

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	73	18	-	-	-	73	75
					C	187	47	-	-	-	185	187
			2	1	A	0	0	0	0	0.000	0	0
					B	74	19	-	-	-	73	76
					C	189	47	-	-	-	187	191
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	22	6	699	558	0.040	22	24
				2	A	28	7	250	250	0.112	27	26
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	33	8	-	-	-	28	29
					B	0	0	0	0	0.000	0	0
					C	25	6	-	-	-	22	24
	C - Princess Elizabeth Way	Entry	1	1	A	170	42	-	-	-	167	158
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	604	542	0.019	11	9
					C	0	0	0	0	0.000	0	0
			2	1	A	170	42	225	222	0.765	170	165
					B	11	3	208	208	0.051	11	9
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.59	0.15	-	-	-	0.38	0.81
					C	200	50	-	-	-	175	180
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	9	2	698	644	0.013	8	10
	C - Princess Elizabeth Way	Entry	1	1	A	154	38	-	-	-	154	149
					B	53	13	661	609	0.087	52	51
					C	0	0	0	0	0.000	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	65	16	-	-	-	64	69
					C	195	49	-	-	-	193	198
			2	1	A	0	0	0	0	0.000	0	0
					B	65	16	-	-	-	65	69
					C	196	49	-	-	-	195	198
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	24	6	692	533	0.046	24	25
				2	A	32	8	250	245	0.129	33	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	32	8	-	-	-	32	33
					B	0	0	0	0	0.000	0	0
					C	26	7	-	-	-	24	25
	C - Princess Elizabeth Way	Entry	1	1	A	170	42	-	-	-	170	174
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	7	2	556	498	0.015	7	8
					C	0	0	0	0	0.000	0	0
			2	1	A	171	43	225	221	0.772	170	174
					B	8	2	191	191	0.040	7	8
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.27	-	-	-	1	0.88
					C	178	44	-	-	-	171	169
	B - Redgrove Road	Entry	1	1	A	1	0.35	231	192	0.007	1	2
					B	0	0	0	0	0.000	0	0
					C	6	2	686	634	0.010	7	10
	C - Princess Elizabeth Way	Entry	1	1	A	168	42	-	-	-	169	172
					B	48	12	661	611	0.078	48	49
					C	0	0	0	0	0.000	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	89	22	-	-	-	89	92
					C	154	39	-	-	-	155	164
			2	1	A	0	0	0	0	0.000	0	0
					B	88	22	-	-	-	89	92
					C	153	38	-	-	-	154	162
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	42	11	705	536	0.079	42	39
				2	A	37	9	250	249	0.148	37	35
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	36	9	-	-	-	37	35
					B	0	0	0	0	0.000	0	0
					C	43	11	-	-	-	42	39
	C - Princess Elizabeth Way	Entry	1	1	A	150	38	-	-	-	150	161
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	629	570	0.020	11	11
					C	0	0	0	0	0.000	0	0
			2	1	A	150	37	225	218	0.690	150	161
					B	11	3	216	216	0.050	11	11
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	-	-	-	0.04	0.24
					C	138	35	-	-	-	152	152
	B - Redgrove Road	Entry	1	1	A	0	0	4	3	0.000	0	0.03
					B	0	0	0	0	0.000	0	0
					C	7	2	713	669	0.011	8	11
	C - Princess Elizabeth Way	Entry	1	1	A	138	35	-	-	-	138	140
					B	57	14	661	620	0.092	57	59
					C	0	0	0	0	0.000	0	0

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	84	85
					C	156	39	-	-	-	158	161
			2	1	A	0	0	0	0	0.000	0	0
					B	83	21	-	-	-	84	85
					C	155	39	-	-	-	156	160
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	30	8	700	543	0.055	30	33
				2	A	35	9	250	250	0.142	36	35
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	31	8	-	-	-	35	35
					B	0	0	0	0	0.000	0	0
					C	27	7	-	-	-	30	33
	C - Princess Elizabeth Way	Entry	1	1	A	154	39	-	-	-	155	161
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	8	2	568	514	0.015	8	8
					C	0	0	0	0	0.000	0	0
			2	1	A	154	38	225	219	0.702	154	160
					B	8	2	195	195	0.040	8	8
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.74	-	-	-	3	3
					C	142	36	-	-	-	154	152
	B - Redgrove Road	Entry	1	1	A	1	0.35	201	171	0.008	2	2
					B	0	0	0	0	0.000	0	0
					C	7	2	681	639	0.011	7	10
	C - Princess Elizabeth Way	Entry	1	1	A	148	37	-	-	-	148	153
					B	40	10	661	619	0.064	40	40
					C	0	0	0	0	0.000	0	0

