	820	0.7	1.1	5.809	A

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	604	151	1031	812	0.744	606	604	641	1.1	2.3	13.793	B
2 - Hambledon Road (south)	1446	361	316	2370	0.610	1444	1448	1321	2.0	3.0	7.285	A
3 - Elettra Avenue	540	135	1335	1037	0.521	540	533	425	1.1	1.7	12.116	B
4 - Hambledon Road (north)	775	194	895	1558	0.498	777	775	980	1.1	1.6	6.959	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	625	156	1044	828	0.755	630	623	630	2.3	3.0	18.518	C
2 - Hambledon Road (south)	1438	359	344	2420	0.594	1434	1454	1330	3.0	3.0	7.614	A
3 - Elettra Avenue	533	133	1336	1064	0.501	534	535	442	1.7	1.8	12.587	B
4 - Hambledon Road (north)	793	198	883	1572	0.504	791	782	987	1.6	1.7	7.313	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	502	125	852	932	0.538	503	513	510	3.0	1.5	10.224	B
2 - Hambledon Road (south)	1165	291	280	2415	0.483	1170	1189	1075	3.0	1.6	5.821	A
3 - Elettra Avenue	432	108	1093	1191	0.363	428	439	357	1.8	1.4	9.124	A
4 - Hambledon Road (north)	645	161	713	1647	0.392	648	645	808	1.7	0.9	5.925	A

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	423	106	727	952	0.444	420	424	431	1.5	1.0	6.743	A
2 - Hambledon Road (south)	993	248	232	2444	0.406	991	998	915	1.6	1.5	4.831	A
3 - Elettra Avenue	379	95	927	1274	0.297	377	378	297	1.4	0.9	7.345	A
4 - Hambledon Road (north)	551	138	608	1721	0.320	549	542	695	0.9	0.8	5.151	A

Lane Results

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

Lanes: Main Results for each time segment

11:15 - 11:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	440	994	0.443	437	425	0.0	1.0	5.768	A
		2	1	(1, 2, 3, 4)	441			440	429	0.0	0.2	0.615	A
	Exit	1	1		443			443	437	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	553	1228	0.450	555	563	0.0	0.8	5.054	A
		2	2	1, 2, (4)	425	1228	0.346	426	425	0.0	0.5	4.314	A
	Exit	1	1		921			921	909	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	168	680	0.248	167	167	0.0	0.4	6.751	A
		2	2	(1), 2, 3	202	680	0.298	202	200	0.0	0.3	7.481	A
		2	1	(1, 2, 3, 4)	371			371	369	0.0	0.0	0.000	A
	Exit	1	1		308			308	298	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	245	858	0.286	246	246	0.0	0.3	5.076	A
		2	2	2, 3, 4	301	858	0.350	301	295	0.0	0.4	5.331	A
	Exit	1	1		662			662	677	0.0	0.0	0.000	A

11:30 - 11:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	491	944	0.520	491	498	1.0	0.9	7.018	A
		2	1	(1, 2, 3, 4)	489			491	497	0.2	0.2	1.570	A
	Exit	1	1		507			507	499	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	681	1216	0.560	686	678	0.8	1.3	6.009	A
		2	2	1, 2, (4)	490	1216	0.403	488	487	0.5	0.8	4.841	A
	Exit	1	1		1043			1043	1064	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	211	625	0.338	209	198	0.4	0.6	7.978	A
		2	2	(1), 2, 3	227	625	0.363	227	233	0.3	0.5	8.528	A
		2	1	(1, 2, 3, 4)	438			438	432	0.0	0.0	0.000	A
	Exit	1	1		361			361	361	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	278	831	0.335	278	294	0.3	0.5	5.575	A
		2	2	2, 3, 4	348	831	0.419	350	350	0.4	0.6	6.004	A
	Exit	1	1		820			820	813	0.0	0.0	0.000	A

11:45 - 12:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	606	839	0.723	606	604	0.9	1.6	9.077	A
		2	1	(1, 2, 3, 4)	604			606	607	0.2	0.7	4.707	A
	Exit	1	1		641			641	634	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	819	1199	0.683	817	823	1.3	2.0	8.377	A
			2	1, 2, (4)	627	1199	0.522	626	626	0.8	1.0	5.828	A
	Exit	1	1		1321			1321	1301	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	250	545	0.459	250	248	0.6	0.8	11.538	B
			2	(1), 2, 3	290	545	0.531	290	286	0.5	0.8	12.611	B
		2	1	(1, 2, 3, 4)	540			540	536	0.0	0.0	0.002	A
	Exit	1	1		425			425	436	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	360	768	0.468	360	363	0.5	0.8	6.538	A
			2	2, 3, 4	415	768	0.541	417	412	0.6	0.8	7.328	A
	Exit	1	1		980			980	991	0.0	0.0	0.000	A

12:00 - 12:15

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	629	832	0.756	630	623	1.6	1.6	9.984	A
		2	1	(1, 2, 3, 4)	625			629	624	0.7	1.4	8.525	A
	Exit	1	1		630			630	636	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	811	1188	0.682	804	821	2.0	2.2	8.914	A
			2	1, 2, (4)	627	1188	0.528	630	633	1.0	0.7	5.893	A
	Exit	1	1		1330			1330	1315	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	248	545	0.455	249	251	0.8	0.8	11.906	B
			2	(1), 2, 3	285	545	0.523	285	284	0.8	0.9	13.173	B
		2	1	(1, 2, 3, 4)	533			533	535	0.0	0.0	0.007	A
	Exit	1	1		442			442	440	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	364	772	0.472	364	362	0.8	0.6	6.965	A
			2	2, 3, 4	429	772	0.555	427	420	0.8	1.0	7.611	A
	Exit	1	1		987			987	1002	0.0	0.0	0.000	A

12:15 - 12:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	501	930	0.538	503	513	1.6	1.0	7.679	A
		2	1	(1, 2, 3, 4)	502			501	511	1.4	0.4	2.592	A
	Exit	1	1		510			510	516	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	670	1213	0.552	675	686	2.2	0.9	6.490	A
			2	1, 2, (4)	495	1213	0.408	496	503	0.7	0.7	4.904	A
	Exit	1	1		1075			1075	1089	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	199	623	0.319	196	200	0.8	0.6	8.717	A
			2	(1), 2, 3	233	623	0.374	232	239	0.9	0.7	9.461	A
		2	1	(1, 2, 3, 4)	432			432	438	0.0	0.0	0.000	A
	Exit	1	1		357			357	364	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	294	828	0.355	296	296	0.6	0.4	5.710	A
			2	2, 3, 4	351	828	0.424	352	349	1.0	0.5	6.106	A
	Exit	1	1		808			808	818	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	421	994	0.424	420	424	1.0	0.8	6.079	A
		2	1	(1, 2, 3, 4)	423			421	423	0.4	0.2	0.686	A
	Exit	1	1		431			431	434	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	573	1232	0.465	572	576	0.9	0.9	5.232	A
			2	1, 2, (4)	420	1232	0.341	419	422	0.7	0.6	4.276	A
	Exit	1	1		915			915	915	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	176	676	0.260	174	171	0.6	0.5	7.218	A
			2	(1), 2, 3	203	676	0.300	203	207	0.7	0.4	7.449	A
		2	1	(1, 2, 3, 4)	379			379	376	0.0	0.0	0.000	A
	Exit	1	1		297			297	298	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	254	863	0.294	253	248	0.4	0.4	4.991	A
			2	2, 3, 4	297	863	0.345	296	294	0.5	0.5	5.286	A
	Exit	1	1		695			695	695	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

11:15 - 11:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	300	75	1364	993	0.302	297	289	0.0	0.7	5.813	
				3	78	20	1364	998	0.078	77	76	0.0	0.2	5.746	
				4	62	16	1364	997	0.062	62	60	0.0	0.1	5.584	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	301	75	-	-	-	300	292	0.0	0.1	0.577	
				3	78	20	-	-	-	78	76	0.0	0.0	0.706	
				4	62	16	-	-	-	62	60	0.0	0.0	0.678	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	156	39	1323	1229	0.127	156	153	0.0	0.2	5.099	
				4	397	99	1323	1229	0.323	399	411	0.0	0.5	5.038	
		2	1	1	322	81	1323	1229	0.262	324	316	0.0	0.4	4.535	
				2	22	5	1323	1231	0.018	21	21	0.0	0.1	4.180	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	81	20	1323	1230	0.066	81	88	0.0	0.1	3.565	
3 - Elettra Avenue	Entry	1	1	1	76	19	973	682	0.111	75	77	0.0	0.1	6.458	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	92	23	973	680	0.136	92	90	0.0	0.2	7.002	
		2	1	1	21	5	973	679	0.031	22	23	0.0	0.0	5.733	
				2	181	45	973	682	0.265	181	177	0.0	0.3	7.708	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	22	5	1062	859	0.025	23	22	0.0	0.0	5.930	
				2	223	56	1062	859	0.260	223	225	0.0	0.3	4.998	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	198	50	1062	859	0.231	198	197	0.0	0.2	4.950	
				3	75	19	1062	858	0.087	75	70	0.0	0.1	6.019	
				4	28	7	1062	860	0.033	28	28	0.0	0.1	6.230	

11:30 - 11:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	336	84	1364	943	0.356	336	343	0.7	0.6	7.024	
				3	86	22	1364	947	0.091	86	86	0.2	0.1	7.000	
				4	69	17	1364	944	0.073	69	68	0.1	0.2	7.012	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	335	84	-	-	-	336	343	0.1	0.2	1.599	
				3	86	22	-	-	-	86	86	0.0	0.0	1.531	
				4	68	17	-	-	-	69	69	0.0	0.0	1.473	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	186	47	1323	1216	0.153	189	187	0.2	0.4	6.252	
				4	495	124	1323	1216	0.407	498	491	0.5	0.9	5.916	
		2	2	1	359	90	1323	1215	0.296	358	355	0.4	0.5	5.111	
				2	23	6	1323	1213	0.019	23	23	0.1	0.0	4.890	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	108	27	1323	1216	0.089	107	109	0.1	0.2	3.969	
3 - Elettra Avenue	Entry	1	1	1	96	24	973	626	0.153	95	89	0.1	0.3	7.817	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	115	29	973	624	0.185	114	110	0.2	0.3	8.110	
		2	2	1	29	7	973	626	0.047	29	28	0.0	0.1	6.533	
				2	198	49	973	626	0.316	198	204	0.3	0.4	8.804	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	125	31	-	-	-	125	118	0.0	0.0	0.000	
				2	198	49	-	-	-	198	205	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	115	29	-	-	-	115	110	0.0	0.0	0.000	
		2	2	1	25	6	1062	837	0.029	25	27	0.0	0.0	6.196	
				2	254	63	1062	832	0.305	253	267	0.3	0.5	5.515	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	231	58	1062	833	0.277	232	227	0.2	0.4	5.440	
				3	85	21	1062	831	0.102	86	88	0.1	0.1	6.897	
				4	32	8	1062	836	0.039	32	36	0.1	0.1	7.373	

11:45 - 12:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	427	107	1364	838	0.509	425	417	0.6	1.1	9.153	
				3	102	26	1364	843	0.121	104	106	0.1	0.3	9.010	
				4	77	19	1364	837	0.092	77	81	0.2	0.2	8.787	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	426	106	-	-	-	427	419	0.2	0.6	4.767	
				3	102	25	-	-	-	102	107	0.0	0.1	4.426	
				4	76	19	-	-	-	77	81	0.0	0.0	4.771	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	225	56	1323	1199	0.188	225	228	0.4	0.6	8.677	
				4	594	148	1323	1199	0.495	592	594	0.9	1.5	8.262	
		2	1	1	461	115	1323	1200	0.384	461	456	0.5	0.8	6.198	
				2	28	7	1323	1197	0.024	28	29	0.0	0.1	6.244	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	137	34	1323	1198	0.115	138	141	0.2	0.1	4.553	
3 - Elettra Avenue	Entry	1	1	1	117	29	973	548	0.213	116	114	0.3	0.4	10.652	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	134	33	973	543	0.246	134	134	0.3	0.4	12.306	
		2	1	1	33	8	973	548	0.060	33	33	0.1	0.1	8.313	
				2	257	64	973	546	0.471	258	253	0.4	0.8	13.163	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	149	37	-	-	-	149	147	0.0	0.0	0.002	
				2	257	64	-	-	-	257	254	0.0	0.0	0.003	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	134	33	-	-	-	134	134	0.0	0.0	0.000	
		2	1	1	31	8	1062	772	0.040	32	31	0.0	0.0	7.981	
				2	329	82	1062	770	0.427	328	332	0.5	0.7	6.406	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	280	70	1062	770	0.364	281	269	0.4	0.5	6.630	
				3	97	24	1062	771	0.126	96	101	0.1	0.2	8.522	
				4	39	10	1062	771	0.050	40	42	0.1	0.1	8.882	

