

Junctions 11
ARCADY 11 - Roundabout Module
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Report generation date: 24.07.2025 15:02:14

- »Base AM - D1 - 2019 | Base | AM
- »Base PM - D2 - 2019 | Base | PM
- »2040 Future Base AM - D3 - 2040 | Future Base | AM
- »2040 Future Base PM - D4 - 2040 | Future Base | PM
- »2040 LP test AM - D5 - 2040 | LP test 2 | AM
- »2040 LP test PM - D6 - 2040 | LP test 2 | PM
- »2040 LP High AM - D7 - 2040 | T&M LP_High | AM
- »2040 LP High PM - D8 - 2040 | T&M LP_High | PM
- »2042 Forecast BL AM - D9 - 2042 | Forecast Baseline | AM
- »2042 Forecast BL PM - D10 - 2042 | Forecast Baseline | PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Base AM - 2019 - Base					
1 - Coldharbour Ln	A1 D1	0,0	5,20	0,02	A	11 % [2 - M20 E]
2 - M20 E		2,7	7,19	0,72	A	
3 - A20		0,5	1,95	0,31	A	
4 - M20 W		0,6	2,31	0,36	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Base PM - 2019 - Base					
1 - Coldharbour Ln	A2 D2	0,1	4,82	0,06	A	19 % [3 - A20]
2 - M20 E		1,1	3,94	0,50	A	
3 - A20		0,8	2,34	0,44	A	
4 - M20 W		0,7	2,77	0,37	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 Future Base AM - 2040 - Future Base					
1 - Coldharbour Ln	A3 D3	0,0	5,88	0,02	A	-3 % [3 - A20]
2 - M20 E		4,1	10,56	0,80	B	
3 - A20		0,9	2,39	0,44	A	
4 - M20 W		0,9	3,07	0,45	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 Future Base PM - 2040 - Future Base					
1 - Coldharbour Ln	A4 D4	0,1	5,26	0,07	A	-2 % [3 - A20]
2 - M20 E		2,1	6,41	0,66	A	
3 - A20		1,1	2,71	0,52	A	
4 - M20 W		1,0	3,55	0,49	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 LP test AM - 2040 - LP test 2					
1 - Coldharbour Ln	A5 D5	0,0	5,70	0,02	A	-14 % [3 - A20]
2 - M20 E		7,4	18,44	0,88	C	
3 - A20		1,0	2,50	0,47	A	
4 - M20 W		1,1	3,37	0,50	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 LP test PM - 2040 - LP test 2					
1 - Coldharbour Ln	A6 D6	0,1	5,15	0,07	A	-14 % [3 - A20]
2 - M20 E		3,9	10,90	0,79	B	
3 - A20		1,5	3,17	0,59	A	
4 - M20 W		1,5	4,44	0,58	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2040 LP High AM - 2040 - T&M LP_High					

1 - Coldharbour Ln	A7 D7	0,0	0,00	0,00	A	-21 % [3 - A20]
2 - M20 E		9,3	19,29	0,90	C	
3 - A20		2,5	4,35	0,69	A	
4 - M20 W		0,7	3,36	0,39	A	

PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2040 LP High PM - 2040 - T&M LP_High						
1 - Coldharbour Ln	A8 D8	0,0	0,00	0,00	A	-13 % [3 - A20]
2 - M20 E		3,4	9,06	0,77	A	
3 - A20		2,1	3,83	0,68	A	
4 - M20 W		1,2	4,31	0,54	A	

AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2042 Forecast BL AM - 2042 - Forecast Baseline						
1 - Coldharbour Ln	A9 D9	0,0	0,00	0,00	A	-15 % [3 - A20]
2 - M20 E		5,3	11,45	0,83	B	
3 - A20		2,0	3,78	0,64	A	
4 - M20 W		0,6	3,19	0,37	A	

PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2042 Forecast BL PM - 2042 - Forecast Baseline						
1 - Coldharbour Ln	A10 D10	0,0	0,00	0,00	A	-8 % [3 - A20]
2 - M20 E		2,0	5,92	0,65	A	
3 - A20		1,9	3,56	0,65	A	
4 - M20 W		1,1	4,07	0,51	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	25.07.2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\siudzis
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5,75					✓	RFC/DOS	0,85	36,00	20,00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2019	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2040	Future Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2040	Future Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2040	LP test 2	AM	ONE HOUR	07:30	09:00	15	✓
D6	2040	LP test 2	PM	ONE HOUR	16:30	18:00	15	✓
D7	2040	T&M LP_High	AM	ONE HOUR	07:30	09:00	15	✓
D8	2040	T&M LP_High	PM	ONE HOUR	16:30	18:00	15	✓
D9	2042	Forecast Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D10	2042	Forecast Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Base AM - D1 - 2019 | Base | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base AM	✓	✓	D1	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	3,77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	2 - M20 E	3,77	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	2738	✓	31,00
2 - M20 E	930	✓	131,00
3 - A20	30	✓	39,00
4 - M20 W	1864	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,490	1836
2 - M20 E	1,241	3762
3 - A20	1,103	2984
4 - M20 W	1,000	3576