D6 - 2031 | Base | PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Vehicle Mix	2 - PE Way / Redgrove Road	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		103.16	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		138.61	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	118.51	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Gevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.54	0	0.46
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.26	0.74
	B - Grevil Road	0.56	0	0.44
	C - Princess Elizabeth Way	0.95	0.04	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.37	0.63
	B - Grevil Road	0.48	0	0.53
	C - Princess Elizabeth Way	0.93	0.07	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.34	0.66
	B - Grevil Road	0.53	0	0.47
	C - Princess Elizabeth Way	0.93	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.17	0	0.83
	C - Princess Elizabeth Way	0.92	0.26	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.17	0	0.83
	C - Princess Elizabeth Way	0.92	0.26	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.82	0.34	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.89	0.23	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - PE Way / Gevil Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	3	2
	B - Gevil Road	0	0	11
	C - Princess Elizabeth Way	1	9	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	2	1
	B - Gevil Road	3	0	0
	C - Princess Elizabeth Way	2	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 - PE Way / Gevil Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	1	3
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	4	11	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Gevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Gevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	1	2
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	3	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

2 - PE
Way /
Redgrove
Road
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	0
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way SW	Re	R
	A - Princess Elizabeth Way SW	0		
	B - Redgrove Road	0		
	C - Princess Elizabeth Way	0		

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	36.72	2.9	E	262	262
	B - Grevil Road	430.06	9.4	F	65	65
	C - Princess Elizabeth Way	80.48	3.7	F	173	173
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	301.17	13.4	F	175	175
	B - Redgrove Road	77.70	0.2	F	8	8
	C - Princess Elizabeth Way	3.91	0.3	A	207	207

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	277	69	19.02	269	274	177	0.0	2.7	24.815	
	B - Gevil Road	60	15		53	57	87	0.0	2.5	111.942	
	C - Princess Elizabeth Way	179	45		178	169	214	0.0	3.5	60.486	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	210	53		177	184	88	0.0	6.9	67.387	
	B - Redgrove Road	7	2		7	10	51	0.0	0.1	32.869	
	C - Princess Elizabeth Way	214	54		214	210	179	0.0	0.3	3.557	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	269	67	11.66	263	278	192	2.7	2.9	36.719	
	B - Gevil Road	57	14		58	58	75	2.5	4.3	275.440	
	C - Princess Elizabeth Way	177	44		180	184	219	3.5	3.6	74.811	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	194	48		171	172	88	6.9	13.4	241.100	
	B - Redgrove Road	8	2		8	11	48	0.1	0.1	66.221	
	C - Princess Elizabeth Way	219	55		220	228	177	0.3	0.2	3.552	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	255	64	24.99	260	271	184	2.9	1.5	28.364	
	B - Gevil Road	83	21		75	70	109	4.3	9.6	430.057	
	C - Princess Elizabeth Way	166	41		168	177	201	3.6	3.7	80.476	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	143	36		157	159	88	13.4	11.2	301.167	
	B - Redgrove Road	8	2		8	11	59	0.1	0.2	77.697	
	C - Princess Elizabeth Way	201	50		201	205	166	0.2	0.2	3.911	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	247	62	11.65	248	258	187	1.5	1.2	20.181	
	B - Gevil Road	61	15		67	69	93	9.6	9.2	348.388	
	C - Princess Elizabeth Way	170	42		171	176	195	3.7	3.6	74.632	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	152	38		164	163	91	11.2	10.7	214.959	
	B - Redgrove Road	9	2		10	13	44	0.2	0.1	67.205	
	C - Princess Elizabeth Way	195	49		194	202	170	0.2	0.2	3.454	

