

Junctions 9	
ARCADY 9 - Roundabout Module	
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Path: \\sdgworld.net\Data\London\Projects\237\4\73\05\Model\Local Junction Modelling\J02_Warren Drive\J9

Report generation date: 24/06/2025 10:47:27

»2025, AM
»2025, PM
»2029_WithoutDev, AM
»2029_WithoutDev, PM
»2029_WithDev, AM
»2029_WithDev, PM
»2041_WithoutDev, AM
»2041_WithoutDev, PM
»2041_WithDev, AM
»2041_WithDev, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2025				
B - Ifield Avenue (N)	4.7	0.83	1.6	0.62
C - Ifield Avenue (S)	1.5	0.59	17.7	0.98
A - Warren Drive	0.7	0.43	0.1	0.06
2029_WithoutDev				
B - Ifield Avenue (N)	6.4	0.87	5.7	0.86
C - Ifield Avenue (S)	1.3	0.57	7.3	0.89
A - Warren Drive	1.4	0.58	0.2	0.19
2029_WithDev				
B - Ifield Avenue (N)	2.7	0.73	2.7	0.73
C - Ifield Avenue (S)	1.2	0.54	14.9	0.97
A - Warren Drive	1.3	0.56	0.3	0.22
2041_WithoutDev				
B - Ifield Avenue (N)	10.9	0.94	7.3	0.89
C - Ifield Avenue (S)	1.4	0.57	10.5	0.93
A - Warren Drive	1.6	0.61	0.3	0.20
2041_WithDev				
B - Ifield Avenue (N)	5.5	0.86	14.2	0.96
C - Ifield Avenue (S)	5.2	0.85	130.0	1.24
A - Warren Drive	4.5	0.84	0.3	0.25

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.

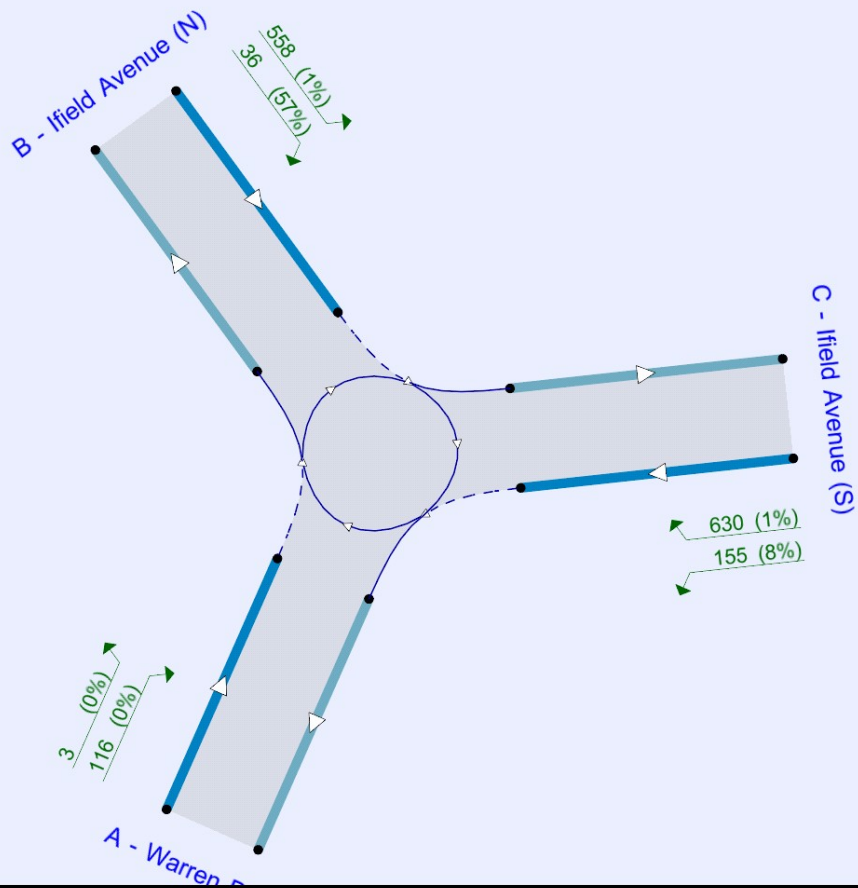
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gordedom9989
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	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2029_WithoutDev	AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2029_WithoutDev	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2029_WithDev	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2029_WithDev	PM	ONE HOUR	16:45	18:15	15	✓	✓
D7	2041_WithoutDev	AM	ONE HOUR	07:45	09:15	15	✓	✓
D8	2041_WithoutDev	PM	ONE HOUR	16:45	18:15	15	✓	✓
D9	2041_WithDev	AM	ONE HOUR	07:45	09:15	15	✓	✓
D10	2041_WithDev	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2025, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	17.09	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
B	Ifield Avenue (N)	
C	Ifield Avenue (S)	
A	Warren Drive	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
B - Ifield Avenue (N)	3.00	3.00	3.48	1.8	13.80	13.50	0.0	✓
C - Ifield Avenue (S)	3.00	3.00	4.30	1.2	9.15	5.99	0.0	✓
A - Warren Drive	3.00	3.00	5.01	4.4	10.68	7.82	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
B - Ifield Avenue (N)	0.501	960
C - Ifield Avenue (S)	0.490	912
A - Warren Drive	0.511	943