12:00 - 12:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	435	109	1364	835	0.521	433	429	1.1	1.2	9.957	
				3	111	28	1364	834	0.133	113	112	0.3	0.2	10.008	
				4	83	21	1364	833	0.100	84	83	0.2	0.2	10.084	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	431	108	-	-	-	435	429	0.6	0.9	8.439	
				3	110	28	-	-	-	111	111	0.1	0.3	8.979	
				4	83	21	-	-	-	83	83	0.0	0.2	8.350	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	223	56	1323	1187	0.188	222	227	0.6	0.7	9.326	
				4	588	147	1323	1188	0.495	581	595	1.5	1.6	8.757	
		2	2	1	458	114	1323	1188	0.385	460	460	0.8	0.6	6.206	
				2	31	8	1307	1175	0.027	31	30	0.1	0.0	5.534	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	138	34	1323	1187	0.116	139	143	0.1	0.1	4.986	
3 - Elettra Avenue	Entry	1	1	1	108	27	973	540	0.200	107	113	0.4	0.4	11.396	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	973	541	0.258	142	138	0.4	0.4	12.327	
		2	2	1	33	8	973	539	0.062	33	34	0.1	0.1	9.002	
				2	252	63	973	543	0.463	252	250	0.8	0.9	13.732	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	142	35	-	-	-	142	147	0.0	0.0	0.001	
				2	252	63	-	-	-	252	250	0.0	0.0	0.013	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	-	-	-	140	138	0.0	0.0	0.002	
		2	2	1	30	7	1062	772	0.039	30	29	0.0	0.1	7.663	
				2	334	84	1062	773	0.432	334	332	0.7	0.5	6.904	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	279	70	1062	772	0.362	279	273	0.5	0.5	6.849	
				3	107	27	1062	775	0.139	107	102	0.2	0.3	9.043	
				4	42	11	1062	772	0.055	41	45	0.1	0.2	8.931	

12:15 - 12:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	339	85	1364	930	0.365	341	349	1.2	0.6	7.680	
				3	87	22	1364	928	0.094	87	91	0.2	0.3	7.800	
				4	74	19	1364	931	0.080	75	72	0.2	0.2	7.521	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	339	85	-	-	-	339	347	0.9	0.3	2.652	
				3	88	22	-	-	-	87	92	0.3	0.1	2.672	
				4	74	19	-	-	-	74	72	0.2	0.0	2.212	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	183	46	1323	1212	0.151	183	188	0.7	0.4	6.744	
				4	487	122	1323	1214	0.401	492	498	1.6	0.5	6.394	
		2	1	1	368	92	1323	1214	0.303	369	372	0.6	0.5	5.117	
				2	24	6	1323	1213	0.020	24	25	0.0	0.0	4.926	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	103	26	1323	1212	0.085	102	106	0.1	0.1	4.165	
3 - Elettra Avenue	Entry	1	1	1	89	22	973	621	0.143	89	92	0.4	0.3	8.111	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	110	27	973	623	0.176	108	108	0.4	0.4	9.237	
		2	1	1	27	7	973	622	0.043	27	27	0.1	0.1	7.016	
				2	206	52	973	620	0.332	205	212	0.9	0.6	9.776	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	116	29	-	-	-	116	119	0.0	0.0	0.000	
				2	206	52	-	-	-	206	211	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	110	27	-	-	-	110	108	0.0	0.0	0.000	
		2	1	1	24	6	1062	819	0.030	25	24	0.1	0.0	6.783	
				2	270	67	1062	827	0.326	271	272	0.5	0.4	5.620	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	233	58	1062	826	0.282	234	230	0.5	0.4	5.570	
				3	87	22	1062	825	0.105	87	85	0.3	0.1	7.359	
				4	31	8	1062	822	0.038	31	34	0.2	0.0	6.608	

12:30 - 12:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	288	72	1364	996	0.289	287	291	0.6	0.6	6.091	
				3	72	18	1364	995	0.072	71	74	0.3	0.1	6.034	
				4	62	16	1364	997	0.062	62	60	0.2	0.1	6.078	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	289	72	-	-	-	288	291	0.3	0.1	0.708	
				3	72	18	-	-	-	72	74	0.1	0.0	0.696	
				4	62	16	-	-	-	62	59	0.0	0.0	0.571	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	160	40	1323	1232	0.129	159	154	0.4	0.3	5.353	
				4	414	103	1323	1232	0.336	413	422	0.5	0.6	5.188	
		2	2	1	308	77	1323	1232	0.250	307	311	0.5	0.4	4.475	
				2	22	5	1323	1233	0.017	21	22	0.0	0.0	4.709	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	91	23	1323	1231	0.074	90	89	0.1	0.1	3.492	
3 - Elettra Avenue	Entry	1	1	1	76	19	973	676	0.113	76	77	0.3	0.2	6.887	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	100	25	973	676	0.147	98	94	0.4	0.3	7.491	
		2	2	1	25	6	973	678	0.037	25	24	0.1	0.0	5.915	
				2	178	45	973	676	0.264	178	183	0.6	0.4	7.648	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	101	25	-	-	-	101	100	0.0	0.0	0.000	
				2	178	45	-	-	-	178	182	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	100	25	-	-	-	100	94	0.0	0.0	0.000	
		2	2	1	23	6	1062	861	0.026	22	22	0.0	0.1	6.418	
				2	231	58	1062	862	0.268	231	225	0.4	0.3	4.852	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	197	49	1062	862	0.229	197	195	0.4	0.3	4.956	
				3	67	17	1062	863	0.078	67	70	0.1	0.1	6.037	
				4	33	8	1062	863	0.038	32	29	0.0	0.1	5.669	

Improved Layout - 2029 Design, AM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A2 - Improved Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Improved Layout	✓	✓	✓	D23, D24, D25	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	14.75	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.75	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	7.50	15.0	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	10.50	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.601	1940
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.747	2525
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.601	1940
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.373	1262
			2	0.373	1262
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2029 Design	AM-DIRECT	07:30	09:30	120	15	✓	Advanced	D14+D20

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

07:30 - 07:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	440	107	97
	2 - Hambledon Road (south)	233	8	305	612
	3 - Elettra Avenue	91	229	0	133
	4 - Hambledon Road (north)	25	783	99	30

Demand (PCU/hr)

07:45 - 08:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	478	183	58
	2 - Hambledon Road (south)	339	30	343	710
	3 - Elettra Avenue	96	208	0	180
	4 - Hambledon Road (north)	29	762	108	25

Demand (PCU/hr)

08:00 -
08:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	490	158	122
	2 - Hambledon Road (south)	347	4	385	650
	3 - Elettra Avenue	184	229	0	108
	4 - Hambledon Road (north)	42	816	99	51

Demand (PCU/hr)

08:15 -
08:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	423	133	139
	2 - Hambledon Road (south)	318	38	174	714
	3 - Elettra Avenue	104	322	0	171
	4 - Hambledon Road (north)	55	821	137	72

Demand (PCU/hr)

08:30 -
08:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	478	150	88
	2 - Hambledon Road (south)	334	51	398	807
	3 - Elettra Avenue	129	271	0	167
	4 - Hambledon Road (north)	46	740	146	51

Demand (PCU/hr)

08:45 -
09:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	440	120	92
	2 - Hambledon Road (south)	411	42	529	790
	3 - Elettra Avenue	129	288	0	184
	4 - Hambledon Road (north)	50	943	137	42

Demand (PCU/hr)

09:00 -
09:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	376	62	101
	2 - Hambledon Road (south)	377	46	405	857
	3 - Elettra Avenue	135	325	0	144
	4 - Hambledon Road (north)	50	859	17	89

Demand (PCU/hr)

09:15 -
09:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	364	96	42
	2 - Hambledon Road (south)	385	51	236	731
	3 - Elettra Avenue	135	317	0	186
	4 - Hambledon Road (north)	46	694	118	51

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

07:30
-
07:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	6	0	2
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

07:45
-
08:00

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	6	0	3
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:00
-
08:15

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	6	0	2
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:15
-
08:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	7	0	3
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:30
-
08:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	7	0	3
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

08:45
-
09:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	7	0	3
	4 - Hambledon Road (north)	3	3	2	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

09:00
-
09:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

09:15
-
09:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	3	3	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.62	9.01	1.7	A	654	1308
2 - Hambledon Road (south)	0.75	21.15	10.8	C	1445	2891
3 - Elettra Avenue	0.48	9.25	1.8	A	552	1104
4 - Hambledon Road (north)	0.80	12.30	4.0	B	1011	2021

Main Results for each time segment

07:30 - 07:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	634	159	1139	1252	0.507	630	640	345	0.0	1.2	6.186	A
2 - Hambledon Road (south)	1165	291	321	2337	0.499	1169	1150	1448	0.0	2.4	7.376	A
3 - Elettra Avenue	441	110	993	1597	0.276	441	450	497	0.0	0.7	5.278	A
4 - Hambledon Road (north)	933	233	548	1736	0.538	935	926	885	0.0	1.6	6.661	A

07:45 - 08:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	718	180	1111	1242	0.579	726	724	467	1.2	1.2	6.922	A
2 - Hambledon Road (south)	1410	353	383	2433	0.580	1420	1406	1454	2.4	3.6	9.333	A
3 - Elettra Avenue	472	118	1172	1516	0.311	468	477	631	0.7	1.1	6.152	A
4 - Hambledon Road (north)	913	228	668	1681	0.543	910	909	971	1.6	1.9	6.868	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	773	193	1216	1252	0.617	778	770	567	1.2	1.6	8.506	A
2 - Hambledon Road (south)	1372	343	415	2341	0.586	1369	1392	1579	3.6	3.9	9.925	A
3 - Elettra Avenue	520	130	1169	1475	0.352	522	522	615	1.1	0.7	6.360	A
4 - Hambledon Road (north)	1018	255	767	1637	0.622	1016	1014	924	1.9	2.5	8.250	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	676	169	1371	1124	0.601	680	690	473	1.6	1.7	8.649	A
2 - Hambledon Road (south)	1239	310	478	2282	0.543	1234	1248	1573	3.9	2.9	7.592	A
3 - Elettra Avenue	564	141	1273	1476	0.382	567	594	438	0.7	1.2	7.714	A
4 - Hambledon Road (north)	1094	274	756	1629	0.672	1088	1085	1083	2.5	3.2	9.884	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	731	183	1277	1213	0.603	737	738	497	1.7	1.6	8.637	A
2 - Hambledon Road (south)	1563	391	444	2296	0.681	1564	1552	1570	2.9	6.3	13.396	B
3 - Elettra Avenue	569	142	1304	1361	0.418	571	568	704	1.2	0.9	7.311	A
4 - Hambledon Road (north)	993	248	790	1589	0.625	984	985	1085	3.2	2.9	8.462	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	659	165	1473	1058	0.623	662	658	605	1.6	1.6	9.009	A
2 - Hambledon Road (south)	1765	441	404	2342	0.754	1761	1734	1731	6.3	10.8	21.148	C
3 - Elettra Avenue	610	153	1391	1409	0.433	607	598	774	0.9	1.3	7.986	A
4 - Hambledon Road (north)	1193	298	879	1495	0.798	1199	1177	1119	2.9	4.0	12.302	B

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	527	132	1350	1150	0.458	523	541	555	1.6	1.1	6.523	A
2 - Hambledon Road (south)	1663	416	265	2488	0.668	1673	1706	1608	10.8	6.4	16.729	C
3 - Elettra Avenue	603	151	1454	1257	0.480	608	612	484	1.3	1.6	9.249	A
4 - Hambledon Road (north)	1023	256	878	1535	0.666	1027	1030	1184	4.0	2.7	10.057	B

09:15 - 09:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	513	128	1239	1206	0.425	514	510	542	1.1	0.9	5.668	A
2 - Hambledon Road (south)	1386	346	312	2384	0.581	1380	1409	1441	6.4	3.4	7.709	A
3 - Elettra Avenue	638	160	1234	1526	0.418	636	635	458	1.6	1.8	8.312	A
4 - Hambledon Road (north)	917	229	866	1553	0.590	915	913	1003	2.7	2.0	8.161	A