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	273		269	274	0.0	1.7	1
			2	1	(B, C)	277	19.02	273	282	0.0	1.0	7
		Exit	1	1		196	19.02	196	180	0.0	1.7	2
			2	1		196		177	156	0.0	5.8	8
	B - Grevil Road	Entry	1	1	C	25		25	28	0.0	0.2	2
			2	1	A	29		28	28	0.0	0.6	6
		Exit	1	1	(A, C)	60		54	60	0.0	1.7	6
			1	1		87		87	88	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	168		168	159	0.0	1.5	2
			2	1	B	10		10	10	0.0	0.0	6
		Exit	1	1	(A, B)	179		178	175	0.0	2.0	3
			1	1		216		214	217	0.0	1.9	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	210		177	184	0.0	6.9	6
		Exit	1	1		164		88	83	0.0	20.3	46
	B - Redgrove Road	Entry	1	1	A, C	7		7	10	0.0	0.1	3
		Exit	1	1		51		51	49	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	214		214	210	0.0	0.3	3
		Exit	1	1		182		179	180	0.0	2.7	4

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	266		263	278	1.7	1.7	2
			2	1	(B, C)	269	11.66	266	277	1.0	1.2	1
		Exit	1	1		205	11.66	205	208	1.7	1.6	2
			2	1		205		192	190	5.8	10.1	1
	B - Grevil Road	Entry	1	1	C	26		25	25	0.2	0.2	2
			2	1	A	33		33	32	0.6	0.7	8
		Exit	1	1	(A, C)	57		59	58	1.7	3.4	2
			1	1		75		75	81	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	172		172	175	1.5	1.6	3
			2	1	B	8		8	9	0.0	0.0	
		Exit	1	1	(A, B)	177		180	185	2.0	1.9	3
			1	1		221		219	231	1.9	1.8	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	194		171	172	6.9	13.4	2
		Exit	1	1		174		88	88	20.3	43.3	13
	B - Redgrove Road	Entry	1	1	A, C	8		8	11	0.1	0.1	6
		Exit	1	1		48		48	50	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	219		220	228	0.3	0.2	
		Exit	1	1		178		177	181	2.7	2.8	5

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	259		260	271	1.7	1.1	1
			2	1	(B, C)	255	24.99	259	268	1.2	0.4	1
		Exit	1	1		191	24.99	192	198	1.6	1.6	3
			2	1		192		184	188	10.1	12.2	2
	B - Grevil Road	Entry	1	1	C	41		41	37	0.2	0.2	2
				2	A	34		34	33	0.7	0.8	8
			2	1	(A, C)	83		75	70	3.4	8.6	3
		Exit	1	1		109		109	111	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	155		157	165	1.6	1.7	4
				2	B	11		11	12	0.0	0.0	
			2	1	(A, B)	166		166	177	1.9	1.9	4
		Exit	1	1		202		201	210	1.8	1.7	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	143		157	159	13.4	11.2	3
		Exit	1	1		142		88	89	43.3	57.2	14
	B - Redgrove Road	Entry	1	1	A, C	8		8	11	0.1	0.2	7
		Exit	1	1		59		59	61	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	201		201	205	0.2	0.2	
		Exit	1	1		165		166	170	2.8	2.5	5

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	249		248	258	1.1	1.0	1
			2	1	(B, C)	247	11.65	249	258	0.4	0.2	5
		Exit	1	1		198	11.65	199	202	1.6	1.6	2
			2	1		199		187	191	12.2	15.2	22
	B - Grevil Road	Entry	1	1	C	30		31	34	0.2	0.1	2
				2	A	35		36	35	0.8	0.7	7
			2	1	(A, C)	61		65	68	8.6	8.3	31
		Exit	1	1		93		93	96	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	162		163	167	1.7	1.7	3
				2	B	8		8	8	0.0	0.0	5
			2	1	(A, B)	170		170	176	1.9	1.9	3
		Exit	1	1		194		195	205	1.7	1.5	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	152		164	163	11.2	10.7	21
		Exit	1	1		155		91	91	57.2	74.9	87
	B - Redgrove Road	Entry	1	1	A, C	9		10	13	0.2	0.1	6
		Exit	1	1		44		44	44	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	195		194	202	0.2	0.2	3
		Exit	1	1		169		170	171	2.5	2.4	5