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		73,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	16	100,000
2 - M20 E		ONE HOUR	✓	1252	100,000
3 - A20		ONE HOUR	✓	1674	100,000
4 - M20 W		ONE HOUR	✓	852	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	7	6	3
	2 - M20 E	16	3	1228	5
	3 - A20	14	819	1	840
	4 - M20 W	14	4	834	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	86	0	33
	2 - M20 E	13	33	5	20
	3 - A20	7	10	0	9
	4 - M20 W	7	0	9	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 - Coldharbour Ln	0,02	5,20	0,0	A	15	22
2 - M20 E	0,72	7,19	2,7	A	1149	1723
3 - A20	0,31	1,95	0,5	A	1536	1148
4 - M20 W	0,36	2,31	0,6	A	782	1173

Main Results for each time segment**07:30 - 07:45**

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1248	1224	0,010	12	33	0,0	0,0	3,952	A
2 - M20 E	943	943	236	0	0	634	2172	0,434	939	626	0,0	0,8	3,065	A
3 - A20	1260	628	157	632	0	20	2962	0,212	627	1553	0,0	0,3	1,695	A
4 - M20 W	641	641	160	0	632	641	2936	0,219	640	6	0,0	0,3	1,708	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	1492	1105	0,013	14	40	0,0	0,0	4,395	A
2 - M20 E	1126	1126	281	0	0	758	2060	0,546	1124	749	0,8	1,3	4,040	A
3 - A20	1505	750	187	755	0	24	2957	0,254	749	1858	0,3	0,4	1,791	A
4 - M20 W	766	766	191	0	755	766	2810	0,273	766	7	0,3	0,4	1,917	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	1828	940	0,019	18	48	0,0	0,0	5,193	A
2 - M20 E	1378	1378	345	0	0	928	1905	0,723	1373	917	1,3	2,7	7,036	A
3 - A20	1843	918	230	925	0	30	2951	0,311	918	2272	0,4	0,5	1,946	A
4 - M20 W	938	938	235	0	925	939	2638	0,356	937	9	0,4	0,6	2,304	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	1829	940	0,019	18	48	0,0	0,0	5,196	A
2 - M20 E	1378	1378	345	0	0	929	1905	0,724	1378	917	2,7	2,7	7,189	A
3 - A20	1843	918	230	925	0	30	2951	0,311	918	2278	0,5	0,5	1,946	A
4 - M20 W	938	938	235	0	925	939	2637	0,356	938	9	0,6	0,6	2,306	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	1494	1104	0,013	14	40	0,0	0,0	4,399	A
2 - M20 E	1126	1126	281	0	0	760	2059	0,547	1131	749	2,7	1,3	4,108	A
3 - A20	1505	750	187	755	0	24	2957	0,254	750	1866	0,5	0,4	1,795	A
4 - M20 W	766	766	191	0	755	767	2809	0,273	767	7	0,6	0,4	1,921	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1251	1223	0,010	12	33	0,0	0,0	3,957	A
2 - M20 E	943	943	236	0	0	636	2171	0,434	944	627	1,3	0,8	3,092	A
3 - A20	1260	628	157	632	0	20	2962	0,212	628	1560	0,4	0,3	1,698	A
4 - M20 W	641	641	160	0	632	643	2934	0,219	642	6	0,4	0,3	1,710	A

Base PM - D2 - 2019 | Base | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Base PM	✓	✓	D2	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	2,86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	3 - A20	2,86	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	2933	✓	31,00
2 - M20 E	872	✓	131,00
3 - A20	42	✓	39,00
4 - M20 W	2104	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,457	1791
2 - M20 E	1,257	3776
3 - A20	1,100	2981
4 - M20 W	0,935	3521

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		74,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	47	100,000
2 - M20 E		ONE HOUR	✓	895	100,000
3 - A20		ONE HOUR	✓	1895	100,000
4 - M20 W		ONE HOUR	✓	776	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	19	15	13
	2 - M20 E	6	10	870	9
	3 - A20	5	1165	0	725
	4 - M20 W	9	3	764	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	0	7	0
	2 - M20 E	67	10	9	0
	3 - A20	60	7	0	7
	4 - M20 W	22	0	11	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 - Coldharbour Ln	0,06	4,82	0,1	A	43	65
2 - M20 E	0,50	3,94	1,1	A	821	1232
3 - A20	0,44	2,34	0,8	A	1739	1610
4 - M20 W	0,37	2,77	0,7	A	712	1068