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	633	1255	0.504	630	640	0.0	1.0	5.170	A
		2	1	(1, 2, 3, 4)	634			633	644	0.0	0.2	1.012	A
	Exit	1	1		345			345	348	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	783	1197	0.654	784	775	0.0	2.0	8.711	A
		2	1	1, 2, (4)	382	1197	0.319	384	376	0.0	0.4	4.494	A
	Exit	1	1		1448			1448	1454	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	205	891	0.230	203	201	0.0	0.4	4.982	A
		2	1	(1), 2, 3	236	891	0.265	238	249	0.0	0.3	5.527	A
	Exit	2	1	(1, 2, 3, 4)	441			441	453	0.0	0.0	0.000	A
		1	1		497			497	496	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	455	882	0.516	456	447	0.0	0.8	6.356	A
		2	1	2, 3, 4	478	882	0.542	479	479	0.0	0.9	6.946	A
	Exit	1	1		885			885	867	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	721	1272	0.567	726	724	1.0	0.9	5.510	A
		2	1	(1, 2, 3, 4)	718			721	723	0.2	0.3	1.411	A
	Exit	1	1		467			467	464	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	882	1173	0.752	892	883	2.0	2.8	11.480	B
		2	1	1, 2, (4)	528	1173	0.450	529	522	0.4	0.8	5.548	A
	Exit	1	1		1454			1454	1465	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	242	825	0.294	241	245	0.4	0.5	5.982	A
		2	1	(1), 2, 3	230	825	0.279	226	232	0.3	0.7	6.337	A
	Exit	2	1	(1, 2, 3, 4)	472			472	479	0.0	0.0	0.000	A
		1	1		631			631	630	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	435	843	0.517	435	435	0.8	0.9	6.727	A
		2	1	2, 3, 4	478	843	0.567	475	474	0.9	1.1	6.997	A
	Exit	1	1		971			971	956	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	774	1209	0.640	778	770	0.9	1.2	6.244	A
		2	1	(1, 2, 3, 4)	773			774	771	0.3	0.5	2.261	A
	Exit	1	1		567			567	579	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	878	1161	0.756	878	887	2.8	2.8	12.153	B
		2	1	1, 2, (4)	495	1161	0.426	491	506	0.8	1.1	5.832	A
	Exit	1	1		1579			1579	1556	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	239	826	0.289	240	242	0.5	0.3	6.019	A
		2	1	(1), 2, 3	280	826	0.339	281	280	0.7	0.5	6.664	A
	Exit	2	1	(1, 2, 3, 4)	520			520	520	0.0	0.0	0.000	A
		1	1		615			615	629	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	488	811	0.602	486	488	0.9	1.1	7.941	A
		2	1	2, 3, 4	531	811	0.655	530	526	1.1	1.4	8.535	A
	Exit	1	1		924			924	934	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	676	1115	0.606	680	690	1.2	1.2	6.437	A
		2	1	(1, 2, 3, 4)	676			676	690	0.5	0.5	2.204	A
	Exit	1	1		473			473	480	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	744	1136	0.655	739	750	2.8	2.0	8.832	A
		2	1	1, 2, (4)	494	1136	0.435	494	498	1.1	0.9	5.673	A
	Exit	1	1		1573			1573	1595	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	242	787	0.308	242	255	0.3	0.5	6.697	A
		2	1	(1), 2, 3	321	787	0.408	324	339	0.5	0.7	8.506	A
		2	1	(1, 2, 3, 4)	564			564	596	0.0	0.0	0.002	A
	Exit	1	1		438			438	448	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	508	814	0.624	505	515	1.1	1.5	9.521	A
		2	1	2, 3, 4	586	814	0.720	583	571	1.4	1.7	10.210	B
	Exit	1	1		1083			1083	1094	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	733	1172	0.626	737	738	1.2	1.1	6.267	A
		2	1	(1, 2, 3, 4)	731			733	738	0.5	0.5	2.370	A
	Exit	1	1		497			497	501	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	988	1149	0.860	987	978	2.0	5.2	17.433	C
		2	1	1, 2, (4)	575	1149	0.500	577	575	0.9	1.0	6.226	A
	Exit	1	1		1570			1570	1563	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	258	775	0.333	259	263	0.5	0.4	6.745	A
		2	1	(1), 2, 3	311	775	0.402	313	304	0.7	0.5	7.819	A
		2	1	(1, 2, 3, 4)	569			569	567	0.0	0.0	0.001	A
	Exit	1	1		704			704	687	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	465	803	0.579	460	462	1.5	1.4	7.984	A
		2	1	2, 3, 4	528	803	0.658	524	523	1.7	1.5	8.883	A
	Exit	1	1		1085			1085	1091	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	660	1054	0.626	662	658	1.1	1.1	6.738	A
		2	1	(1, 2, 3, 4)	659			660	658	0.5	0.5	2.278	A
	Exit	1	1		605			605	587	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	1093	1165	0.938	1088	1077	5.2	9.6	29.155	D
		2	1	1, 2, (4)	672	1165	0.577	673	656	1.0	1.3	7.243	A
	Exit	1	1		1731			1731	1720	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	290	743	0.391	289	278	0.4	0.6	7.140	A
		2	1	(1), 2, 3	320	743	0.431	318	320	0.5	0.8	8.751	A
		2	1	(1, 2, 3, 4)	610			610	600	0.0	0.0	0.001	A
	Exit	1	1		774			774	762	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	579	774	0.748	581	572	1.4	1.8	11.975	B
		2	1	2, 3, 4	614	774	0.794	618	605	1.5	2.2	12.611	B
	Exit	1	1		1119			1119	1097	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	526	1128	0.466	523	541	1.1	1.0	5.735	A
		2	1	(1, 2, 3, 4)	527			526	540	0.5	0.1	0.791	A
	Exit	1	1		555			555	566	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	1035	1219	0.849	1044	1069	9.6	5.2	22.641	C
			2	1, 2, (4)	629	1219	0.516	629	637	1.3	1.2	6.578	A
	Exit	1	1		1608			1608	1617	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	250	719	0.347	252	258	0.6	0.5	7.933	A
			2	(1), 2, 3	354	719	0.492	357	354	0.8	1.0	10.244	B
		2	1	(1, 2, 3, 4)	603			603	613	0.0	0.0	0.001	A
	Exit	1	1		484			484	502	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	506	774	0.654	507	505	1.8	1.3	9.960	A
			2	2, 3, 4	516	774	0.667	520	525	2.2	1.3	10.149	B
	Exit	1	1		1184			1184	1205	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	513	1195	0.430	514	510	1.0	0.8	5.105	A
		2	1	(1, 2, 3, 4)	513			513	510	0.1	0.0	0.568	A
	Exit	1	1		542			542	552	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	827	1201	0.689	825	836	5.2	2.2	9.005	A
			2	1, 2, (4)	559	1201	0.465	554	573	1.2	1.2	5.769	A
	Exit	1	1		1441			1441	1443	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	288	802	0.359	287	287	0.5	0.8	7.463	A
			2	(1), 2, 3	350	802	0.437	348	349	1.0	1.0	8.989	A
		2	1	(1, 2, 3, 4)	638			638	636	0.0	0.0	0.035	A
	Exit	1	1		458			458	452	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	431	778	0.554	431	432	1.3	0.9	7.829	A
			2	2, 3, 4	487	778	0.626	484	481	1.3	1.1	8.457	A
	Exit	1	1		1003			1003	1022	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:30 - 07:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	429	107	1940	1254	0.342	427	438	0.0	0.6	5.198	
				3	105	26	1940	1249	0.084	105	102	0.0	0.2	5.164	
				4	99	25	1940	1255	0.079	98	100	0.0	0.2	5.057	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	429	107	-	-	-	429	440	0.0	0.1	1.040	
				3	107	27	-	-	-	105	103	0.0	0.1	0.966	
				4	99	25	-	-	-	99	100	0.0	0.0	0.941	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	299	75	1323	1198	0.250	300	302	0.0	0.7	9.121	
				4	484	121	1323	1198	0.404	484	473	0.0	1.3	8.440	
		2	2	1	230	58	1323	1198	0.192	233	231	0.0	0.2	4.840	
				2	9	2	1165	1056	0.009	10	9	0.0	0.0	4.167	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	143	36	1323	1198	0.119	142	135	0.0	0.2	3.955	
3 - Elettra Avenue	Entry	1	1	1	69	17	1262	889	0.077	68	70	0.0	0.1	4.883	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	136	34	1262	888	0.154	135	131	0.0	0.3	5.035	
		2	2	1	20	5	1262	892	0.023	20	22	0.0	0.0	4.052	
				2	216	54	1262	891	0.242	217	227	0.0	0.3	5.678	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	89	22	-	-	-	89	93	0.0	0.0	0.000	
				2	216	54	-	-	-	216	228	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	136	34	-	-	-	136	132	0.0	0.0	0.000	
		2	1	1	23	6	1062	879	0.027	23	25	0.0	0.1	7.839	
				2	431	108	1062	883	0.489	433	422	0.0	0.7	6.270	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	359	90	1062	882	0.407	361	358	0.0	0.5	6.535	
				3	92	23	1062	881	0.104	92	92	0.0	0.2	8.179	
				4	27	7	1062	881	0.031	27	29	0.0	0.1	8.052	