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	78	20	-	-	-	77	78
					C	195	49	-	-	-	192	197
			2	1	A	0	0	0	0	0.000	0	0
					B	79	20	-	-	-	78	79
					C	198	49	-	-	-	195	202
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	25	6	699	488	0.053	25	28
				2	A	29	7	250	250	0.114	28	28
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	32	8	-	-	-	29	30
					B	0	0	0	0	0.000	0	0
					C	28	7	-	-	-	25	30
	C - Princess Elizabeth Way	Entry	1	1	A	168	42	-	-	-	168	159
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	10	2	607	497	0.019	10	10
					C	0	0	0	0	0.000	0	0
			2	1	A	170	42	225	222	0.762	168	165
					B	10	2	209	192	0.051	10	10
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.35	-	-	-	1	1
					C	209	52	-	-	-	176	183
	B - Redgrove Road	Entry	1	1	A	0.86	0.22	221	183	0.005	0.91	2
					B	0	0	0	0	0.000	0	0
					C	6	2	656	602	0.011	6	8
	C - Princess Elizabeth Way	Entry	1	1	A	164	41	-	-	-	164	162
					B	50	12	661	606	0.082	50	47
					C	0	0	0	0	0.000	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	68	17	-	-	-	67	73
					C	198	50	-	-	-	196	205
			2	1	A	0	0	0	0	0.000	0	0
					B	69	17	-	-	-	68	73
					C	199	50	-	-	-	198	205
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	26	6	693	523	0.049	25	25
				2	A	33	8	250	242	0.139	33	32
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	33	8	-	-	-	33	33
					B	0	0	0	0	0.000	0	0
					C	24	6	-	-	-	26	25
	C - Princess Elizabeth Way	Entry	1	1	A	172	43	-	-	-	172	175
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	8	2	581	519	0.015	8	9
					C	0	0	0	0	0.000	0	0
			2	1	A	170	42	225	219	0.773	172	176
					B	8	2	196	196	0.039	8	9
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.34	-	-	-	0.77	0.78
					C	192	48	-	-	-	171	172
	B - Redgrove Road	Entry	1	1	A	1	0.26	200	163	0.006	1	2
					B	0	0	0	0	0.000	0	0
					C	7	2	687	633	0.011	7	10
	C - Princess Elizabeth Way	Entry	1	1	A	172	43	-	-	-	173	179
					B	47	12	661	609	0.078	48	49
					C	0	0	0	0	0.000	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	98	25	-	-	-	98	99
					C	161	40	-	-	-	161	172
			2	1	A	0	0	0	0	0.000	0	0
					B	97	24	-	-	-	98	99
					C	158	39	-	-	-	161	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	41	10	707	529	0.078	41	37
				2	A	34	8	250	249	0.135	34	33
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	39	10	-	-	-	34	33
					B	0	0	0	0	0.000	0	0
					C	44	11	-	-	-	41	38
	C - Princess Elizabeth Way	Entry	1	1	A	155	39	-	-	-	157	165
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	610	502	0.022	11	12
					C	0	0	0	0	0.000	0	0
			2	1	A	155	39	225	216	0.715	155	165
					B	11	3	211	193	0.056	11	12
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	-	-	-	0.05	0.34
					C	143	36	-	-	-	157	158
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	8	2	702	655	0.012	8	11
	C - Princess Elizabeth Way	Entry	1	1	A	142	36	-	-	-	142	145
					B	59	15	661	618	0.096	59	60
					C	0	0	0	0	0.000	0	0