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	1459	1125	0,031	35	15	0,0	0,0	3,374	A
2 - M20 E	674	674	168	0	0	595	2241	0,301	672	899	0,0	0,5	2,501	A
3 - A20	1427	881	220	546	0	29	2950	0,299	879	1238	0,0	0,5	1,860	A
4 - M20 W	584	584	146	0	546	891	2687	0,217	583	17	0,0	0,3	1,900	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	1745	994	0,043	42	18	0,0	0,0	3,861	A
2 - M20 E	805	805	201	0	0	712	2133	0,377	804	1075	0,5	0,7	2,956	A
3 - A20	1704	1052	263	652	0	34	2944	0,357	1051	1481	0,5	0,6	2,038	A
4 - M20 W	698	698	174	0	652	1066	2524	0,276	697	20	0,3	0,4	2,188	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2136	815	0,063	52	22	0,0	0,1	4,813	A
2 - M20 E	985	985	246	0	0	871	1984	0,497	984	1317	0,7	1,1	3,921	A
3 - A20	2086	1288	322	798	0	42	2935	0,439	1287	1813	0,6	0,8	2,339	A
4 - M20 W	854	854	214	0	798	1305	2300	0,371	853	24	0,4	0,7	2,762	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2138	815	0,064	52	22	0,1	0,1	4,819	A
2 - M20 E	985	985	246	0	0	872	1983	0,497	985	1318	1,1	1,1	3,937	A
3 - A20	2086	1288	322	798	0	42	2935	0,439	1288	1816	0,8	0,8	2,341	A
4 - M20 W	854	854	214	0	798	1306	2300	0,372	854	24	0,7	0,7	2,766	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	1748	993	0,043	42	18	0,1	0,0	3,868	A
2 - M20 E	805	805	201	0	0	713	2131	0,378	806	1077	1,1	0,7	2,971	A
3 - A20	1704	1052	263	652	0	34	2943	0,357	1053	1485	0,8	0,6	2,040	A
4 - M20 W	698	698	174	0	652	1067	2523	0,277	699	20	0,7	0,4	2,192	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	1463	1123	0,032	35	15	0,0	0,0	3,380	A
2 - M20 E	674	674	168	0	0	597	2239	0,301	675	902	0,7	0,5	2,514	A
3 - A20	1427	881	220	546	0	29	2950	0,299	881	1243	0,6	0,5	1,867	A
4 - M20 W	584	584	146	0	546	893	2685	0,218	585	17	0,4	0,3	1,906	A

2040 Future Base AM - D3 - 2040 | Future Base | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2040 Future Base AM	✓	✓	D3	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	4,86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	3 - A20	4,86	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3579	✓	31,00
2 - M20 E	1051	✓	131,00
3 - A20	30	✓	39,00
4 - M20 W	2583	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,345	1641
2 - M20 E	1,209	3734
3 - A20	1,103	2984
4 - M20 W	0,806	3409

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		73,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	Future Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	16	100,000
2 - M20 E		ONE HOUR	✓	1310	100,000
3 - A20		ONE HOUR	✓	2327	100,000
4 - M20 W		ONE HOUR	✓	962	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	7	6	3
	2 - M20 E	16	3	1286	5
	3 - A20	14	1174	1	1138
	4 - M20 W	14	4	944	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	86	0	33
	2 - M20 E	13	33	5	20
	3 - A20	7	9	0	8
	4 - M20 W	7	0	9	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 - Coldharbour Ln	0,02	5,88	0,0	A	15	22
2 - M20 E	0,80	10,56	4,1	B	1202	1803
3 - A20	0,44	2,39	0,9	A	2135	1637
4 - M20 W	0,45	3,07	0,9	A	883	1324

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1597	1090	0,011	12	33	0,0	0,0	4,447	A
2 - M20 E	986	986	247	0	0	717	2094	0,471	983	892	0,0	0,9	3,396	A
3 - A20	1752	895	224	857	0	20	2962	0,302	893	1679	0,0	0,5	1,894	A
4 - M20 W	724	724	181	0	857	908	2678	0,270	723	6	0,0	0,4	2,004	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	1910	982	0,015	14	40	0,0	0,0	4,954	A
2 - M20 E	1178	1178	294	0	0	857	1970	0,598	1175	1067	0,9	1,5	4,751	A
3 - A20	2092	1069	267	1023	0	24	2957	0,361	1068	2008	0,5	0,6	2,077	A
4 - M20 W	865	865	216	0	1023	1085	2534	0,341	864	7	0,4	0,6	2,348	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	2338	834	0,021	18	48	0,0	0,0	5,872	A
2 - M20 E	1442	1442	361	0	0	1049	1800	0,801	1432	1307	1,5	4,0	10,031	B
3 - A20	2562	1309	327	1253	0	30	2951	0,444	1308	2452	0,6	0,9	2,386	A
4 - M20 W	1059	1059	265	0	1253	1329	2338	0,453	1058	9	0,6	0,9	3,061	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	2341	833	0,021	18	48	0,0	0,0	5,877	A
2 - M20 E	1442	1442	361	0	0	1050	1799	0,802	1442	1308	4,0	4,1	10,557	B
3 - A20	2562	1309	327	1253	0	30	2951	0,444	1309	2463	0,9	0,9	2,388	A
4 - M20 W	1059	1059	265	0	1253	1330	2337	0,453	1059	9	0,9	0,9	3,068	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	1914	980	0,015	14	40	0,0	0,0	4,963	A
2 - M20 E	1178	1178	294	0	0	859	1968	0,598	1188	1069	4,1	1,6	4,913	A
3 - A20	2092	1069	267	1023	0	24	2957	0,361	1070	2022	0,9	0,6	2,079	A
4 - M20 W	865	865	216	0	1023	1087	2533	0,341	866	7	0,9	0,6	2,354	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1602	1088	0,011	12	33	0,0	0,0	4,453	A
2 - M20 E	986	986	247	0	0	719	2092	0,471	989	895	1,6	0,9	3,440	A
3 - A20	1752	895	224	857	0	20	2962	0,302	896	1687	0,6	0,5	1,901	A
4 - M20 W	724	724	181	0	857	910	2676	0,271	725	6	0,6	0,4	2,012	A