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	473	118	1940	1271	0.372	476	479	0.6	0.7	5.596	
				3	191	48	1940	1275	0.150	193	188	0.2	0.2	5.325	
				4	56	14	1940	1277	0.044	57	56	0.2	0.0	5.425	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	471	118	-	-	-	473	480	0.1	0.2	1.460	
				3	192	48	-	-	-	191	188	0.1	0.1	1.331	
				4	56	14	-	-	-	56	56	0.0	0.0	1.273	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	328	82	1323	1175	0.279	330	336	0.7	1.2	11.894	
				4	554	139	1323	1174	0.472	561	548	1.3	1.7	11.214	
		2	2	1	340	85	1323	1173	0.290	341	338	0.2	0.4	5.834	
				2	29	7	1323	1177	0.025	30	29	0.0	0.1	5.775	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	158	40	1323	1174	0.135	158	155	0.2	0.3	4.906	
3 - Elettra Avenue	Entry	1	1	1	70	17	1262	824	0.085	70	72	0.1	0.1	5.711	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	172	43	1262	823	0.209	171	173	0.3	0.4	6.095	
		2	2	1	25	6	1262	827	0.030	25	24	0.0	0.0	5.246	
				2	205	51	1262	824	0.249	202	209	0.3	0.7	6.467	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	94	24	-	-	-	94	96	0.0	0.0	0.000	
				2	205	51	-	-	-	205	210	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	172	43	-	-	-	172	173	0.0	0.0	0.000	
		2	2	1	32	8	1062	838	0.038	31	30	0.1	0.1	7.918	
				2	403	101	1062	842	0.479	403	404	0.7	0.7	6.638	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	506	127	1940	1209	0.419	509	492	0.7	0.8	6.329	
				3	151	38	1940	1214	0.125	151	158	0.2	0.2	6.100	
				4	116	29	1940	1215	0.095	117	119	0.0	0.2	6.097	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	506	126	-	-	-	506	493	0.2	0.3	2.262	
				3	151	38	-	-	-	151	158	0.1	0.1	2.293	
				4	116	29	-	-	-	116	120	0.0	0.0	2.216	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	373	93	1323	1161	0.321	372	376	1.2	1.2	12.510	
				4	505	126	1323	1161	0.435	507	511	1.7	1.5	11.878	
		2	2	1	346	86	1323	1161	0.298	344	352	0.4	0.8	6.162	
				2	5	1	961	843	0.006	5	5	0.1	0.0	6.052	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	144	36	1323	1159	0.124	142	149	0.3	0.3	5.081	
3 - Elettra Avenue	Entry	1	1	1	136	34	1262	828	0.164	136	139	0.1	0.2	5.826	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	103	26	1262	825	0.125	104	103	0.4	0.1	6.284	
		2	2	1	44	11	1262	827	0.054	44	45	0.0	0.0	5.005	
				2	236	59	1262	826	0.286	237	234	0.7	0.4	7.002	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	180	45	-	-	-	180	185	0.0	0.0	0.000	
				2	236	59	-	-	-	236	233	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	103	26	-	-	-	103	102	0.0	0.0	0.000	
		2	2	1	42	10	1062	811	0.052	41	43	0.1	0.1	8.886	
				2	446	111	1062	810	0.550	445	446	0.7	1.0	7.850	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	383	96	1062	811	0.473	383	379	0.7	0.9	7.917	
				3	93	23	1062	814	0.114	93	95	0.3	0.3	10.045	
				4	54	14	1062	810	0.067	54	52	0.1	0.2	10.226	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	403	101	1940	1117	0.361	406	416	0.8	0.7	6.466	
				3	133	33	1940	1120	0.119	134	135	0.2	0.3	6.415	
				4	139	35	1940	1114	0.125	140	140	0.2	0.2	6.374	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	402	101	-	-	-	403	415	0.3	0.3	2.110	
				3	134	33	-	-	-	133	135	0.1	0.1	2.286	
				4	140	35	-	-	-	139	140	0.0	0.1	2.396	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	173	43	1323	1138	0.152	173	177	1.2	0.4	9.128	
				4	571	143	1323	1136	0.503	566	573	1.5	1.7	8.738	
		2	2	1	320	80	1323	1137	0.282	320	321	0.8	0.6	6.021	
				2	39	10	1323	1137	0.034	38	38	0.0	0.1	5.462	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	136	34	1323	1135	0.119	137	138	0.3	0.2	4.960	
3 - Elettra Avenue	Entry	1	1	1	75	19	1262	788	0.095	74	81	0.2	0.1	6.421	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	168	42	1262	786	0.213	168	174	0.1	0.3	6.824	
		2	2	1	21	5	1247	777	0.027	22	22	0.0	0.0	5.281	
				2	300	75	1262	787	0.382	302	317	0.4	0.7	8.743	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	96	24	-	-	-	96	103	0.0	0.0	0.000	
				2	300	75	-	-	-	300	318	0.0	0.0	0.003	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	168	42	-	-	-	168	175	0.0	0.0	0.002	
		2	2	1	57	14	1062	815	0.070	57	56	0.1	0.2	10.580	
				2	451	113	1062	814	0.554	448	459	1.0	1.3	9.393	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	381	95	1062	815	0.467	379	365	0.9	1.0	9.320	
				3	133	33	1062	817	0.162	132	136	0.3	0.5	11.983	
				4	73	18	1062	814	0.090	72	69	0.2	0.3	11.389	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	483	121	1940	1171	0.413	488	497	0.7	0.7	6.298	
				3	164	41	1940	1172	0.140	163	154	0.3	0.3	6.052	
				4	86	22	1940	1171	0.074	86	87	0.2	0.2	6.480	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	483	121	-	-	-	483	496	0.3	0.4	2.296	
				3	163	41	-	-	-	164	154	0.1	0.1	2.529	
				4	85	21	-	-	-	86	87	0.1	0.0	2.493	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	394	99	1323	1148	0.343	392	381	0.4	2.2	17.828	
				4	594	148	1323	1149	0.517	595	596	1.7	3.0	17.167	
		2	2	1	329	82	1323	1149	0.286	330	330	0.6	0.6	6.534	
				2	55	14	1323	1146	0.048	55	53	0.1	0.1	6.045	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	192	48	1323	1149	0.167	192	192	0.2	0.3	5.773	
3 - Elettra Avenue	Entry	1	1	1	92	23	1262	774	0.119	93	96	0.1	0.1	6.309	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	166	42	1262	776	0.214	166	167	0.3	0.3	6.996	
		2	2	1	27	7	1247	761	0.035	27	30	0.0	0.0	5.350	
				2	284	71	1262	775	0.367	285	275	0.7	0.5	8.101	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	119	30	-	-	-	119	126	0.0	0.0	0.000	
				2	284	71	-	-	-	284	274	0.0	0.0	0.002	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	166	42	-	-	-	166	167	0.0	0.0	0.000	
		2	2	1	48	12	1062	801	0.060	46	45	0.2	0.2	9.085	
				2	417	104	1062	803	0.519	414	417	1.3	1.2	7.865	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	439	110	1940	1056	0.416	440	443	0.7	0.7	6.759	
				3	125	31	1940	1060	0.118	125	122	0.3	0.2	6.722	
				4	96	24	1940	1060	0.091	97	93	0.2	0.2	6.664	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	439	110	-	-	-	439	443	0.4	0.3	2.262	
				3	124	31	-	-	-	125	122	0.1	0.1	2.242	
				4	96	24	-	-	-	96	93	0.0	0.1	2.404	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	508	127	1323	1165	0.436	509	505	2.2	4.3	29.791	
				4	585	146	1323	1165	0.502	579	572	3.0	5.2	28.568	
		2	2	1	423	106	1323	1165	0.363	423	412	0.6	0.9	7.521	
				2	39	10	1323	1165	0.033	39	40	0.1	0.1	7.426	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	210	53	1323	1167	0.180	211	204	0.3	0.3	6.669	
3 - Elettra Avenue	Entry	1	1	1	99	25	1262	740	0.134	99	93	0.1	0.2	6.802	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	191	48	1262	741	0.257	190	185	0.3	0.4	7.309	
		2	2	1	31	8	1262	754	0.041	32	31	0.0	0.0	5.889	
				2	289	72	1262	742	0.390	286	289	0.5	0.7	9.071	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	130	33	-	-	-	130	124	0.0	0.0	0.000	
				2	289	72	-	-	-	289	290	0.0	0.0	0.003	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	191	48	-	-	-	191	186	0.0	0.0	0.000	
		2	2	1	50	13	1062	773	0.065	52	51	0.2	0.2	13.837	
				2	528	132	1062	774	0.682	529	520	1.2	1.7	11.791	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	368	92	1940	1127	0.327	366	378	0.7	0.7	5.718	
				3	59	15	1940	1128	0.052	59	62	0.2	0.1	5.682	
				4	99	25	1940	1123	0.088	97	100	0.2	0.2	5.827	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	369	92	-	-	-	368	378	0.3	0.1	0.764	
				3	59	15	-	-	-	59	62	0.1	0.0	0.897	
				4	99	25	-	-	-	99	101	0.1	0.0	0.822	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	403	101	1323	1219	0.331	405	419	4.3	2.1	23.432	
				4	632	158	1323	1219	0.518	639	650	5.2	3.1	22.117	
		2	2	1	364	91	1323	1218	0.299	366	374	0.9	0.7	6.859	
				2	45	11	1323	1217	0.037	45	47	0.1	0.1	6.362	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	219	55	1323	1219	0.180	218	217	0.3	0.5	6.164	
3 - Elettra Avenue	Entry	1	1	1	110	27	1262	716	0.153	111	110	0.2	0.2	7.425	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	1262	718	0.195	141	148	0.4	0.3	8.313	
		2	2	1	29	7	1262	708	0.041	29	29	0.0	0.1	6.527	
				2	324	81	1262	717	0.452	328	325	0.7	0.9	10.593	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	139	35	-	-	-	139	139	0.0	0.0	0.000	
				2	325	81	-	-	-	324	326	0.0	0.0	0.002	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	-	-	-	140	147	0.0	0.0	0.000	
		2	2	1	49	12	1062	769	0.064	50	52	0.2	0.2	11.965	
				2	457	114	1062	774	0.591	458	453	1.7	1.2	9.728	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:15 - 09:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	372	93	1940	1198	0.310	371	370	0.7	0.6	5.167	
				3	97	24	1940	1194	0.082	97	95	0.1	0.1	4.902	
				4	45	11	1940	1195	0.037	45	45	0.2	0.1	5.048	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	371	93	-	-	-	372	370	0.1	0.0	0.573	
				3	97	24	-	-	-	97	95	0.0	0.0	0.573	
				4	45	11	-	-	-	45	44	0.0	0.0	0.523	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	241	60	1323	1200	0.201	242	240	2.1	0.5	9.203	
				4	586	146	1323	1201	0.488	584	596	3.1	1.6	8.924	
		2	2	1	368	92	1323	1201	0.306	365	375	0.7	0.9	6.092	
				2	49	12	1323	1199	0.041	48	50	0.1	0.2	5.677	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	141	35	1323	1201	0.118	142	147	0.5	0.1	5.007	
3 - Elettra Avenue	Entry	1	1	1	106	27	1262	802	0.133	105	105	0.2	0.3	6.858	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	45	1262	801	0.227	183	182	0.3	0.5	7.813	
		2	2	1	25	6	1262	787	0.032	25	27	0.1	0.0	5.379	
				2	326	81	1262	801	0.407	323	322	0.9	1.0	9.308	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	131	33	-	-	-	131	132	0.0	0.0	0.019	
				2	326	81	-	-	-	326	322	0.0	0.0	0.044	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	45	-	-	-	182	182	0.0	0.0	0.032	
		2	2	1	47	12	1062	776	0.060	47	44	0.2	0.2	9.345	
				2	384	96	1062	779	0.493	385	388	1.2	0.8	7.658	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

Improved Layout - 2029 Design, PM-DIRECT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A2 - Improved Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Improved Layout	✓	✓	✓	D23, D24, D25	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	17.37	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.37	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	7.50	15.0	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	10.50	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.601	1940
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.747	2525
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.601	1940
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.373	1262
			2	0.373	1262
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2029 Design	PM-DIRECT	16:30	18:30	120	15	✓	Advanced	D15+D21

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 -
16:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	380	123	100
	2 - Hambledon Road (south)	507	80	293	723
	3 - Elettra Avenue	256	390	0	201
	4 - Hambledon Road (north)	36	771	102	42

Demand (PCU/hr)

16:45 -
17:00

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	283	131	58
	2 - Hambledon Road (south)	638	72	314	732
	3 - Elettra Avenue	239	440	0	180
	4 - Hambledon Road (north)	66	593	136	13

Demand (PCU/hr)

17:00 -
17:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	325	131	88
	2 - Hambledon Road (south)	528	148	348	732
	3 - Elettra Avenue	299	558	0	239
	4 - Hambledon Road (north)	62	733	110	34

Demand (PCU/hr)

17:15 -
17:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	355	178	75
	2 - Hambledon Road (south)	490	101	305	786
	3 - Elettra Avenue	286	436	0	210
	4 - Hambledon Road (north)	36	669	123	51

Demand (PCU/hr)

17:30 -
17:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	401	119	50
	2 - Hambledon Road (south)	545	97	288	748
	3 - Elettra Avenue	265	432	0	180
	4 - Hambledon Road (north)	57	750	140	46

Demand (PCU/hr)

17:45 -
18:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	325	148	92
	2 - Hambledon Road (south)	460	59	280	660
	3 - Elettra Avenue	218	356	0	142
	4 - Hambledon Road (north)	53	530	140	17

Demand (PCU/hr)

18:00 -
18:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	342	93	66
	2 - Hambledon Road (south)	574	42	131	643
	3 - Elettra Avenue	177	275	0	127
	4 - Hambledon Road (north)	70	695	93	17

Demand (PCU/hr)

18:15 -
18:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	452	127	83
	2 - Hambledon Road (south)	418	55	262	651
	3 - Elettra Avenue	194	418	0	135
	4 - Hambledon Road (north)	53	682	89	17

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

16:30
-
16:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	7	0	2
	4 - Hambledon Road (north)	2	2	2	0

Heavy Vehicle %

16:45
-
17:00

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	7	0	2
	4 - Hambledon Road (north)	3	2	2	0

Heavy Vehicle %

17:00
-
17:15

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	7	0	2
	4 - Hambledon Road (north)	3	2	2	0

Heavy Vehicle %

17:15
-
17:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	7	0	2
	4 - Hambledon Road (north)	2	2	2	0

Heavy Vehicle %

17:30
-
17:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	6
	3 - Elettra Avenue	2	7	0	2
	4 - Hambledon Road (north)	2	2	2	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Cyclist %

	To		
From		1 - Milton road	2 - Hambledon Road (south)
	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	6	0	2
	4 - Hambledon Road (north)	2	2	2	0

Cyclist %

		To	
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	3	2	3	0

Cyclist %

		To	
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	4	0	1
	2 - Hambledon Road (south)	10	0	1	5
	3 - Elettra Avenue	2	8	0	3
	4 - Hambledon Road (north)	2	2	3	0

Cyclist %

		To	
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.55	7.86	1.5	A	564	1128
2 - Hambledon Road (south)	0.74	11.72	5.8	B	1598	3195
3 - Elettra Avenue	0.87	28.39	10.7	D	833	1666
4 - Hambledon Road (north)	0.83	23.32	6.6	C	874	1748