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	85	21	-	-	-	85	88
					C	164	41	-	-	-	163	171
			2	1	A	0	0	0	0	0.000	0	0
					B	84	21	-	-	-	85	87
					C	163	41	-	-	-	164	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	30	7	702	535	0.056	31	34
				2	A	35	9	250	250	0.141	36	35
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	34	9	-	-	-	35	35
					B	0	0	0	0	0.000	0	0
					C	27	7	-	-	-	30	34
	C - Princess Elizabeth Way	Entry	1	1	A	162	41	-	-	-	163	167
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	8	2	592	533	0.015	8	8
					C	0	0	0	0	0.000	0	0
			2	1	A	162	40	225	218	0.742	162	167
					B	8	2	205	205	0.039	8	8
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.79	-	-	-	4	3
					C	149	37	-	-	-	160	160
	B - Redgrove Road	Entry	1	1	A	0.96	0.24	214	180	0.005	1	2
					B	0	0	0	0	0.000	0	0
					C	8	2	682	636	0.013	9	11
	C - Princess Elizabeth Way	Entry	1	1	A	154	39	-	-	-	154	160
					B	40	10	661	616	0.065	40	41
					C	0	0	0	0	0.000	0	0

D9 - 2031 + Dev | Base | PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - PE Way / Redgrove Road - A - Princess Elizabeth Way SW	Arm A: Q at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	PE Way / Gevil Road	T-Junction	Two-way	Two-way	Two-way		110.79	F
2	PE Way / Redgrove Road	T-Junction	Two-way	Two-way	Two-way		140.96	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	124.00	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 + Dev	Base	PM Peak	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - PE Way / Gevil Road	C - Princess Elizabeth Way	2	C	Simple (vertical queueing)	Normal	0	100.00	
2 - PE Way / Redgrove Road	C - Princess Elizabeth Way	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE		DIRECT		100.000
	B - Gevil Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW		DIRECT		100.000
	B - Redgrove Road		DIRECT		100.000
	C - Princess Elizabeth Way	✓			

Demand overview (Pedestrians)

Junction	Arm	Profile type
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	[DIRECT]
	B - Grevil Road	
	C - Princess Elizabeth Way	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	
	B - Redgrove Road	
	C - Princess Elizabeth Way	

Origin-Destination Data

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.28	0.72
	B - Grevil Road	0.53	0	0.47
	C - Princess Elizabeth Way	0.94	0.05	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.26	0.74
	B - Grevil Road	0.55	0	0.45
	C - Princess Elizabeth Way	0.95	0.04	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.37	0.63
	B - Grevil Road	0.47	0	0.53
	C - Princess Elizabeth Way	0.93	0.07	0

Demand (Veh/hr)

1 - PE Way / Gevil Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0.34	0.66
	B - Grevil Road	0.52	0	0.48
	C - Princess Elizabeth Way	0.93	0.05	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:00 - 17:15

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	1.00
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.90	0.29	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:15 - 17:30

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.01	0.99
	B - Redgrove Road	0.17	0	0.83
	C - Princess Elizabeth Way	0.95	0.25	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:30 - 17:45

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	1
	C - Princess Elizabeth Way	0.84	0.33	0

Demand (Veh/hr)

2 - PE Way / Redgrove Road
17:45 - 18:00

	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way SW	0	0.02	0.98
	B - Redgrove Road	0.14	0	0.86
	C - Princess Elizabeth Way	0.92	0.22	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 -
PE
Way /
Gevil
Road
17:00
-
17:15

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	3	2
	B - Grevil Road	0	0	9
	C - Princess Elizabeth Way	1	9	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 -
PE
Way /
Gevil
Road
17:15
-
17:30

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	2	1
	B - Grevil Road	3	0	0
	C - Princess Elizabeth Way	2	0	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

Heavy Vehicle %

1 -
PE
Way /
Gevil
Road
17:30
-
17:45

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	1	3
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	4	11	0

Cyclist %

	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
From	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

1 - PE
Way /
Gevil
Road
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	1	2
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	3	0	0

Cyclist %

From	To			
		A - Princess Elizabeth Way NE	B - Grevil Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way NE	0	0	0
	B - Grevil Road	0	0	0
	C - Princess Elizabeth Way	0	0	0

2 - PE
Way /
Redgrove
Road
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	1
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	2	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	2
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	0.50	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	4
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	3	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

2 - PE
Way /
Redgrove
Road
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Princess Elizabeth Way SW	B - Redgrove Road	C - Princess Elizabeth Way
	A - Princess Elizabeth Way SW	0	0	3
	B - Redgrove Road	0	0	0
	C - Princess Elizabeth Way	2	0	0