2040 Future Base PM - D4 - 2040 | Future Base | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2040 Future Base PM	✓	✓	D4	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	3,83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	3 - A20	3,83	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3567	✓	31,00
2 - M20 E	1071	✓	131,00
3 - A20	42	✓	39,00
4 - M20 W	2539	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,347	1644
2 - M20 E	1,203	3730
3 - A20	1,100	2981
4 - M20 W	0,818	3420

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		73,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	Future Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	47	100,000
2 - M20 E		ONE HOUR	✓	1067	100,000
3 - A20		ONE HOUR	✓	2290	100,000
4 - M20 W		ONE HOUR	✓	957	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	19	15	13
	2 - M20 E	6	10	1042	9
	3 - A20	5	1379	0	906
	4 - M20 W	9	3	945	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	0	7	0
	2 - M20 E	67	10	8	0
	3 - A20	60	6	0	6
	4 - M20 W	22	0	9	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 - Coldharbour Ln	0,07	5,26	0,1	A	43	65
2 - M20 E	0,66	6,41	2,1	A	979	1469
3 - A20	0,52	2,71	1,1	A	2101	1905
4 - M20 W	0,49	3,55	1,0	A	878	1317

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	1755	1034	0,034	35	15	0,0	0,0	3,680	A
2 - M20 E	803	803	201	0	0	731	2081	0,386	801	1060	0,0	0,7	3,035	A
3 - A20	1724	1042	260	682	0	29	2950	0,353	1040	1503	0,0	0,6	1,997	A
4 - M20 W	720	720	180	0	682	1052	2559	0,282	719	17	0,0	0,4	2,131	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	2099	915	0,046	42	18	0,0	0,0	4,214	A
2 - M20 E	959	959	240	0	0	874	1955	0,491	958	1268	0,7	1,0	3,899	A
3 - A20	2059	1244	311	814	0	34	2944	0,423	1243	1798	0,6	0,8	2,246	A
4 - M20 W	860	860	215	0	814	1258	2391	0,360	860	20	0,4	0,6	2,563	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2570	751	0,069	52	22	0,0	0,1	5,256	A
2 - M20 E	1175	1175	294	0	0	1070	1783	0,659	1171	1552	1,0	2,0	6,317	A
3 - A20	2521	1524	381	998	0	42	2935	0,519	1522	2199	0,8	1,1	2,702	A
4 - M20 W	1054	1054	263	0	998	1540	2160	0,488	1052	24	0,6	1,0	3,541	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2573	750	0,069	52	22	0,1	0,1	5,264	A
2 - M20 E	1175	1175	294	0	0	1071	1782	0,659	1175	1554	2,0	2,1	6,412	A
3 - A20	2521	1524	381	998	0	42	2935	0,519	1524	2204	1,1	1,1	2,706	A
4 - M20 W	1054	1054	263	0	998	1541	2159	0,488	1054	24	1,0	1,0	3,553	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	2104	913	0,046	42	18	0,1	0,0	4,224	A
2 - M20 E	959	959	240	0	0	876	1953	0,491	963	1270	2,1	1,1	3,950	A
3 - A20	2059	1244	311	814	0	34	2943	0,423	1246	1805	1,1	0,8	2,253	A
4 - M20 W	860	860	215	0	814	1260	2389	0,360	862	20	1,0	0,6	2,576	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	1761	1032	0,034	35	15	0,0	0,0	3,690	A
2 - M20 E	803	803	201	0	0	733	2079	0,386	805	1063	1,1	0,7	3,059	A
3 - A20	1724	1042	260	682	0	29	2950	0,353	1043	1509	0,8	0,6	2,005	A
4 - M20 W	720	720	180	0	682	1055	2557	0,282	721	17	0,6	0,4	2,140	A

2040 LP test AM - D5 - 2040 | LP test 2 | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	2040 LP test AM	✓	✓	D5	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	6,99	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	3 - A20	6,99	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	4031	✓	31,00
2 - M20 E	1161	✓	131,00
3 - A20	30	✓	39,00
4 - M20 W	2928	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,267	1536
2 - M20 E	1,180	3709
3 - A20	1,103	2984
4 - M20 W	0,714	3330

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		73,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	LP test 2	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	16	100,000
2 - M20 E		ONE HOUR	✓	1372	100,000
3 - A20		ONE HOUR	✓	2640	100,000
4 - M20 W		ONE HOUR	✓	1061	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	7	6	3
	2 - M20 E	16	3	1348	5
	3 - A20	14	1251	1	1374
	4 - M20 W	14	4	1043	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	86	0	33
	2 - M20 E	13	33	5	20
	3 - A20	7	8	0	6
	4 - M20 W	7	0	8	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 - Coldharbour Ln	0,02	5,70	0,0	A	15	22
2 - M20 E	0,88	18,44	7,4	C	1259	1888
3 - A20	0,47	2,50	1,0	A	2423	1743
4 - M20 W	0,50	3,37	1,1	A	974	1460