Main Results for each time segment

16:30 - 16:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	601	150	1384	1088	0.552	602	600	807	0.0	1.1	7.260	A
2 - Hambledon Road (south)	1619	405	367	2377	0.681	1624	1598	1619	0.0	3.8	9.473	A
3 - Elettra Avenue	850	213	1479	1339	0.635	849	837	512	0.0	3.0	11.726	B
4 - Hambledon Road (north)	942	236	1251	1329	0.709	940	935	1077	0.0	3.6	12.733	B

16:45 - 17:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	476	119	1253	1194	0.399	475	478	951	1.1	0.7	5.398	A
2 - Hambledon Road (south)	1763	441	330	2378	0.741	1772	1756	1398	3.8	5.3	11.314	B
3 - Elettra Avenue	868	217	1524	1357	0.640	865	860	579	3.0	3.7	14.285	B
4 - Hambledon Road (north)	804	201	1405	1201	0.670	799	817	984	3.6	3.1	12.381	B

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	537	134	1584	1017	0.528	540	541	886	0.7	0.9	7.863	A
2 - Hambledon Road (south)	1751	438	360	2356	0.743	1761	1748	1764	5.3	5.2	11.341	B
3 - Elettra Avenue	1099	275	1535	1269	0.866	1088	1057	586	3.7	10.7	28.395	D
4 - Hambledon Road (north)	947	237	1516	1144	0.827	953	930	1107	3.1	6.6	23.316	C

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	614	153	1390	1170	0.525	615	610	798	0.9	1.1	7.705	A
2 - Hambledon Road (south)	1691	423	436	2326	0.727	1680	1683	1568	5.2	5.8	11.719	B
3 - Elettra Avenue	924	231	1500	1323	0.698	919	949	616	10.7	4.1	20.106	C
4 - Hambledon Road (north)	881	220	1305	1212	0.727	884	888	1114	6.6	3.2	16.516	C

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	558	139	1464	1051	0.531	556	563	886	1.1	1.5	7.670	A
2 - Hambledon Road (south)	1700	425	346	2332	0.729	1696	1690	1674	5.8	5.2	10.731	B
3 - Elettra Avenue	889	222	1500	1282	0.694	880	885	542	4.1	4.1	15.163	C
4 - Hambledon Road (north)	984	246	1358	1272	0.773	992	983	1022	3.2	4.8	17.969	C

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	559	140	1094	1263	0.442	562	571	730	1.5	0.8	5.844	A
2 - Hambledon Road (south)	1466	366	385	2317	0.633	1463	1461	1270	5.2	3.5	8.686	A
3 - Elettra Avenue	720	180	1284	1418	0.508	723	727	564	4.1	1.6	9.218	A
4 - Hambledon Road (north)	726	181	1093	1395	0.520	730	753	913	4.8	1.7	9.025	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	503	126	1106	1241	0.406	502	501	832	0.8	0.8	4.836	A
2 - Hambledon Road (south)	1405	351	269	2406	0.584	1397	1404	1338	3.5	3.0	6.991	A
3 - Elettra Avenue	572	143	1357	1337	0.428	573	580	310	1.6	1.3	7.667	A
4 - Hambledon Road (north)	863	216	1074	1494	0.577	863	869	855	1.7	2.1	9.381	A

18:15 - 18:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	662	166	1262	1212	0.547	664	653	663	0.8	1.2	7.241	A
2 - Hambledon Road (south)	1384	346	321	2406	0.575	1379	1379	1604	3.0	3.1	7.293	A
3 - Elettra Avenue	739	185	1222	1450	0.510	735	734	477	1.3	2.0	9.038	A
4 - Hambledon Road (north)	845	211	1078	1409	0.600	847	847	879	2.1	1.9	8.975	A

Lane Results

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

Lanes: Main Results for each time segment

16:30 - 16:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	601	1108	0.543	602	600	0.0	1.0	5.966	A
		2	1	(1, 2, 3, 4)	601			601	604	0.0	0.1	1.291	A
	Exit	1	1		807			807	800	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	885	1179	0.751	890	874	0.0	2.2	10.753	B
		2	1	1, 2, (4)	734	1179	0.622	734	724	0.0	1.6	7.866	A
	Exit	1	1		1619			1619	1604	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	399	710	0.562	398	394	0.0	1.2	10.365	B
		2	1	(1), 2, 3	452	710	0.637	451	443	0.0	1.8	12.698	B
		2	1	(1, 2, 3, 4)	850			851	849	0.0	0.0	0.144	A
	Exit	1	1		512			512	511	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	455	652	0.698	453	451	0.0	1.7	12.286	B
		2	1	2, 3, 4	488	652	0.749	487	484	0.0	1.9	13.147	B
	Exit	1	1		1077			1077	1055	0.0	0.0	0.000	A

16:45 - 17:00

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	476	1186	0.401	475	478	1.0	0.7	4.949	A
		2	1	(1, 2, 3, 4)	476			476	477	0.1	0.1	0.450	A
	Exit	1	1		951			951	942	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	931	1194	0.780	933	925	2.2	3.0	12.020	B
		2	1	1, 2, (4)	833	1194	0.698	839	831	1.6	2.3	10.492	B
	Exit	1	1		1398			1398	1402	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	377	693	0.544	375	377	1.2	1.4	10.994	B
		2	1	(1), 2, 3	492	693	0.710	490	484	1.8	2.2	15.683	C
		2	1	(1, 2, 3, 4)	868			870	863	0.0	0.1	0.696	A
	Exit	1	1		579			579	582	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	388	601	0.646	385	396	1.7	1.4	11.921	B
		2	1	2, 3, 4	416	601	0.693	414	422	1.9	1.6	12.811	B
	Exit	1	1		984			984	985	0.0	0.0	0.000	A

17:00 - 17:15

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	538	988	0.545	540	541	0.7	0.8	6.502	A
		2	1	(1, 2, 3, 4)	537			538	542	0.1	0.1	1.361	A
	Exit	1	1		886			886	884	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	946	1182	0.801	954	937	3.0	3.3	13.026	B
		2	1	1, 2, (4)	805	1182	0.681	806	810	2.3	1.9	9.312	A
	Exit	1	1		1764			1764	1730	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	492	689	0.714	491	475	1.4	2.4	16.112	C
		2	1	(1), 2, 3	600	689	0.871	597	582	2.2	4.8	25.564	D
		2	1	(1, 2, 3, 4)	1099			1092	1072	0.1	3.5	6.973	A
	Exit	1	1		586			586	585	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	466	564	0.825	469	459	1.4	3.2	22.614	C
		2	1	2, 3, 4	481	564	0.852	484	471	1.6	3.4	24.001	C
	Exit	1	1		1107			1107	1077	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	615	1104	0.557	615	610	0.8	1.0	6.278	A
		2	1	(1, 2, 3, 4)	614			615	611	0.1	0.1	1.426	A
	Exit	1	1		798			798	808	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	935	1152	0.812	927	933	3.3	4.0	14.263	B
		2	1	1, 2, (4)	756	1152	0.656	753	750	1.9	1.9	8.430	A
	Exit	1	1		1568			1568	1582	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	432	702	0.615	427	441	2.4	1.6	14.303	B
		2	1	(1), 2, 3	491	702	0.699	492	507	4.8	2.1	18.876	C
		2	1	(1, 2, 3, 4)	924			923	935	3.5	0.4	3.688	A
	Exit	1	1		616			616	611	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	424	634	0.668	424	427	3.2	1.5	15.780	C
		2	1	2, 3, 4	457	634	0.721	460	461	3.4	1.7	17.197	C
	Exit	1	1		1114			1114	1128	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	559	1060	0.528	556	563	1.0	1.2	6.278	A
		2	1	(1, 2, 3, 4)	558			559	564	0.1	0.3	1.391	A
	Exit	1	1		886			886	870	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	907	1187	0.764	903	909	4.0	3.3	11.987	B
		2	1	1, 2, (4)	793	1187	0.668	793	781	1.9	1.9	9.219	A
	Exit	1	1		1674			1674	1675	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	406	702	0.578	401	400	1.6	1.4	11.807	B
		2	1	(1), 2, 3	482	702	0.687	479	485	2.1	2.4	16.425	C
		2	1	(1, 2, 3, 4)	889			888	886	0.4	0.3	0.844	A
	Exit	1	1		542			542	542	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	477	616	0.774	479	475	1.5	2.3	17.498	C
		2	1	2, 3, 4	507	616	0.822	513	508	1.7	2.5	18.409	C
	Exit	1	1		1022			1022	1034	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	561	1282	0.437	562	571	1.2	0.7	5.101	A
		2	1	(1, 2, 3, 4)	559			561	569	0.3	0.1	0.750	A
	Exit	1	1		730			730	731	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	827	1172	0.706	826	816	3.3	2.2	9.990	A
		2	1	1, 2, (4)	638	1172	0.545	637	645	1.9	1.3	6.974	A
	Exit	1	1		1270			1270	1297	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	319	783	0.407	319	320	1.4	0.6	7.597	A
		2	1	(1), 2, 3	402	783	0.514	404	407	2.4	1.0	9.992	A
		2	1	(1, 2, 3, 4)	720			721	718	0.3	0.0	0.374	A
	Exit	1	1		564			564	569	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	335	703	0.476	337	353	2.3	0.8	8.682	A
		2	1	2, 3, 4	390	703	0.555	393	400	2.5	0.9	9.326	A
	Exit	1	1		913			913	914	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	503	1275	0.395	502	501	0.7	0.8	4.472	A
		2	1	(1, 2, 3, 4)	503			503	502	0.1	0.1	0.363	A
	Exit	1	1		832			832	831	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	686	1218	0.564	684	690	2.2	1.2	6.492	A
			2	1, 2, (4)	719	1218	0.591	713	714	1.3	1.8	7.488	A
	Exit	1	1		1338			1338	1347	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	262	756	0.347	261	264	0.6	0.6	6.923	A
			2	(1), 2, 3	310	756	0.410	311	316	1.0	0.7	8.317	A
		2	1	(1, 2, 3, 4)	572			572	579	0.0	0.0	0.002	A
	Exit	1	1		310			310	318	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	425	709	0.599	423	426	0.8	1.1	9.252	A
			2	2, 3, 4	438	709	0.617	440	443	0.9	1.0	9.506	A
	Exit	1	1		855			855	859	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	663	1181	0.561	664	653	0.8	1.0	5.784	A
		2	1	(1, 2, 3, 4)	662			663	654	0.1	0.2	1.459	A
	Exit	1	1		663			663	669	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	786	1197	0.656	780	781	1.2	2.1	8.276	A
			2	1, 2, (4)	598	1197	0.500	598	598	1.8	0.9	5.952	A
	Exit	1	1		1604			1604	1595	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	287	806	0.356	289	291	0.6	0.4	6.905	A
			2	(1), 2, 3	451	806	0.560	447	443	0.7	1.6	10.423	B
		2	1	(1, 2, 3, 4)	739			739	737	0.0	0.0	0.047	A
	Exit	1	1		477			477	472	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	414	708	0.584	414	414	1.1	0.9	8.860	A
			2	2, 3, 4	431	708	0.609	433	433	1.0	1.0	9.085	A
	Exit	1	1		879			879	877	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	382	95	1940	1107	0.345	383	379	0.0	0.6	5.970	
				3	121	30	1940	1109	0.109	121	122	0.0	0.2	5.963	
				4	99	25	1940	1108	0.089	98	99	0.0	0.2	5.954	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	382	95	-	-	-	382	382	0.0	0.1	1.292	
				3	121	30	-	-	-	121	123	0.0	0.0	1.266	
				4	98	25	-	-	-	99	100	0.0	0.0	1.321	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	288	72	1323	1180	0.244	290	288	0.0	0.7	10.913	
				4	598	149	1323	1180	0.507	600	586	0.0	1.5	10.671	
		2	2	1	515	129	1323	1179	0.437	515	511	0.0	1.2	8.336	
				2	86	21	1323	1181	0.073	86	81	0.0	0.2	8.170	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	133	33	1323	1179	0.113	133	132	0.0	0.2	5.919	
3 - Elettra Avenue	Entry	1	1	1	199	50	1262	712	0.279	198	198	0.0	0.6	10.023	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	200	50	1262	710	0.282	200	196	0.0	0.6	10.714	
		2	2	1	60	15	1262	716	0.083	59	57	0.0	0.2	7.884	
				2	393	98	1262	710	0.553	392	386	0.0	1.6	13.439	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	258	65	-	-	-	258	258	0.0	0.0	0.147	
				2	392	98	-	-	-	393	392	0.0	0.0	0.148	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	200	50	-	-	-	200	198	0.0	0.0	0.131	
		2	2	1	34	9	1062	653	0.052	34	34	0.0	0.1	14.069	
				2	420	105	1062	652	0.645	418	417	0.0	1.6	12.144	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	285	71	1940	1187	0.240	284	286	0.6	0.5	4.991	
				3	134	34	1940	1187	0.113	134	133	0.2	0.1	4.902	
				4	56	14	1940	1184	0.048	57	59	0.2	0.1	4.855	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	285	71	-	-	-	285	286	0.1	0.0	0.460	
				3	134	34	-	-	-	134	133	0.0	0.0	0.460	
				4	57	14	-	-	-	56	59	0.0	0.0	0.381	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	318	80	1323	1194	0.267	318	316	0.7	1.1	12.460	
				4	612	153	1323	1194	0.513	616	608	1.5	1.9	11.781	
		2	1	1	639	160	1323	1194	0.535	644	635	1.2	1.8	11.026	
				2	72	18	1323	1194	0.060	72	71	0.2	0.2	10.634	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	122	30	1323	1195	0.102	123	125	0.2	0.2	7.789	
3 - Elettra Avenue	Entry	1	1	1	200	50	1262	693	0.289	199	196	0.6	0.7	10.405	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	177	44	1262	696	0.255	177	180	0.6	0.7	11.638	
		2	1	1	43	11	1262	696	0.061	42	45	0.2	0.1	8.859	
				2	450	112	1262	694	0.648	448	439	1.6	2.1	16.403	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	242	61	-	-	-	243	241	0.0	0.0	0.530	
				2	449	112	-	-	-	450	441	0.0	0.1	0.811	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	177	44	-	-	-	177	181	0.0	0.0	0.649	
		2	1	1	66	16	1062	602	0.110	66	66	0.1	0.2	13.508	
				2	322	81	1062	600	0.537	320	330	1.6	1.2	11.600	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	275	69	1062	602	0.457	275	276	1.2	0.9	11.641	
				3	128	32	1062	601	0.213	127	133	0.5	0.6	15.002	
				4	13	3	1016	577	0.022	12	13	0.2	0.1	15.215	