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	617	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	484	100.000
A - Warren Drive		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	608	9
	C - Ifield Avenue (S)	454	0	30
	A - Warren Drive	12	257	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	4	0
	C - Ifield Avenue (S)	4	0	0
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.83	26.10	4.7	23.7	D	617	617
C - Ifield Avenue (S)	0.59	9.97	1.5	2.0	A	484	484
A - Warren Drive	0.43	9.20	0.7	3.1	A	269	269

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	555	139	231	845	0.656	552	417	1.2	1.9	12.632	B
C - Ifield Avenue (S)	435	109	8	908	0.479	434	774	0.7	0.9	7.858	A
A - Warren Drive	242	60	407	735	0.329	241	36	0.4	0.5	7.292	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	679	170	282	819	0.829	669	510	1.9	4.4	23.524	C
C - Ifield Avenue (S)	533	133	10	907	0.587	531	941	0.9	1.4	9.862	A
A - Warren Drive	296	74	497	689	0.430	295	43	0.5	0.7	9.132	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	679	170	283	819	0.830	678	512	4.4	4.7	26.104	D
C - Ifield Avenue (S)	533	133	10	907	0.587	533	951	1.4	1.5	9.965	A
A - Warren Drive	296	74	499	688	0.431	296	44	0.7	0.7	9.200	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	555	139	232	844	0.657	565	420	4.7	2.1	13.869	B
C - Ifield Avenue (S)	435	109	9	908	0.479	437	789	1.5	1.0	7.960	A
A - Warren Drive	242	60	410	733	0.330	243	36	0.7	0.5	7.357	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.91	0.07	1.09	4.50	6.39			N/A	N/A
C - Ifield Avenue (S)	0.94	0.13	0.97	1.15	1.64			N/A	N/A
A - Warren Drive	0.48	0.00	0.00	0.48	0.48			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	4.40	0.04	0.40	11.17	23.70			N/A	N/A
C - Ifield Avenue (S)	1.44	0.03	0.28	1.44	1.45			N/A	N/A
A - Warren Drive	0.74	0.03	0.26	0.74	0.74			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	4.69	0.03	0.33	6.23	22.88			N/A	N/A
C - Ifield Avenue (S)	1.46	0.03	0.28	1.46	2.01			N/A	N/A
A - Warren Drive	0.75	0.03	0.28	1.03	3.05			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.07	0.05	0.46	5.63	9.49			N/A	N/A
C - Ifield Avenue (S)	0.97	0.10	0.95	1.49	1.87			N/A	N/A
A - Warren Drive	0.50	0.05	0.47	1.29	1.39			N/A	N/A

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 97% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D2 - 2025, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	48.00	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	530	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	808	100.000
A - Warren Drive		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	520	10
	C - Ifield Avenue (S)	617	0	192
	A - Warren Drive	6	27	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	4	0
	C - Ifield Avenue (S)	2	0	19
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.62	10.30	1.6	2.6	B	530	530
C - Ifield Avenue (S)	0.98	74.36	17.7	70.5	F	808	808
A - Warren Drive	0.06	6.35	0.1	0.5	A	32	32