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1729	1074	0,011	12	33	0,0	0,0	4,513	A
2 - M20 E	1033	1033	258	0	0	791	2027	0,510	1029	950	0,0	1,1	3,779	A
3 - A20	1988	953	238	1034	0	20	2962	0,322	951	1799	0,0	0,5	1,932	A
4 - M20 W	799	799	200	0	1034	965	2641	0,303	797	6	0,0	0,5	2,106	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	2068	983	0,015	14	39	0,0	0,0	4,946	A
2 - M20 E	1233	1233	308	0	0	946	1893	0,652	1230	1137	1,1	1,9	5,680	A
3 - A20	2373	1138	285	1235	0	24	2957	0,385	1137	2152	0,5	0,7	2,136	A
4 - M20 W	954	954	238	0	1235	1154	2506	0,381	953	7	0,5	0,7	2,502	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	2532	859	0,021	18	48	0,0	0,0	5,694	A
2 - M20 E	1511	1511	378	0	0	1158	1711	0,883	1491	1392	1,9	6,9	15,977	C
3 - A20	2907	1394	348	1513	0	29	2952	0,472	1393	2619	0,7	1,0	2,493	A
4 - M20 W	1168	1168	292	0	1513	1413	2321	0,503	1166	9	0,7	1,1	3,363	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	18	18	4	0	0	2535	858	0,021	18	48	0,0	0,0	5,699	A
2 - M20 E	1511	1511	378	0	0	1159	1709	0,884	1509	1393	6,9	7,4	18,439	C
3 - A20	2907	1394	348	1513	0	30	2951	0,472	1394	2638	1,0	1,0	2,495	A
4 - M20 W	1168	1168	292	0	1513	1415	2320	0,504	1168	9	1,1	1,1	3,373	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	14	14	4	0	0	2072	982	0,015	14	40	0,0	0,0	4,952	A
2 - M20 E	1233	1233	308	0	0	948	1891	0,652	1255	1138	7,4	2,0	6,147	A
3 - A20	2373	1138	285	1235	0	25	2957	0,385	1139	2178	1,0	0,7	2,141	A
4 - M20 W	954	954	238	0	1235	1157	2504	0,381	956	7	1,1	0,7	2,512	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	12	12	3	0	0	1735	1072	0,011	12	33	0,0	0,0	4,521	A
2 - M20 E	1033	1033	258	0	0	794	2024	0,510	1037	953	2,0	1,1	3,848	A
3 - A20	1988	953	238	1034	0	20	2961	0,322	954	1810	0,7	0,5	1,936	A
4 - M20 W	799	799	200	0	1034	968	2639	0,303	800	6	0,7	0,5	2,115	A

2040 LP test PM - D6 - 2040 | LP test 2 | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	2040 LP test PM	✓	✓	D6	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	5,33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	3 - A20	5,33	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	4076	✓	31,00
2 - M20 E	1211	✓	131,00
3 - A20	42	✓	39,00
4 - M20 W	2908	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,260	1526
2 - M20 E	1,166	3697
3 - A20	1,100	2981
4 - M20 W	0,719	3334

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		73,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040	LP test 2	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	47	100,000
2 - M20 E		ONE HOUR	✓	1195	100,000
3 - A20		ONE HOUR	✓	2625	100,000
4 - M20 W		ONE HOUR	✓	1084	100,000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	19	15	13
	2 - M20 E	6	10	1170	9
	3 - A20	5	1576	0	1044
	4 - M20 W	9	3	1072	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
From	1 - Coldharbour Ln	0	0	7	0
	2 - M20 E	67	10	7	0
	3 - A20	60	5	0	6
	4 - M20 W	22	0	8	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 - Coldharbour Ln	0,07	5,15	0,1	A	43	65
2 - M20 E	0,79	10,90	3,9	B	1097	1645
3 - A20	0,59	3,17	1,5	A	2409	2176
4 - M20 W	0,58	4,44	1,5	A	995	1492