17:00 - 17:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	321	80	1940	987	0.326	324	324	0.5	0.4	6.499	
				3	130	32	1940	986	0.132	130	130	0.1	0.3	6.468	
				4	87	22	1940	985	0.088	87	87	0.1	0.1	6.562	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	321	80	-	-	-	321	324	0.0	0.1	1.373	
				3	130	32	-	-	-	130	131	0.0	0.0	1.395	
				4	86	22	-	-	-	87	87	0.0	0.0	1.264	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	341	85	1323	1182	0.289	346	345	1.1	1.2	13.415	
				4	605	151	1323	1182	0.512	609	592	1.9	2.0	12.789	
		2	2	1	527	132	1323	1182	0.446	529	532	1.8	1.2	9.819	
				2	146	36	1323	1182	0.123	144	144	0.2	0.4	9.432	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	132	33	1323	1184	0.112	133	134	0.2	0.3	7.242	
3 - Elettra Avenue	Entry	1	1	1	245	61	1262	689	0.356	246	244	0.7	1.1	15.499	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	246	62	1262	689	0.358	245	231	0.7	1.4	16.758	
		2	2	1	48	12	1254	688	0.070	49	48	0.1	0.2	15.531	
				2	552	138	1262	689	0.801	548	534	2.1	4.6	26.483	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	294	74	-	-	-	293	293	0.0	0.9	6.515	
				2	557	139	-	-	-	552	544	0.1	1.7	7.122	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	248	62	-	-	-	246	234	0.0	0.8	7.220	
		2	2	1	63	16	1062	564	0.112	62	61	0.2	0.5	25.111	
				2	403	101	1062	565	0.713	407	398	1.2	2.7	22.233	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	359	90	1940	1104	0.325	358	355	0.4	0.7	6.307	
				3	182	46	1940	1105	0.165	183	181	0.3	0.3	6.239	
				4	74	18	1940	1104	0.067	73	75	0.1	0.1	6.236	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	359	90	-	-	-	359	356	0.1	0.0	1.420	
				3	182	45	-	-	-	182	181	0.0	0.1	1.466	
				4	74	18	-	-	-	74	75	0.0	0.0	1.358	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	307	77	1323	1152	0.267	304	306	1.2	1.4	14.884	
				4	628	157	1323	1152	0.545	623	627	2.0	2.6	13.947	
		2	2	1	488	122	1323	1152	0.423	485	484	1.2	1.3	8.916	
				2	108	27	1323	1152	0.094	108	104	0.4	0.2	8.509	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	160	40	1323	1152	0.139	160	162	0.3	0.4	6.980	
3 - Elettra Avenue	Entry	1	1	1	224	56	1262	703	0.318	220	230	1.1	0.8	13.666	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	208	52	1262	701	0.297	207	212	1.4	0.8	15.003	
		2	2	1	56	14	1262	703	0.080	56	57	0.2	0.1	11.307	
				2	434	109	1262	703	0.618	435	451	4.6	2.0	19.890	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	281	70	-	-	-	280	285	0.9	0.1	3.653	
				2	435	109	-	-	-	434	440	1.7	0.2	3.795	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	208	52	-	-	-	208	209	0.8	0.1	3.520	
		2	2	1	37	9	1062	634	0.059	37	37	0.5	0.2	17.828	
				2	386	97	1062	634	0.610	387	390	2.7	1.3	15.588	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	403	101	1940	1059	0.380	401	400	0.7	0.8	6.312	
				3	110	27	1940	1061	0.104	109	114	0.3	0.3	6.272	
				4	47	12	1940	1060	0.044	47	48	0.1	0.1	6.024	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	402	100	-	-	-	403	401	0.0	0.2	1.413	
				3	109	27	-	-	-	110	114	0.1	0.0	1.347	
				4	47	12	-	-	-	47	48	0.0	0.0	1.317	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	288	72	1323	1188	0.243	286	289	1.4	1.1	12.400	
				4	619	155	1323	1187	0.522	617	620	2.6	2.2	11.786	
		2	1	1	553	138	1323	1187	0.466	554	542	1.3	1.4	9.782	
				2	102	26	1323	1187	0.086	103	100	0.2	0.2	9.353	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	138	34	1323	1186	0.116	136	138	0.4	0.3	7.004	
3 - Elettra Avenue	Entry	1	1	1	224	56	1262	703	0.319	222	219	0.8	0.7	11.413	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	45	1262	703	0.258	179	181	0.8	0.7	12.285	
		2	1	1	54	13	1262	705	0.076	54	51	0.1	0.1	9.684	
				2	428	107	1262	703	0.609	425	433	2.0	2.3	17.259	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	278	69	-	-	-	278	270	0.1	0.1	0.850	
				2	430	107	-	-	-	428	435	0.2	0.2	0.882	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	182	45	-	-	-	182	181	0.1	0.1	0.749	
		2	1	1	55	14	1062	618	0.089	56	57	0.2	0.2	19.295	
				2	422	105	1062	617	0.683	423	418	1.3	2.1	17.254	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	320	80	1062	618	0.518	322	323	1.0	1.5	16.976	
				3	144	36	1062	620	0.232	147	139	0.5	0.7	20.991	
				4	43	11	1062	617	0.070	44	46	0.2	0.3	20.646	

17:45 - 18:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	327	82	1940	1284	0.255	329	332	0.8	0.4	5.192	
				3	147	37	1940	1283	0.115	147	150	0.3	0.2	4.847	
				4	86	21	1940	1278	0.067	86	89	0.1	0.1	5.204	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	326	82	-	-	-	327	331	0.2	0.0	0.772	
				3	147	37	-	-	-	147	149	0.0	0.0	0.725	
				4	86	21	-	-	-	86	89	0.0	0.0	0.711	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	282	70	1323	1173	0.240	282	279	1.1	0.7	10.372	
				4	546	136	1323	1172	0.465	544	536	2.2	1.5	9.780	
		2	1	1	453	113	1323	1172	0.386	451	458	1.4	1.0	7.435	
				2	59	15	1323	1173	0.050	59	61	0.2	0.1	6.858	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	127	32	1323	1172	0.108	126	126	0.3	0.2	5.423	
3 - Elettra Avenue	Entry	1	1	1	178	45	1262	782	0.228	179	175	0.7	0.3	7.405	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	1262	783	0.179	140	145	0.7	0.3	7.831	
		2	1	1	46	11	1262	783	0.059	47	45	0.1	0.0	6.113	
				2	356	89	1262	784	0.455	357	361	2.3	0.9	10.500	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	224	56	-	-	-	224	218	0.1	0.0	0.359	
				2	356	89	-	-	-	356	356	0.2	0.0	0.390	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	140	35	-	-	-	140	144	0.1	0.0	0.361	
		2	1	1	52	13	1062	704	0.074	53	53	0.2	0.1	9.958	
				2	283	71	1062	703	0.403	284	300	2.1	0.7	8.455	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	240	60	1062	702	0.342	241	243	1.5	0.5	8.272	
				3	134	34	1062	703	0.191	135	140	0.7	0.4	11.040	
				4	16	4	1049	692	0.024	17	18	0.3	0.0	10.120	

18:00 - 18:15

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	345	86	1940	1275	0.270	344	342	0.4	0.5	4.510	
				3	90	23	1940	1267	0.071	90	92	0.2	0.1	4.391	
				4	68	17	1940	1271	0.054	67	67	0.1	0.1	4.396	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	345	86	-	-	-	345	343	0.0	0.1	0.371	
				3	90	23	-	-	-	90	92	0.0	0.0	0.366	
				4	68	17	-	-	-	68	67	0.0	0.0	0.318	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	127	32	1323	1218	0.105	127	132	0.7	0.3	6.824	
				4	559	140	1323	1217	0.459	558	558	1.5	0.9	6.410	
		2	2	1	589	147	1323	1217	0.483	584	582	1.0	1.5	7.881	
				2	43	11	1323	1216	0.036	42	43	0.1	0.1	7.527	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	87	22	1323	1217	0.072	87	90	0.2	0.1	5.012	
3 - Elettra Avenue	Entry	1	1	1	137	34	1262	757	0.181	137	139	0.3	0.3	6.732	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	125	31	1262	758	0.165	125	126	0.3	0.3	7.136	
		2	2	1	40	10	1262	758	0.053	40	40	0.0	0.1	5.585	
				2	270	68	1262	756	0.357	271	276	0.9	0.7	8.738	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	177	44	-	-	-	177	179	0.0	0.0	0.000	
				2	270	68	-	-	-	270	275	0.0	0.0	0.005	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	125	31	-	-	-	125	125	0.0	0.0	0.001	
		2	2	1	72	18	1062	711	0.102	71	71	0.1	0.2	11.010	
				2	353	88	1062	710	0.497	352	356	0.7	0.9	8.903	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	451	113	1940	1181	0.382	451	445	0.5	0.7	5.833	
				3	131	33	1940	1179	0.111	131	128	0.1	0.2	5.690	
				4	81	20	1940	1185	0.068	81	80	0.1	0.1	5.666	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	450	113	-	-	-	451	446	0.1	0.2	1.476	
				3	131	33	-	-	-	131	128	0.0	0.0	1.445	
				4	81	20	-	-	-	81	80	0.0	0.0	1.387	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	257	64	1323	1198	0.214	254	253	0.3	0.7	8.570	
				4	529	132	1323	1197	0.442	527	527	0.9	1.4	8.127	
		2	1	1	421	105	1323	1197	0.352	421	424	1.5	0.7	6.333	
				2	55	14	1323	1199	0.046	55	55	0.1	0.1	5.838	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	123	31	1323	1198	0.102	123	120	0.1	0.2	4.729	
3 - Elettra Avenue	Entry	1	1	1	155	39	1262	807	0.192	156	158	0.3	0.2	6.780	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	132	33	1262	808	0.163	133	133	0.3	0.2	7.053	
		2	1	1	35	9	1262	806	0.044	35	34	0.1	0.1	5.849	
				2	416	104	1262	807	0.516	412	409	0.7	1.5	10.828	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	191	48	-	-	-	190	192	0.0	0.0	0.036	
				2	416	104	-	-	-	416	412	0.0	0.0	0.058	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	132	33	-	-	-	132	133	0.0	0.0	0.033	
		2	1	1	53	13	1062	708	0.074	52	53	0.2	0.2	10.329	
				2	361	90	1062	709	0.510	362	361	0.9	0.8	8.645	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	323	81	1062	709	0.456	325	325	0.7	0.6	8.470	
				3	92	23	1062	710	0.129	92	91	0.2	0.3	11.079	
				4	16	4	1036	690	0.023	16	16	0.0	0.1	10.246	