Cyclist %

	To		
From		A - Princess Elizabeth Way SW	Re R
	A - Princess Elizabeth Way SW	0	
	B - Redgrove Road	0	
	C - Princess Elizabeth Way	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	42.11	3.0	E	263	263
	B - Grevil Road	444.51	10.8	F	71	71
	C - Princess Elizabeth Way	79.47	3.7	F	173	173
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	311.18	13.7	F	174	174
	B - Redgrove Road	74.14	0.2	F	8	8
	C - Princess Elizabeth Way	3.98	0.3	A	214	214

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	280	70	18.43	274	274	178	0.0	2.9	27.368	
	B - Gevil Road	64	16		56	58	89	0.0	2.8	127.403	
	C - Princess Elizabeth Way	182	46		181	170	222	0.0	3.6	60.419	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	210	52		175	185	89	0.0	7.2	75.462	
	B - Redgrove Road	9	2		9	10	56	0.0	0.2	42.238	
	C - Princess Elizabeth Way	222	55		222	215	182	0.0	0.2	3.729	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	268	67	10.70	268	277	183	2.9	3.0	42.114	
	B - Gevil Road	63	16		58	60	77	2.8	5.4	312.410	
	C - Princess Elizabeth Way	178	45		180	181	229	3.6	3.7	75.729	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	195	49		175	173	90	7.2	13.7	247.557	
	B - Redgrove Road	7	2		7	11	48	0.2	0.1	65.728	
	C - Princess Elizabeth Way	229	57		228	232	178	0.2	0.3	3.504	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	254	63	24.01	252	269	182	3.0	1.9	30.811	
	B - Gevil Road	90	23		77	74	105	5.4	11.0	444.506	
	C - Princess Elizabeth Way	165	41		163	176	199	3.7	3.7	79.473	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	140	35		156	162	90	13.7	11.5	311.180	
	B - Redgrove Road	8	2		8	10	57	0.1	0.1	74.139	
	C - Princess Elizabeth Way	199	50		199	212	165	0.3	0.2	3.980	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Un
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	250	63	10.54	251	259	184	1.9	1.3	21.405	
	B - Gevil Road	66	16		79	76	95	11.0	9.8	360.428	
	C - Princess Elizabeth Way	168	42		170	175	208	3.7	3.3	74.173	
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	151	38		162	166	91	11.5	10.6	218.896	
	B - Redgrove Road	9	2		10	12	43	0.1	0.2	59.324	
	C - Princess Elizabeth Way	208	52		208	210	168	0.2	0.2	3.375	

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	277		274	274	0.0	1.8	1
			2	1	(B, C)	280	18.43	277	282	0.0	1.1	8
		Exit	1	1		199	18.43	199	181	0.0	1.6	2
			2	1		199		178	157	0.0	5.9	7
	B - Grevil Road	Entry	1	1	C	27		27	30	0.0	0.2	2
			2	1	A	29		29	28	0.0	0.6	6
		Exit	1	1	(A, C)	64		56	61	0.0	2.0	7
			1	1		89		89	88	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	171		170	159	0.0	1.6	2
			2	1	B	11		10	10	0.0	0.0	6
		Exit	1	1	(A, B)	182		181	176	0.0	1.9	3
			1	1		222		222	218	0.0	1.8	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	210		175	185	0.0	7.2	7
		Exit	1	1		167		89	84	0.0	19.4	44
	B - Redgrove Road	Entry	1	1	A, C	9		9	10	0.0	0.2	4
		Exit	1	1		56		56	52	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	222		222	215	0.0	0.2	3
		Exit	1	1		183		182	183	0.0	2.6	4