Main Results for each time segment**16:30 - 16:45**

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	1998	1007	0,035	35	15	0,0	0,0	3,783	A
2 - M20 E	900	900	225	0	0	826	1996	0,451	896	1208	0,0	0,9	3,496	A
3 - A20	1976	1190	298	786	0	28	2950	0,404	1187	1694	0,0	0,7	2,143	A
4 - M20 W	816	816	204	0	786	1199	2472	0,330	814	16	0,0	0,5	2,344	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	2390	905	0,047	42	18	0,0	0,0	4,260	A
2 - M20 E	1074	1074	269	0	0	988	1858	0,578	1072	1444	0,9	1,5	4,892	A
3 - A20	2360	1421	355	939	0	34	2944	0,483	1420	2026	0,7	1,0	2,483	A
4 - M20 W	974	974	244	0	939	1435	2303	0,423	973	20	0,5	0,8	2,927	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2925	766	0,068	52	22	0,0	0,1	5,145	A
2 - M20 E	1316	1316	329	0	0	1208	1670	0,788	1306	1768	1,5	3,8	10,345	B
3 - A20	2890	1741	435	1149	0	42	2935	0,593	1739	2473	1,0	1,5	3,156	A
4 - M20 W	1194	1194	298	0	1149	1756	2071	0,576	1191	24	0,8	1,5	4,405	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	52	52	13	0	0	2930	765	0,068	52	22	0,1	0,1	5,154	A
2 - M20 E	1316	1316	329	0	0	1211	1668	0,789	1315	1770	3,8	3,9	10,897	B
3 - A20	2890	1741	435	1149	0	42	2935	0,593	1741	2485	1,5	1,5	3,167	A
4 - M20 W	1194	1194	298	0	1149	1758	2070	0,577	1193	24	1,5	1,5	4,439	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	42	42	11	0	0	2397	903	0,047	42	18	0,1	0,1	4,272	A
2 - M20 E	1074	1074	269	0	0	992	1855	0,579	1084	1448	3,9	1,5	5,062	A
3 - A20	2360	1421	355	939	0	34	2943	0,483	1423	2041	1,5	1,0	2,494	A
4 - M20 W	974	974	244	0	939	1438	2300	0,424	977	20	1,5	0,8	2,946	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	35	35	9	0	0	2005	1005	0,035	35	15	0,1	0,0	3,791	A
2 - M20 E	900	900	225	0	0	829	1993	0,451	902	1212	1,5	0,9	3,545	A
3 - A20	1976	1190	298	786	0	29	2950	0,404	1191	1703	1,0	0,7	2,153	A
4 - M20 W	816	816	204	0	786	1203	2469	0,331	817	17	0,8	0,5	2,358	A

2040 LP High AM - D7 - 2040 | T&M LP_High | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	3 - A20 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A7	2040 LP High AM	✓	✓	D7	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	8,93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	3 - A20	8,93	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3958	✓	31,00
2 - M20 E	781	✓	131,00
3 - A20	0	✓	39,00
4 - M20 W	3191	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,280	1553
2 - M20 E	1,281	3797
3 - A20	1,109	2991
4 - M20 W	0,643	3268

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		72,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	T&M LP_High	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	0	100,000
2 - M20 E		ONE HOUR	✓	1655	100,000
3 - A20		ONE HOUR	✓	2898	100,000
4 - M20 W		ONE HOUR	✓	697	100,000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	1655	0
	3 - A20	0	1859	8	1031
	4 - M20 W	0	0	697	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	10	0
	3 - A20	0	13	0	10
	4 - M20 W	0	0	10	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 - Coldharbour Ln	0,00	0,00	0,0	A	0	0
2 - M20 E	0,90	19,29	9,3	C	1519	2278
3 - A20	0,69	4,35	2,5	A	2659	2570
4 - M20 W	0,39	3,36	0,7	A	640	959

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1925	1014	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1246	1246	311	0	0	529	2246	0,555	1241	1396	0,0	1,4	3,919	A
3 - A20	2182	1406	351	776	0	0	2991	0,470	1402	1770	0,0	1,0	2,552	A
4 - M20 W	525	525	131	0	776	1402	2367	0,222	523	0	0,0	0,3	2,147	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2303	908	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1488	1488	372	0	0	633	2150	0,692	1484	1669	1,4	2,4	5,905	A
3 - A20	2605	1678	420	927	0	0	2991	0,561	1677	2117	1,0	1,4	3,089	A
4 - M20 W	627	627	157	0	927	1677	2190	0,286	626	0	0,3	0,4	2,531	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2818	764	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1822	1822	456	0	0	775	2019	0,902	1798	2043	2,4	8,5	16,355	C
3 - A20	3191	2056	514	1135	0	0	2991	0,687	2052	2573	1,4	2,4	4,309	A
4 - M20 W	767	767	192	0	1135	2052	1949	0,394	766	0	0,4	0,7	3,344	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2823	763	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1822	1822	456	0	0	776	2018	0,903	1819	2047	8,5	9,3	19,289	C
3 - A20	3191	2056	514	1135	0	0	2991	0,687	2056	2596	2,4	2,5	4,346	A
4 - M20 W	767	767	192	0	1135	2056	1947	0,394	767	0	0,7	0,7	3,356	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2310	906	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1488	1488	372	0	0	635	2148	0,693	1515	1675	9,3	2,5	6,503	A
3 - A20	2605	1678	420	927	0	0	2991	0,561	1682	2150	2,5	1,5	3,118	A
4 - M20 W	627	627	157	0	927	1682	2187	0,287	628	0	0,7	0,4	2,541	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1933	1012	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1246	1246	311	0	0	531	2244	0,555	1251	1401	2,5	1,4	4,004	A
3 - A20	2182	1406	351	776	0	0	2991	0,470	1407	1782	1,5	1,0	2,569	A
4 - M20 W	525	525	131	0	776	1407	2364	0,222	525	0	0,4	0,3	2,156	A

2040 LP High PM - D8 - 2040 | T&M LP_High | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	3 - A20 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A8	2040 LP High PM	✓	✓	D8	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	5,29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	3 - A20	5,29	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3906	✓	31,00
2 - M20 E	1037	✓	131,00
3 - A20	0	✓	39,00
4 - M20 W	2899	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,289	1565
2 - M20 E	1,212	3738
3 - A20	1,109	2991
4 - M20 W	0,721	3336