Improved Layout - 2029 Design, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D23 - 2029 Design, AM-DIRECT	Demand Set relationships are chained. This may slow down the file.
Info	Simulation	A2 - Improved Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Analysis Set Details

ID	Name	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Improved Layout	✓	✓	✓	D23, D24, D25	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Milton road		
2	Hambledon Road (south)		
3	Elettra Avenue		
4	Hambledon 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)	Entry only	Exit only
1 - Milton road	3.00	7.50	15.0	20.0	54.0	15.2		
2 - Hambledon Road (south)	7.30	8.40	12.7	47.5	54.0	18.0		
3 - Elettra Avenue	3.00	10.50	52.6	18.0	54.0	22.0		
4 - Hambledon Road (north)	6.80	7.50	5.0	15.0	54.0	36.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Milton road	Percentage	validation	115.00
2 - Hambledon Road (south)	None		
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.601	1940
2 - Hambledon Road (south)	0.782	2646
3 - Elettra Avenue	0.747	2525
4 - Hambledon Road (north)	0.657	2125

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Milton road	Evenly split	10.00
2 - Hambledon Road (south)	Evenly split	30.00
3 - Elettra Avenue	Evenly split	50.00
4 - Hambledon Road (north)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Milton road	Entry	1	2	1, 2, 3, 4	✓	3.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Hambledon Road (south)	Entry	1	1	3, 4		Infinity			0	99999	
		2	1	1, 2, (4)		Infinity			0	99999	
	Exit	1	1			Infinity					
3 - Elettra Avenue	Entry	1	1	1, 4	✓	9.00			0	99999	
		2	1	(1), 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Hambledon Road (north)	Entry	1	1	1, 2		Infinity			0	99999	
		2	1	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Milton road	Entry	1	2	0.601	1940
2 - Hambledon Road (south)	Entry	1	1	0.391	1323
			2	0.391	1323
3 - Elettra Avenue	Entry	1	1	0.373	1262
			2	0.373	1262
4 - Hambledon Road (north)	Entry	1	1	0.329	1062
			2	0.329	1062

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
2 - Hambledon Road (south)	1	1			✓	✓
		2	✓	✓		
3 - Elettra Avenue	1	1	✓			✓
		2		✓	✓	
4 - Hambledon Road (north)	1	1	✓	✓		
		2		✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			Milton road	Hambledon Road (south)	Elettra Avenue	Hambledon Road (north)
1 - Milton road	1	2				
	2	1				
2 - Hambledon Road (south)	1	1				
		2				✓
3 - Elettra Avenue	1	1				
		2	✓			
4 - Hambledon Road (north)	1	1				
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D25	2029 Design	SAT	11:15	12:45	90	15	✓	Advanced	D19+D22

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Milton road		DIRECT		100.000
2 - Hambledon Road (south)		DIRECT		100.000
3 - Elettra Avenue		DIRECT		100.000
4 - Hambledon Road (north)		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

11:15 -
11:30

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	291	145	60
	2 - Hambledon Road (south)	311	21	267	505
	3 - Elettra Avenue	169	282	0	130
	4 - Hambledon Road (north)	21	421	111	29

Demand (PCU/hr)

11:30 -
11:45

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	346	160	70
	2 - Hambledon Road (south)	371	25	297	601
	3 - Elettra Avenue	188	316	0	147
	4 - Hambledon Road (north)	25	500	125	34

Demand (PCU/hr)

11:45 -
12:00

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	422	179	84
	2 - Hambledon Road (south)	455	30	340	734
	3 - Elettra Avenue	215	362	0	172
	4 - Hambledon Road (north)	30	608	144	42

Demand (PCU/hr)

12:00 -
12:15

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	422	179	84
	2 - Hambledon Road (south)	455	30	340	734
	3 - Elettra Avenue	215	362	0	172
	4 - Hambledon Road (north)	30	608	144	42

Demand (PCU/hr)

12:15 -
12:30

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	346	160	70
	2 - Hambledon Road (south)	371	25	297	601
	3 - Elettra Avenue	188	316	0	147
	4 - Hambledon Road (north)	25	500	125	34

Demand (PCU/hr)

12:30 -
12:45

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	291	145	60
	2 - Hambledon Road (south)	311	21	267	505
	3 - Elettra Avenue	169	282	0	130
	4 - Hambledon Road (north)	21	421	111	29

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

11:15
-
11:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

11:30
-
11:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

11:45
-
12:00

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:00
-
12:15

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:15
-
12:30

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Heavy Vehicle %

12:30
-
12:45

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	4	1	0
	2 - Hambledon Road (south)	3	0	1	1
	3 - Elettra Avenue	0	0	0	1
	4 - Hambledon Road (north)	4	1	0	0

Cyclist %

	To		
		1 - Milton road	2 - Hambledon Road (south)
From	1 - Milton road	0	0
	2 - Hambledon Road (south)	0	0
	3 - Elettra Avenue	0	0
	4 - Hambledon Road (north)	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.47	5.29	1.1	A	515	772
2 - Hambledon Road (south)	0.65	8.35	3.7	A	1204	1805
3 - Elettra Avenue	0.36	6.63	1.1	A	447	670
4 - Hambledon Road (north)	0.51	7.44	1.5	A	649	973

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	421	105	714	1519	0.277	418	421	409	0.0	0.5	3.522	A
2 - Hambledon Road (south)	1011	253	296	2371	0.426	1014	1010	837	0.0	1.4	5.232	A
3 - Elettra Avenue	361	90	833	1804	0.200	359	367	476	0.0	0.4	4.562	A
4 - Hambledon Road (north)	537	134	588	1759	0.305	536	539	604	0.0	0.7	4.959	A

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	486	121	871	1410	0.344	486	498	495	0.5	0.6	3.903	A
2 - Hambledon Road (south)	1185	296	355	2363	0.502	1186	1191	1002	1.4	2.0	6.115	A
3 - Elettra Avenue	435	109	1005	1647	0.264	435	439	536	0.4	0.7	5.137	A
4 - Hambledon Road (north)	654	163	714	1672	0.391	652	649	726	0.7	1.2	5.862	A

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	617	154	1058	1308	0.472	611	606	594	0.6	1.1	5.211	A
2 - Hambledon Road (south)	1380	345	399	2303	0.599	1389	1428	1271	2.0	2.3	8.081	A
3 - Elettra Avenue	554	138	1218	1542	0.359	553	550	570	0.7	1.0	6.418	A
4 - Hambledon Road (north)	781	195	874	1532	0.509	778	786	896	1.2	1.4	6.872	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	609	152	1029	1336	0.456	605	619	622	1.1	1.0	5.294	A
2 - Hambledon Road (south)	1506	377	393	2321	0.649	1512	1458	1241	2.3	3.7	8.354	A
3 - Elettra Avenue	546	137	1297	1515	0.361	545	542	608	1.0	1.1	6.634	A
4 - Hambledon Road (north)	764	191	887	1593	0.480	764	774	955	1.4	1.5	7.442	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	513	128	841	1428	0.360	517	507	469	1.0	0.4	4.204	A
2 - Hambledon Road (south)	1146	286	347	2372	0.483	1149	1178	1011	3.7	1.5	6.136	A
3 - Elettra Avenue	417	104	973	1682	0.248	424	441	524	1.1	0.2	5.291	A
4 - Hambledon Road (north)	625	156	680	1658	0.377	630	633	718	1.5	0.7	5.802	A

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	442	111	708	1479	0.299	442	441	412	0.4	0.4	3.480	A
2 - Hambledon Road (south)	993	248	304	2385	0.417	992	982	847	1.5	1.4	5.312	A
3 - Elettra Avenue	368	92	831	1752	0.210	364	370	465	0.2	0.7	4.641	A
4 - Hambledon Road (north)	532	133	591	1786	0.298	529	536	603	0.7	0.8	5.224	A

Lane Results

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

Lanes: Main Results for each time segment

11:15 - 11:30

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	420	1511	0.278	418	421	0.0	0.5	3.390	A
		2	1	(1, 2, 3, 4)	421			420	423	0.0	0.0	0.126	A
	Exit	1	1		409			409	402	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	625	1207	0.518	629	629	0.0	0.8	5.737	A
		2	2	1, 2, (4)	386	1207	0.319	385	381	0.0	0.6	4.387	A
	Exit	1	1		837			837	839	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	150	951	0.158	148	159	0.0	0.2	4.423	A
		2	2	(1), 2, 3	210	951	0.221	210	207	0.0	0.2	4.668	A
		2	1	(1, 2, 3, 4)	361			361	368	0.0	0.0	0.000	A
	Exit	1	1		476			476	477	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	232	869	0.267	231	232	0.0	0.3	4.687	A
		2	2	2, 3, 4	305	869	0.351	305	307	0.0	0.4	5.163	A
	Exit	1	1		604			604	618	0.0	0.0	0.000	A

11:30 - 11:45

Am	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	486	1416	0.343	486	498	0.5	0.6	3.692	A
		2	1	(1, 2, 3, 4)	486			486	498	0.0	0.0	0.216	A
	Exit	1	1		495			495	493	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	711	1184	0.600	712	717	0.8	1.3	6.939	A
		2	2	1, 2, (4)	474	1184	0.400	474	473	0.6	0.7	4.848	A
	Exit	1	1		1002			1002	1006	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	193	887	0.217	192	195	0.2	0.3	4.849	A
		2	2	(1), 2, 3	242	887	0.273	243	244	0.2	0.3	5.365	A
		2	1	(1, 2, 3, 4)	435			435	440	0.0	0.0	0.000	A
	Exit	1	1		536			536	534	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	290	828	0.351	291	288	0.3	0.5	5.411	A
		2	2	2, 3, 4	364	828	0.439	360	361	0.4	0.8	6.218	A
	Exit	1	1		726			726	743	0.0	0.0	0.000	A

11:45 - 12:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	615	1304	0.472	611	606	0.6	0.9	4.643	A
		2	1	(1, 2, 3, 4)	617			615	607	0.0	0.2	0.562	A
	Exit	1	1		594			594	602	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	814	1167	0.698	821	843	1.3	1.7	9.567	A
			2	1, 2, (4)	565	1167	0.484	568	585	0.7	0.6	5.905	A
	Exit	1	1		1271			1271	1253	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	248	807	0.307	246	243	0.3	0.5	5.938	A
			2	(1), 2, 3	306	807	0.379	307	306	0.3	0.5	6.799	A
		2	1	(1, 2, 3, 4)	554			554	551	0.0	0.0	0.000	A
	Exit	1	1		570			570	605	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	355	775	0.458	354	355	0.5	0.6	6.576	A
			2	2, 3, 4	426	775	0.549	424	432	0.8	0.8	7.114	A
	Exit	1	1		896			896	910	0.0	0.0	0.000	A

12:00 - 12:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	609	1321	0.461	605	619	0.9	1.0	4.667	A
		2	1	(1, 2, 3, 4)	609			609	619	0.2	0.0	0.633	A
	Exit	1	1		622			622	609	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	883	1169	0.755	889	860	1.7	2.5	10.079	B
			2	1, 2, (4)	623	1169	0.533	623	598	0.6	1.2	5.843	A
	Exit	1	1		1241			1241	1256	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	248	778	0.318	246	238	0.5	0.4	6.081	A
			2	(1), 2, 3	299	778	0.384	299	304	0.5	0.7	7.064	A
		2	1	(1, 2, 3, 4)	546			546	543	0.0	0.0	0.000	A
	Exit	1	1		608			608	609	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	346	771	0.449	344	351	0.6	0.6	7.027	A
			2	2, 3, 4	419	771	0.543	421	423	0.8	0.9	7.785	A
	Exit	1	1		955			955	920	0.0	0.0	0.000	A

12:15 - 12:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	515	1435	0.359	517	507	1.0	0.4	3.950	A
		2	1	(1, 2, 3, 4)	513			515	504	0.0	0.0	0.254	A
	Exit	1	1		469			469	482	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	697	1187	0.587	700	721	2.5	1.0	7.100	A
			2	1, 2, (4)	448	1187	0.378	450	457	1.2	0.5	4.604	A
	Exit	1	1		1011			1011	1023	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	186	899	0.207	190	194	0.4	0.1	5.060	A
			2	(1), 2, 3	231	899	0.257	235	247	0.7	0.1	5.472	A
		2	1	(1, 2, 3, 4)	417			417	437	0.0	0.0	0.000	A
	Exit	1	1		524			524	520	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	275	839	0.328	276	282	0.6	0.4	5.550	A
			2	2, 3, 4	350	839	0.417	354	351	0.9	0.4	6.004	A
	Exit	1	1		718			718	733	0.0	0.0	0.000	A