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	476	119	24	949	0.502	475	554	0.7	1.0	7.879	A
C - Ifield Avenue (S)	727	182	9	908	0.800	720	490	2.1	3.8	19.440	C
A - Warren Drive	29	7	549	662	0.044	29	179	0.0	0.0	5.684	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	583	146	29	946	0.616	581	656	1.0	1.6	10.177	B
C - Ifield Avenue (S)	890	223	11	907	0.981	852	599	3.8	13.4	49.310	E
A - Warren Drive	35	9	650	611	0.058	35	213	0.0	0.1	6.257	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	583	146	29	946	0.616	583	672	1.6	1.6	10.305	B
C - Ifield Avenue (S)	890	223	11	907	0.981	873	601	13.4	17.7	74.359	F
A - Warren Drive	35	9	666	603	0.059	35	218	0.1	0.1	6.347	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	476	119	24	949	0.502	478	599	1.6	1.1	7.997	A
C - Ifield Avenue (S)	727	182	9	908	0.800	779	493	17.7	4.8	36.455	E
A - Warren Drive	29	7	594	639	0.045	29	193	0.1	0.0	5.901	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.03	0.11	1.00	1.60	1.94			N/A	N/A
C - Ifield Avenue (S)	3.84	0.09	1.27	9.83	14.12			N/A	N/A
A - Warren Drive	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.62	0.03	0.28	1.62	2.60			N/A	N/A
C - Ifield Avenue (S)	13.40	0.24	6.77	33.98	46.93			N/A	N/A
A - Warren Drive	0.06	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.65	0.03	0.28	1.65	2.08			N/A	N/A
C - Ifield Avenue (S)	17.75	0.16	6.64	48.61	70.54			N/A	N/A
A - Warren Drive	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.07	0.09	0.97	1.79	2.22			N/A	N/A
C - Ifield Avenue (S)	4.78	0.05	0.47	13.43	24.43			N/A	N/A
A - Warren Drive	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2029_WithoutDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2029_WithoutDev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	21.63	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2029_WithoutDev	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	595	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	470	100.000
A - Warren Drive		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	595	0
	C - Ifield Avenue (S)	391	0	78
	A - Warren Drive	0.12	382	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	7	0
	C - Ifield Avenue (S)	4	0	0
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.87	37.51	6.4	35.0	E	595	595
C - Ifield Avenue (S)	0.57	9.41	1.3	1.9	A	470	470
A - Warren Drive	0.58	11.93	1.4	3.2	B	382	382

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	535	134	343	789	0.678	531	351	1.3	2.1	14.742	B
C - Ifield Avenue (S)	422	106	0	912	0.463	421	874	0.6	0.9	7.562	A
A - Warren Drive	344	86	351	763	0.450	343	70	0.6	0.8	8.541	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	655	164	419	751	0.872	641	430	2.1	5.8	31.428	D
C - Ifield Avenue (S)	517	129	0	912	0.567	515	1059	0.9	1.3	9.327	A
A - Warren Drive	421	105	429	723	0.582	419	86	0.8	1.4	11.741	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	655	164	421	750	0.874	652	431	5.8	6.4	37.506	E
C - Ifield Avenue (S)	517	129	0	912	0.567	517	1073	1.3	1.3	9.406	A
A - Warren Drive	421	105	431	723	0.583	421	86	1.4	1.4	11.928	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	535	134	346	787	0.679	551	353	6.4	2.4	17.267	C
C - Ifield Avenue (S)	422	106	0	912	0.463	424	897	1.3	0.9	7.645	A
A - Warren Drive	344	86	353	762	0.451	346	71	1.4	0.8	8.693	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.15	0.08	1.17	5.16	7.39			N/A	N/A
C - Ifield Avenue (S)	0.88	0.14	0.95	1.27	1.27			N/A	N/A
A - Warren Drive	0.81	0.12	0.90	1.43	1.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	5.76	0.05	0.52	16.49	28.87			N/A	N/A
C - Ifield Avenue (S)	1.32	0.03	0.27	1.32	1.32			N/A	N/A
A - Warren Drive	1.35	0.03	0.27	1.35	1.97			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	6.39	0.04	0.39	14.94	35.01			N/A	N/A
C - Ifield Avenue (S)	1.34	0.03	0.28	1.34	1.91			N/A	N/A
A - Warren Drive	1.37	0.03	0.28	1.37	3.24			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.38	0.04	0.44	6.47	11.58			N/A	N/A
C - Ifield Avenue (S)	0.90	0.11	0.93	1.12	1.63			N/A	N/A
A - Warren Drive	0.84	0.08	0.83	1.16	1.64			N/A	N/A