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		72,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	T&M LP_High	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	0	100,000
2 - M20 E		ONE HOUR	✓	1251	100,000
3 - A20		ONE HOUR	✓	2633	100,000
4 - M20 W		ONE HOUR	✓	915	100,000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	1251	0
	3 - A20	0	1819	19	795
	4 - M20 W	0	0	915	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	5	0
	3 - A20	0	3	0	3
	4 - M20 W	0	0	4	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 - Coldharbour Ln	0,00	0,00	0,0	A	0	0
2 - M20 E	0,77	9,06	3,4	A	1148	1722
3 - A20	0,68	3,83	2,1	A	2416	2530
4 - M20 W	0,54	4,31	1,2	A	840	1259

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2067	968	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	942	942	235	0	0	701	2079	0,453	938	1366	0,0	0,9	3,305	A
3 - A20	1982	1384	346	599	0	0	2991	0,463	1380	1640	0,0	0,9	2,297	A
4 - M20 W	689	689	172	0	599	1380	2340	0,294	687	0	0,0	0,4	2,262	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2473	851	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1125	1125	281	0	0	839	1959	0,574	1122	1634	0,9	1,4	4,507	A
3 - A20	2367	1652	413	715	0	0	2991	0,552	1651	1961	0,9	1,3	2,764	A
4 - M20 W	823	823	206	0	715	1651	2145	0,383	822	0	0,4	0,6	2,827	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	3025	691	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1377	1377	344	0	0	1026	1795	0,767	1370	1999	1,4	3,3	8,727	A
3 - A20	2899	2024	506	875	0	0	2991	0,677	2020	2396	1,3	2,1	3,804	A
4 - M20 W	1007	1007	252	0	875	2020	1879	0,536	1005	0	0,6	1,2	4,276	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	3031	690	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1377	1377	344	0	0	1028	1793	0,768	1377	2003	3,3	3,4	9,061	A
3 - A20	2899	2024	506	875	0	0	2991	0,677	2024	2405	2,1	2,1	3,831	A
4 - M20 W	1007	1007	252	0	875	2024	1876	0,537	1007	0	1,2	1,2	4,308	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2481	849	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1125	1125	281	0	0	842	1956	0,575	1132	1639	3,4	1,4	4,633	A
3 - A20	2367	1652	413	715	0	0	2991	0,552	1656	1974	2,1	1,3	2,782	A
4 - M20 W	823	823	206	0	715	1656	2142	0,384	825	0	1,2	0,7	2,849	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2075	966	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	942	942	235	0	0	704	2077	0,454	944	1371	1,4	0,9	3,343	A
3 - A20	1982	1384	346	599	0	0	2991	0,463	1385	1648	1,3	0,9	2,312	A
4 - M20 W	689	689	172	0	599	1385	2337	0,295	690	0	0,7	0,4	2,273	A

2042 Forecast BL AM - D9 - 2042 | Forecast Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	3 - A20 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A9	2042 Forecast BL AM	✓	✓	D9	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	6,13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	3 - A20	6,13	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3694	✓	31,00
2 - M20 E	729	✓	131,00
3 - A20	0	✓	39,00
4 - M20 W	2965	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,325	1614
2 - M20 E	1,295	3809
3 - A20	1,109	2991
4 - M20 W	0,704	3321

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		72,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2042	Forecast Baseline	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	0	100,000
2 - M20 E		ONE HOUR	✓	1562	100,000
3 - A20		ONE HOUR	✓	2693	100,000
4 - M20 W		ONE HOUR	✓	662	100,000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	1562	0
	3 - A20	0	1730	0	963
	4 - M20 W	0	0	662	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	10	0
	3 - A20	0	14	0	11
	4 - M20 W	0	0	11	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 - Coldharbour Ln	0,00	0,00	0,0	A	0	0
2 - M20 E	0,83	11,45	5,3	B	1433	2150
3 - A20	0,64	3,78	2,0	A	2471	2381
4 - M20 W	0,37	3,19	0,6	A	607	911

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1796	1030	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1176	1176	294	0	0	497	2279	0,516	1171	1299	0,0	1,2	3,560	A
3 - A20	2027	1302	326	725	0	0	2991	0,435	1299	1669	0,0	0,9	2,420	A
4 - M20 W	498	498	125	0	725	1299	2407	0,207	497	0	0,0	0,3	2,091	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2148	915	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1404	1404	351	0	0	595	2188	0,642	1401	1554	1,2	1,9	5,010	A
3 - A20	2421	1555	389	866	0	0	2991	0,520	1554	1996	0,9	1,2	2,853	A
4 - M20 W	595	595	149	0	866	1554	2227	0,267	595	0	0,3	0,4	2,447	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2630	759	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1720	1720	430	0	0	728	2064	0,833	1707	1902	1,9	5,1	10,726	B
3 - A20	2965	1905	476	1060	0	0	2991	0,637	1902	2435	1,2	2,0	3,756	A
4 - M20 W	729	729	182	0	1060	1902	1983	0,368	728	0	0,4	0,6	3,183	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2634	757	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1720	1720	430	0	0	729	2063	0,834	1719	1905	5,1	5,3	11,445	B
3 - A20	2965	1905	476	1060	0	0	2991	0,637	1905	2448	2,0	2,0	3,777	A
4 - M20 W	729	729	182	0	1060	1905	1981	0,368	729	0	0,6	0,6	3,191	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2154	913	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1404	1404	351	0	0	596	2187	0,642	1417	1558	5,3	2,0	5,233	A
3 - A20	2421	1555	389	866	0	0	2991	0,520	1558	2014	2,0	1,2	2,869	A
4 - M20 W	595	595	149	0	866	1558	2224	0,268	596	0	0,6	0,4	2,455	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1803	1028	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1176	1176	294	0	0	499	2278	0,516	1179	1304	2,0	1,2	3,617	A
3 - A20	2027	1302	326	725	0	0	2991	0,435	1304	1678	1,2	0,9	2,436	A
4 - M20 W	498	498	125	0	725	1304	2403	0,207	499	0	0,4	0,3	2,098	A