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	268		268	277	1.8	1.7	2
			2	1	(B, C)	268	10.70	268	277	1.1	1.3	1
		Exit	1	1		202	10.70	202	204	1.6	1.6	2
			2	1		202		183	186	5.9	10.3	1
	B - Grevil Road	Entry	1	1	C	28		28	29	0.2	0.2	2
			2	1	A	30		30	31	0.6	0.7	8
		Exit	1	1	(A, C)	63		58	61	2.0	4.5	2
			1	1		77		77	80	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	171		172	173	1.6	1.7	3
			2	1	B	7		7	8	0.0	0.0	
		Exit	1	1	(A, B)	178		178	181	1.9	1.9	4
			1	1		227		229	234	1.8	1.8	3
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	195		175	173	7.2	13.7	2
		Exit	1	1		182		90	90	19.4	43.5	12
	B - Redgrove Road	Entry	1	1	A, C	7		7	11	0.2	0.1	6
		Exit	1	1		48		48	49	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	229		228	232	0.2	0.3	
		Exit	1	1		180		178	180	2.6	2.8	5

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	254		252	269	1.7	1.2	1
			2	1	(B, C)	254	24.01	254	267	1.3	0.7	1
		Exit	1	1		189	24.01	189	199	1.6	1.6	3
			2	1		189		182	190	10.3	12.3	2
	B - Grevil Road	Entry	1	1	C	40		41	39	0.2	0.2	2
				2	A	36		36	35	0.7	0.8	8
			2	1	(A, C)	90		77	75	4.5	9.9	3
		Exit	1	1		105		105	109	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A	154		152	164	1.7	1.8	4
				2	B	11		11	12	0.0	0.0	
			2	1	(A, B)	165		165	177	1.9	1.8	4
		Exit	1	1		199		199	212	1.8	1.6	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	140		156	162	13.7	11.5	3
		Exit	1	1		142		90	91	43.5	58.0	15
	B - Redgrove Road	Entry	1	1	A, C	8		8	10	0.1	0.1	7
		Exit	1	1		57		57	60	0.0	0.0	
	C - Princess Elizabeth Way	Entry	1	1	A, B	199		199	212	0.3	0.2	
		Exit	1	1		164		165	173	2.8	2.4	5

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Ped demand (Ped/hr)	Throughput (Veh/hr)	Av. throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	D
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	B, C	251		251	259	1.2	1.0	1
			2	1	(B, C)	250	10.54	251	258	0.7	0.4	6
		Exit	1	1		200	10.54	199	204	1.6	1.6	2
			2	1		199		184	192	12.3	15.4	22
	B - Grevil Road	Entry	1	1	C	39		40	38	0.2	0.2	2
				2	A	39		39	38	0.8	0.8	7
			2	1	(A, C)	66		78	76	9.9	8.9	32
		Exit	1	1		95		95	97	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A	160		161	166	1.8	1.5	3
				2	B	9		9	9	0.0	0.0	6
			2	1	(A, B)	168		169	174	1.8	1.8	3
		Exit	1	1		206		208	210	1.6	1.5	2
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	B, C	151		162	166	11.5	10.6	21
		Exit	1	1		170		91	91	58.0	77.7	89
	B - Redgrove Road	Entry	1	1	A, C	9		10	12	0.1	0.2	5
		Exit	1	1		43		43	42	0.0	0.0	0
	C - Princess Elizabeth Way	Entry	1	1	A, B	208		208	210	0.2	0.2	3
		Exit	1	1		167		168	174	2.4	2.3	5