2029_WithoutDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 92% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D4 - 2029_WithoutDev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	29.75	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2029_WithoutDev	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	698	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	721	100.000
A - Warren Drive		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	658	40
	C - Ifield Avenue (S)	475	0	246
	A - Warren Drive	0	118	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	1	51
	C - Ifield Avenue (S)	0	0	10
	A - Warren Drive	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.86	28.03	5.7	29.7	D	698	698
C - Ifield Avenue (S)	0.89	35.19	7.3	39.9	E	721	721
A - Warren Drive	0.19	6.65	0.2	1.0	A	118	118

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	628	157	106	908	0.692	624	424	1.4	2.2	12.923	B
C - Ifield Avenue (S)	648	162	36	895	0.725	644	694	1.5	2.6	14.587	B
A - Warren Drive	106	26	424	726	0.146	106	256	0.1	0.2	5.861	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	769	192	129	896	0.858	757	513	2.2	5.3	24.699	C
C - Ifield Avenue (S)	794	199	44	891	0.891	778	843	2.6	6.5	29.431	D
A - Warren Drive	130	32	513	681	0.190	129	309	0.2	0.2	6.591	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	769	192	130	896	0.859	767	521	5.3	5.7	28.034	D
C - Ifield Avenue (S)	794	199	44	891	0.892	791	853	6.5	7.3	35.193	E
A - Warren Drive	130	32	521	676	0.192	130	314	0.2	0.2	6.649	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	628	157	106	907	0.692	641	439	5.7	2.4	14.520	B
C - Ifield Avenue (S)	648	162	37	894	0.725	666	710	7.3	2.9	17.370	C
A - Warren Drive	106	26	439	719	0.147	106	264	0.2	0.2	5.938	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.21	0.07	1.12	5.46	7.91			N/A	N/A
C - Ifield Avenue (S)	2.57	0.07	1.25	6.45	9.33			N/A	N/A
A - Warren Drive	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	5.26	0.04	0.43	14.31	27.92			N/A	N/A
C - Ifield Avenue (S)	6.54	0.05	0.64	18.86	32.60			N/A	N/A
A - Warren Drive	0.24	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	5.66	0.03	0.34	9.73	29.65			N/A	N/A
C - Ifield Avenue (S)	7.27	0.04	0.39	17.40	39.90			N/A	N/A
A - Warren Drive	0.24	0.03	0.28	0.50	1.01			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.42	0.04	0.45	6.63	11.51			N/A	N/A
C - Ifield Avenue (S)	2.88	0.04	0.44	7.96	14.31			N/A	N/A
A - Warren Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2029_WithDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2029_WithDev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	13.03	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2029_WithDev	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	507	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	443	100.000
A - Warren Drive		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	490	17
	C - Ifield Avenue (S)	365	0	79
	A - Warren Drive	15	363	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	3	0
	C - Ifield Avenue (S)	0	0	0
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.73	18.22	2.7	13.0	C	507	507
C - Ifield Avenue (S)	0.54	8.68	1.2	1.8	A	443	443
A - Warren Drive	0.56	11.17	1.3	3.0	B	377	377

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	456	114	325	798	0.572	454	340	0.9	1.3	10.725	B
C - Ifield Avenue (S)	399	100	15	905	0.441	398	764	0.6	0.8	7.091	A
A - Warren Drive	339	85	327	776	0.437	338	86	0.5	0.8	8.217	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	559	140	397	762	0.734	553	416	1.3	2.6	17.364	C
C - Ifield Avenue (S)	488	122	19	903	0.541	487	932	0.8	1.2	8.617	A
A - Warren Drive	415	104	400	738	0.563	414	105	0.8	1.3	11.023	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	559	140	399	761	0.734	558	418	2.6	2.7	18.217	C
C - Ifield Avenue (S)	488	122	19	903	0.541	488	938	1.2	1.2	8.678	A
A - Warren Drive	415	104	401	738	0.563	415	106	1.3	1.3	11.167	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	456	114	328	796	0.573	461	342	2.7	1.4	11.229	B
C - Ifield Avenue (S)	399	100	16	905	0.441	400	774	1.2	0.8	7.160	A
A - Warren Drive	339	85	329	775	0.438	341	87	1.3	0.8	8.342	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.34	0.08	1.03	2.65	3.57			N/A	N/A
C - Ifield Avenue (S)	0.78	0.15	0.91	1.40	1.46			N/A	N/A
A - Warren Drive	0.77	0.13	0.89	1.40	1.46			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.65	0.03	0.32	3.61	12.98			N/A	N/A
C - Ifield Avenue (S)	1.15	0.03	0.26	1.15	1.15			N/A	N/A
A - Warren Drive	1.25	0.03	0.27	1.25	1.25			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.74	0.03	0.29	2.74	9.13			N/A	N/A
C - Ifield Avenue (S)	1.17	0.03	0.27	1.17	1.83			N/A	N/A
A - Warren Drive	1.27	0.03	0.27	1.27	2.96			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.42	0.05	0.61	3.43	5.11			N/A	N/A
C - Ifield Avenue (S)	0.80	0.12	0.89	1.42	1.49			N/A	N/A
A - Warren Drive	0.79	0.09	0.83	1.37	1.37			N/A	N/A