2042 Forecast BL PM - D10 - 2042 | Forecast Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	3 - A20 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A10	2042 Forecast BL PM	✓	✓	D10	100,000	100,000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M25 J5	Large Roundabout		1, 2, 3, 4	4,24	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	3 - A20	4,24	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Coldharbour Ln		
2	M20 E		
3	A20		
4	M20 W		

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 - Coldharbour Ln	4,37	5,51	18,2	20,8	126,0	20,0		
2 - M20 E	9,40	10,66	14,7	25,1	126,0	11,0		
3 - A20	7,20	7,20	0,0	56,8	134,0	36,0		
4 - M20 W	9,27	11,27	22,7	30,0	134,0	19,0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - Coldharbour Ln	3714	✓	31,00
2 - M20 E	966	✓	131,00
3 - A20	0	✓	39,00
4 - M20 W	2748	✓	151,00

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Coldharbour Ln		
2 - M20 E		
3 - A20	✓	100
4 - M20 W		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Coldharbour Ln	0,322	1610
2 - M20 E	1,232	3754
3 - A20	1,109	2991
4 - M20 W	0,762	3371

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - M20 E	Percentage		72,00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2042	Forecast Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Coldharbour Ln		ONE HOUR	✓	0	100,000
2 - M20 E		ONE HOUR	✓	1098	100,000
3 - A20		ONE HOUR	✓	2496	100,000
4 - M20 W		ONE HOUR	✓	877	100,000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	1098	0
	3 - A20	0	1771	0	725
	4 - M20 W	0	0	877	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2,00

Heavy Vehicle %

From	To				
		1 - Coldharbour Ln	2 - M20 E	3 - A20	4 - M20 W
	1 - Coldharbour Ln	0	0	0	0
	2 - M20 E	0	0	5	0
	3 - A20	0	3	0	3
	4 - M20 W	0	0	4	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 - Coldharbour Ln	0,00	0,00	0,0	A	0	0
2 - M20 E	0,65	5,92	2,0	A	1008	1511
3 - A20	0,65	3,56	1,9	A	2290	2438
4 - M20 W	0,51	4,07	1,1	A	805	1207

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1989	969	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	827	827	207	0	0	659	2119	0,390	824	1330	0,0	0,7	2,912	A
3 - A20	1879	1333	333	546	0	0	2991	0,446	1330	1483	0,0	0,8	2,227	A
4 - M20 W	660	660	165	0	546	1330	2358	0,280	659	0	0,0	0,4	2,201	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2378	844	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	987	987	247	0	0	788	2005	0,492	986	1591	0,7	1,0	3,705	A
3 - A20	2244	1592	398	652	0	0	2991	0,532	1591	1773	0,8	1,2	2,646	A
4 - M20 W	788	788	197	0	652	1591	2159	0,365	788	0	0,4	0,6	2,728	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2911	672	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1209	1209	302	0	0	964	1849	0,654	1205	1947	1,0	1,9	5,841	A
3 - A20	2748	1950	487	798	0	0	2991	0,652	1947	2169	1,2	1,9	3,541	A
4 - M20 W	966	966	241	0	798	1947	1888	0,512	964	0	0,6	1,1	4,044	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2915	671	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	1209	1209	302	0	0	966	1847	0,655	1209	1950	1,9	2,0	5,922	A
3 - A20	2748	1950	487	798	0	0	2991	0,652	1950	2174	1,9	1,9	3,561	A
4 - M20 W	966	966	241	0	798	1950	1885	0,512	966	0	1,1	1,1	4,069	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	2385	842	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	987	987	247	0	0	790	2002	0,493	991	1595	2,0	1,0	3,750	A
3 - A20	2244	1592	398	652	0	0	2991	0,532	1595	1781	1,9	1,2	2,661	A
4 - M20 W	788	788	197	0	652	1595	2156	0,366	790	0	1,1	0,6	2,747	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Coldharbour Ln	0	0	0	0	0	1996	967	0,000	0	0	0,0	0,0	0,000	A
2 - M20 E	827	827	207	0	0	661	2117	0,390	828	1335	1,0	0,7	2,937	A
3 - A20	1879	1333	333	546	0	0	2991	0,446	1335	1489	1,2	0,8	2,240	A
4 - M20 W	660	660	165	0	546	1335	2354	0,280	661	0	0,6	0,4	2,213	A