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	Entry	1	2	1, 2, 3, 4	442	1514	0.292	442	441	0.4	0.4	3.339	A
		2	1	(1, 2, 3, 4)	442			442	441	0.0	0.0	0.142	A
	Exit	1	1		412			412	405	0.0	0.0	0.000	A
2 - Hambledon Road (south)	Entry	1	1	3, 4	606	1204	0.503	606	601	1.0	0.8	5.967	A
			2	1, 2, (4)	388	1204	0.322	386	381	0.5	0.6	4.265	A
	Exit	1	1		847			847	848	0.0	0.0	0.000	A
3 - Elettra Avenue	Entry	1	1	1, 4	164	952	0.172	163	164	0.1	0.4	4.539	A
			2	(1), 2, 3	204	952	0.214	201	206	0.1	0.3	4.722	A
		2	1	(1, 2, 3, 4)	368			368	372	0.0	0.0	0.000	A
	Exit	1	1		465			465	465	0.0	0.0	0.000	A
4 - Hambledon Road (north)	Entry	1	1	1, 2	232	868	0.267	231	228	0.4	0.4	5.052	A
			2	2, 3, 4	300	868	0.345	298	308	0.4	0.4	5.352	A
	Exit	1	1		603			603	610	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

11:15 - 11:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	246	61	1940	1514	0.162	247	248	0.0	0.2	3.429	
				3	117	29	1940	1512	0.077	115	120	0.0	0.2	3.328	
				4	57	14	1940	1509	0.038	55	52	0.0	0.1	3.353	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	246	61	-	-	-	246	249	0.0	0.0	0.115	
				3	117	29	-	-	-	117	121	0.0	0.0	0.148	
				4	57	14	-	-	-	57	53	0.0	0.0	0.125	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	254	64	1323	1209	0.210	255	252	0.0	0.4	5.894	
				4	371	93	1323	1208	0.307	374	377	0.0	0.4	5.632	
		2	2	1	286	71	1323	1209	0.236	285	280	0.0	0.5	4.655	
				2	18	4	1323	1204	0.015	18	18	0.0	0.0	4.269	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	82	20	1323	1211	0.068	82	84	0.0	0.1	3.533	
3 - Elettra Avenue	Entry	1	1	1	76	19	1262	952	0.079	75	78	0.0	0.0	4.389	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	75	19	1262	951	0.078	73	81	0.0	0.1	4.455	
		2	2	1	25	6	1262	951	0.027	26	22	0.0	0.0	3.856	
				2	185	46	1262	953	0.194	184	185	0.0	0.2	4.766	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	101	25	-	-	-	101	101	0.0	0.0	0.000	
				2	185	46	-	-	-	185	186	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	75	19	-	-	-	75	82	0.0	0.0	0.000	
		2	2	1	23	6	1062	874	0.027	23	22	0.0	0.0	5.284	
				2	209	52	1062	868	0.240	207	210	0.0	0.3	4.627	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

11:30 - 11:45

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	287	72	1940	1410	0.204	289	295	0.2	0.3	3.654	
				3	141	35	1940	1407	0.100	141	142	0.2	0.1	3.772	
				4	58	15	1940	1406	0.041	57	61	0.1	0.1	3.681	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	287	72	-	-	-	287	296	0.0	0.0	0.187	
				3	140	35	-	-	-	141	142	0.0	0.0	0.273	
				4	58	15	-	-	-	58	61	0.0	0.0	0.221	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	274	69	1323	1184	0.231	273	272	0.4	0.6	7.202	
				4	437	109	1323	1185	0.369	439	446	0.4	0.7	6.778	
		2	2	1	352	88	1323	1184	0.298	353	348	0.5	0.4	5.086	
				2	25	6	1323	1185	0.021	25	24	0.0	0.1	4.999	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	97	24	1323	1183	0.082	96	101	0.1	0.2	4.009	
3 - Elettra Avenue	Entry	1	1	1	93	23	1262	889	0.105	93	93	0.0	0.2	4.725	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	99	25	1262	888	0.112	99	101	0.1	0.1	4.964	
		2	2	1	27	7	1262	886	0.031	28	28	0.0	0.1	4.550	
				2	215	54	1262	885	0.243	216	216	0.2	0.3	5.473	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	121	30	-	-	-	121	122	0.0	0.0	0.000	
				2	215	54	-	-	-	215	216	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	99	25	-	-	-	99	101	0.0	0.0	0.000	
		2	2	1	21	5	1062	827	0.026	21	24	0.0	0.1	6.779	
				2	269	67	1062	828	0.325	270	263	0.3	0.4	5.287	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	204	51	1062	829	0.246	203	207	0.2	0.4	5.416	
				3	124	31	1062	830	0.149	122	120	0.2	0.3	7.321	
				4	36	9	1062	825	0.044	35	34	0.0	0.1	7.169	

11:45 - 12:00

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	386	96	1940	1306	0.295	381	371	0.3	0.6	4.738	
				3	150	38	1940	1305	0.115	151	159	0.1	0.2	4.433	
				4	79	20	1940	1307	0.060	79	76	0.1	0.1	4.637	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	387	97	-	-	-	386	372	0.0	0.1	0.575	
				3	151	38	-	-	-	150	160	0.0	0.1	0.536	
				4	79	20	-	-	-	79	75	0.0	0.0	0.552	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	287	72	1323	1167	0.246	289	311	0.6	0.6	9.642	
				4	527	132	1323	1166	0.452	531	532	0.7	1.1	9.523	
		2	2	1	411	103	1323	1166	0.352	414	418	0.4	0.4	6.211	
				2	33	8	1323	1163	0.029	34	29	0.1	0.0	6.094	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	121	30	1323	1165	0.104	121	138	0.2	0.2	4.956	
3 - Elettra Avenue	Entry	1	1	1	120	30	1262	805	0.149	120	119	0.2	0.2	5.642	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	1262	806	0.158	126	124	0.1	0.3	6.222	
		2	2	1	34	8	1262	796	0.042	33	35	0.1	0.1	4.683	
				2	272	68	1262	807	0.337	274	271	0.3	0.4	7.073	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	154	38	-	-	-	154	154	0.0	0.0	0.000	
				2	272	68	-	-	-	272	272	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	128	32	-	-	-	128	125	0.0	0.0	0.000	
		2	1	1	28	7	1062	770	0.036	28	30	0.1	0.1	7.610	
				2	327	82	1062	775	0.422	326	325	0.4	0.5	6.484	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	256	64	1062	774	0.330	256	257	0.4	0.4	6.329	
				3	130	33	1062	775	0.168	130	134	0.3	0.2	8.121	
				4	40	10	1062	772	0.052	39	40	0.1	0.1	8.723	

12:00 - 12:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	380	95	1940	1313	0.289	378	384	0.6	0.6	4.692	
				3	150	37	1940	1317	0.114	148	155	0.2	0.2	4.615	
				4	80	20	1940	1322	0.060	78	79	0.1	0.2	4.650	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	380	95	-	-	-	380	384	0.1	0.0	0.585	
				3	150	37	-	-	-	150	155	0.1	0.0	0.706	
				4	80	20	-	-	-	80	80	0.0	0.0	0.716	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	328	82	1323	1170	0.280	329	320	0.6	1.1	10.319	
				4	555	139	1323	1169	0.475	560	540	1.1	1.4	9.936	
		2	2	1	445	111	1323	1170	0.380	444	429	0.4	1.0	6.149	
				2	26	6	1323	1164	0.022	27	27	0.0	0.0	6.245	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	153	38	1323	1168	0.131	152	143	0.2	0.2	4.855	
3 - Elettra Avenue	Entry	1	1	1	117	29	1262	779	0.151	117	118	0.2	0.2	5.766	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	130	33	1262	779	0.167	130	121	0.3	0.3	6.392	
		2	2	1	36	9	1262	783	0.046	35	36	0.1	0.1	4.785	
				2	263	66	1262	779	0.338	264	268	0.4	0.6	7.368	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	153	38	-	-	-	153	153	0.0	0.0	0.000	
				2	263	66	-	-	-	263	269	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	130	33	-	-	-	130	120	0.0	0.0	0.000	
		2	2	1	26	6	1062	769	0.033	25	26	0.1	0.0	8.908	
				2	320	80	1062	771	0.415	318	325	0.5	0.6	6.884	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	253	63	1062	772	0.328	254	252	0.4	0.4	6.944	
				3	131	33	1062	771	0.169	131	134	0.2	0.4	9.137	
				4	35	9	1062	768	0.045	35	37	0.1	0.1	8.526	

12:15 - 12:30

Am	Side	Lane level	Lane	To Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	316	79	1940	1440	0.219	319	312	0.6	0.2	3.927	
				3	134	34	1940	1437	0.093	133	132	0.2	0.2	3.923	
				4	65	16	1940	1434	0.045	64	62	0.2	0.0	4.114	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	315	79	-	-	-	316	311	0.0	0.0	0.243	
				3	133	33	-	-	-	134	132	0.0	0.0	0.271	
				4	65	16	-	-	-	65	62	0.0	0.0	0.269	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	274	69	1323	1189	0.231	275	278	1.1	0.4	7.418	
				4	423	106	1323	1187	0.356	425	442	1.4	0.6	6.900	
		2	2	1	326	82	1323	1188	0.275	329	334	1.0	0.3	4.826	
				2	27	7	1323	1191	0.023	27	26	0.0	0.0	4.755	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	96	24	1323	1190	0.080	94	98	0.2	0.2	3.830	
3 - Elettra Avenue	Entry	1	1	1	87	22	1262	901	0.097	89	95	0.2	0.0	4.829	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	99	25	1262	897	0.110	101	99	0.3	0.0	5.284	
		2	2	1	33	8	1262	899	0.036	32	31	0.1	0.0	4.273	
				2	198	50	1262	897	0.221	202	216	0.6	0.1	5.647	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	18	5	1038	809	0.022	19	22	0.0	0.0	5.914	
				2	257	64	1062	838	0.307	257	260	0.6	0.3	5.519	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	204	51	1062	837	0.244	205	209	0.4	0.2	5.395	
				3	114	28	1062	837	0.136	116	110	0.4	0.1	6.810	
				4	32	8	1038	816	0.040	33	31	0.1	0.0	7.237	

12:30 - 12:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Un
1 - Milton road	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	265	66	1940	1520	0.174	266	263	0.2	0.2	3.458	
				3	128	32	1940	1515	0.084	127	127	0.2	0.1	3.182	
				4	50	12	1940	1513	0.033	49	50	0.0	0.1	3.137	
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	265	66	-	-	-	265	263	0.0	0.0	0.147	
				3	128	32	-	-	-	128	127	0.0	0.0	0.134	
				4	50	12	-	-	-	50	51	0.0	0.0	0.133	
2 - Hambledon Road (south)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	239	60	1323	1205	0.199	237	237	0.4	0.5	6.191	
				4	366	92	1323	1206	0.304	369	363	0.6	0.3	5.820	
		2	2	1	286	71	1323	1205	0.237	284	276	0.3	0.5	4.445	
				2	21	5	1323	1209	0.017	20	21	0.0	0.1	4.959	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	81	20	1323	1206	0.067	82	84	0.2	0.0	3.503	
3 - Elettra Avenue	Entry	1	1	1	86	21	1262	952	0.090	86	80	0.0	0.1	4.705	
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	78	20	1262	950	0.083	77	83	0.0	0.3	4.376	
		2	2	1	23	6	1262	950	0.024	23	29	0.0	0.0	4.253	
				2	181	45	1262	954	0.189	178	177	0.1	0.3	4.798	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
4 - Hambledon Road (north)	Entry	1	1	1	109	27	-	-	-	109	109	0.0	0.0	0.000	
				2	181	45	-	-	-	181	178	0.0	0.0	0.000	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	78	20	-	-	-	78	84	0.0	0.0	0.000	
		2	1	1	20	5	1062	866	0.023	20	19	0.0	0.0	6.129	
				2	212	53	1062	870	0.244	212	209	0.3	0.3	4.953	
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	170	42	1062	869	0.196	170	178	0.2	0.2	4.819	
				3	103	26	1062	869	0.119	101	101	0.1	0.2	6.118	
				4	27	7	1062	871	0.031	27	29	0.0	0.0	5.931	





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