2029_WithDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 92% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D6 - 2029_WithDev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	40.84	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2029_WithDev	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	594	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	785	100.000
A - Warren Drive		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	558	36
	C - Ifield Avenue (S)	630	0	155
	A - Warren Drive	3	116	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	1	57
	C - Ifield Avenue (S)	1	0	8
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.73	15.23	2.7	11.9	C	594	594
C - Ifield Avenue (S)	0.97	65.23	14.9	64.9	F	785	785
A - Warren Drive	0.22	7.79	0.3	1.3	A	119	119

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	534	133	104	908	0.588	532	564	1.0	1.4	9.817	A
C - Ifield Avenue (S)	706	176	32	897	0.787	700	604	1.9	3.5	18.096	C
A - Warren Drive	107	27	561	656	0.164	107	170	0.1	0.2	6.557	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	654	163	127	897	0.729	649	671	1.4	2.6	14.706	B
C - Ifield Avenue (S)	864	216	39	893	0.968	832	738	3.5	11.7	44.950	E
A - Warren Drive	131	33	667	602	0.218	131	203	0.2	0.3	7.642	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	654	163	128	897	0.729	653	687	2.6	2.7	15.229	C
C - Ifield Avenue (S)	864	216	39	893	0.968	852	742	11.7	14.9	65.225	F
A - Warren Drive	131	33	683	594	0.221	131	207	0.3	0.3	7.786	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	534	133	105	908	0.588	538	604	2.7	1.5	10.174	B
C - Ifield Avenue (S)	706	176	32	896	0.787	749	611	14.9	4.2	29.994	D
A - Warren Drive	107	27	601	636	0.169	108	180	0.3	0.2	6.821	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.43	0.08	1.05	2.92	3.97			N/A	N/A
C - Ifield Avenue (S)	3.48	0.08	1.03	8.94	12.95			N/A	N/A
A - Warren Drive	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.62	0.03	0.31	2.62	11.88			N/A	N/A
C - Ifield Avenue (S)	11.68	0.16	4.95	30.86	43.83			N/A	N/A
A - Warren Drive	0.28	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.70	0.03	0.29	2.70	6.76			N/A	N/A
C - Ifield Avenue (S)	14.92	0.10	3.78	42.66	64.91			N/A	N/A
A - Warren Drive	0.28	0.03	0.30	0.97	1.26			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	1.51	0.06	0.73	3.64	5.35			N/A	N/A
C - Ifield Avenue (S)	4.19	0.04	0.44	11.67	21.47			N/A	N/A
A - Warren Drive	0.20	0.00	0.00	0.20	0.20			N/A	N/A

2041_WithoutDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2041_WithoutDev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	31.78	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D7	2041_WithoutDev	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	631	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	473	100.000
A - Warren Drive		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	From			
	B - Ifield Avenue (N)	0	631	0.01
	C - Ifield Avenue (S)	392	0	82
	A - Warren Drive	0.27	403	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	From			
	B - Ifield Avenue (N)	0	7	0
	C - Ifield Avenue (S)	4	0	0
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.94	60.57	10.9	52.9	F	631	631
C - Ifield Avenue (S)	0.57	9.50	1.4	1.9	A	473	473
A - Warren Drive	0.61	12.89	1.6	3.7	B	403	403