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	80	20	-	-	-	79	78
					C	197	49	-	-	-	195	196
			2	1	A	0	0	0	0	0.000	0	0
					B	81	20	-	-	-	80	80
					C	199	50	-	-	-	197	202
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	27	7	703	502	0.054	27	30
				2	A	29	7	250	250	0.116	29	28
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	34	8	-	-	-	29	31
					B	0	0	0	0	0.000	0	0
					C	30	8	-	-	-	27	31
	C - Princess Elizabeth Way	Entry	1	1	A	171	43	-	-	-	170	159
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	591	469	0.023	10	10
					C	0	0	0	0	0.000	0	0
			2	1	A	172	43	225	223	0.770	171	166
					B	11	3	205	182	0.058	11	11
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0.72	0.18	-	-	-	0.76	0.87
					C	209	52	-	-	-	175	184
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	9	2	699	641	0.014	9	10
	C - Princess Elizabeth Way	Entry	1	1	A	166	42	-	-	-	167	164
					B	55	14	661	605	0.092	56	51
					C	0	0	0	0	0.000	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	69	17	-	-	-	70	72
					C	198	50	-	-	-	198	205
			2	1	A	0	0	0	0	0.000	0	0
					B	69	17	-	-	-	69	72
					C	199	50	-	-	-	198	205
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	28	7	699	533	0.053	28	29
				2	A	30	7	250	243	0.122	30	31
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	33	8	-	-	-	30	32
					B	0	0	0	0	0.000	0	0
					C	30	8	-	-	-	28	29
	C - Princess Elizabeth Way	Entry	1	1	A	171	43	-	-	-	172	173
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	7	2	578	516	0.014	7	8
					C	0	0	0	0	0.000	0	0
			2	1	A	172	43	225	220	0.779	171	173
					B	7	2	199	199	0.034	7	8
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	1	0.34	-	-	-	1	0.98
					C	194	48	-	-	-	174	172
	B - Redgrove Road	Entry	1	1	A	0.76	0.19	217	177	0.004	0.84	2
					B	0	0	0	0	0.000	0	0
					C	6	2	685	631	0.010	7	9
	C - Princess Elizabeth Way	Entry	1	1	A	182	45	-	-	-	181	184
					B	47	12	661	608	0.077	46	48
					C	0	0	0	0	0.000	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	94	24	-	-	-	94	97
					C	160	40	-	-	-	159	172
			2	1	A	0	0	0	0	0.000	0	0
					B	94	23	-	-	-	94	97
					C	160	40	-	-	-	160	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	40	10	703	521	0.077	41	39
				2	A	36	9	250	249	0.146	36	35
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	41	10	-	-	-	36	36
					B	0	0	0	0	0.000	0	0
					C	49	12	-	-	-	40	39
	C - Princess Elizabeth Way	Entry	1	1	A	154	38	-	-	-	152	164
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	11	3	622	480	0.023	11	12
					C	0	0	0	0	0.000	0	0
			2	1	A	154	39	225	216	0.716	154	164
					B	11	3	214	184	0.057	11	12
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	-	-	-	0.04	0.33
					C	140	35	-	-	-	156	162
	B - Redgrove Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	8	2	697	650	0.012	8	10
	C - Princess Elizabeth Way	Entry	1	1	A	142	35	-	-	-	142	152
					B	57	14	661	616	0.093	57	60
					C	0	0	0	0	0.000	0	0

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Av. through (PCU/h)
1 - PE Way / Gevil Road	A - Princess Elizabeth Way NE	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	85	21	-	-	-	85	88
					C	166	41	-	-	-	166	171
			2	1	A	0	0	0	0	0.000	0	0
					B	85	21	-	-	-	85	88
					C	165	41	-	-	-	166	170
	B - Grevil Road	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	0	0	0	0	0.000	0	0
					C	39	10	699	523	0.075	40	38
				2	A	39	10	250	250	0.156	39	38
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
			2	1	A	35	9	-	-	-	39	38
					B	0	0	0	0	0.000	0	0
					C	30	8	-	-	-	39	38
	C - Princess Elizabeth Way	Entry	1	1	A	160	40	-	-	-	161	166
					B	0	0	0	0	0.000	0	0
					C	0	0	0	0	0.000	0	0
				2	A	0	0	0	0	0.000	0	0
					B	9	2	596	535	0.017	9	9
					C	0	0	0	0	0.000	0	0
			2	1	A	159	40	225	218	0.731	160	165
					B	9	2	205	205	0.044	9	9
					C	0	0	0	0	0.000	0	0
2 - PE Way / Redgrove Road	A - Princess Elizabeth Way SW	Entry	1	1	A	0	0	0	0	0.000	0	0
					B	3	0.85	-	-	-	3	3
					C	148	37	-	-	-	158	163
	B - Redgrove Road	Entry	1	1	A	1	0.34	204	171	0.008	1	2
					B	0	0	0	0	0.000	0	0
					C	8	2	699	652	0.012	9	11
	C - Princess Elizabeth Way	Entry	1	1	A	169	42	-	-	-	169	170
					B	39	10	661	614	0.063	39	40
					C	0	0	0	0	0.000	0	0



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