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	567	142	361	780	0.727	562	352	1.5	2.7	17.308	C
C - Ifield Avenue (S)	426	106	0.01	912	0.467	425	923	0.7	0.9	7.609	A
A - Warren Drive	362	91	351	763	0.475	361	73	0.6	0.9	8.927	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	694	174	441	740	0.939	669	430	2.7	8.9	43.900	E
C - Ifield Avenue (S)	521	130	0.01	912	0.571	519	1110	0.9	1.3	9.419	A
A - Warren Drive	443	111	430	723	0.613	441	90	0.9	1.5	12.641	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	694	174	443	739	0.940	686	432	8.9	10.9	60.569	F
C - Ifield Avenue (S)	521	130	0.01	912	0.571	521	1129	1.3	1.4	9.503	A
A - Warren Drive	443	111	431	722	0.614	443	90	1.5	1.6	12.892	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	567	142	364	778	0.729	598	354	10.9	3.1	24.485	C
C - Ifield Avenue (S)	426	106	0.01	912	0.467	427	963	1.4	0.9	7.697	A
A - Warren Drive	362	91	354	762	0.475	365	74	1.6	0.9	9.117	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.67	0.08	1.29	6.71	9.72			N/A	N/A
C - Ifield Avenue (S)	0.89	0.14	0.95	1.39	1.39			N/A	N/A
A - Warren Drive	0.89	0.11	0.92	1.10	1.59			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	8.94	0.10	2.65	24.71	36.66			N/A	N/A
C - Ifield Avenue (S)	1.35	0.03	0.28	1.35	1.38			N/A	N/A
A - Warren Drive	1.53	0.03	0.28	1.53	3.62			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	10.94	0.07	1.57	32.04	52.86			N/A	N/A
C - Ifield Avenue (S)	1.36	0.03	0.28	1.36	1.91			N/A	N/A
A - Warren Drive	1.56	0.03	0.28	1.56	3.66			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	3.09	0.04	0.43	8.38	15.74			N/A	N/A
C - Ifield Avenue (S)	0.92	0.11	0.94	1.22	1.69			N/A	N/A
A - Warren Drive	0.92	0.07	0.83	1.58	1.94			N/A	N/A

2041_WithoutDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 92% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D8 - 2041_WithoutDev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	39.42	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D8	2041_WithoutDev	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	724	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	755	100.000
A - Warren Drive		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	683	41
	C - Ifield Avenue (S)	497	0	258
	A - Warren Drive	0	123	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	1	52
	C - Ifield Avenue (S)	0	0	10
	A - Warren Drive	0	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.89	35.20	7.3	40.0	E	724	724
C - Ifield Avenue (S)	0.93	48.74	10.5	54.0	E	755	755
A - Warren Drive	0.20	6.86	0.3	1.2	A	123	123

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	651	163	110	905	0.719	646	444	1.5	2.5	14.083	B
C - Ifield Avenue (S)	679	170	36	894	0.759	673	720	1.7	3.0	16.417	C
A - Warren Drive	110	28	444	716	0.154	110	266	0.1	0.2	5.999	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	797	199	135	893	0.892	780	532	2.5	6.6	29.339	D
C - Ifield Avenue (S)	831	208	44	891	0.933	808	871	3.0	8.9	37.036	E
A - Warren Drive	135	34	532	671	0.201	135	319	0.2	0.3	6.780	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	797	199	135	893	0.892	794	543	6.6	7.3	35.205	E
C - Ifield Avenue (S)	831	208	45	890	0.934	825	884	8.9	10.5	48.745	E
A - Warren Drive	135	34	543	665	0.203	135	326	0.3	0.3	6.858	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	651	163	111	905	0.719	669	466	7.3	2.8	16.720	C
C - Ifield Avenue (S)	679	170	38	894	0.759	707	742	10.5	3.5	22.257	C
A - Warren Drive	110	28	466	705	0.156	111	279	0.3	0.2	6.122	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.50	0.07	1.18	6.29	9.18			N/A	N/A
C - Ifield Avenue (S)	3.03	0.08	1.39	7.74	11.23			N/A	N/A
A - Warren Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	6.56	0.05	0.66	18.93	32.65			N/A	N/A
C - Ifield Avenue (S)	8.89	0.08	1.92	25.30	38.86			N/A	N/A
A - Warren Drive	0.25	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	7.30	0.04	0.39	17.54	40.03			N/A	N/A
C - Ifield Avenue (S)	10.52	0.05	0.84	30.57	53.97			N/A	N/A
A - Warren Drive	0.26	0.03	0.29	0.78	1.16			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.78	0.04	0.43	7.65	13.78			N/A	N/A
C - Ifield Avenue (S)	3.51	0.04	0.44	9.70	17.86			N/A	N/A
A - Warren Drive	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2041_WithDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2041_WithDev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	29.86	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D9	2041_WithDev	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	633	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	696	100.000
A - Warren Drive		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	617	16
	C - Ifield Avenue (S)	655	0	42
	A - Warren Drive	170	266	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	4	0
	C - Ifield Avenue (S)	1	0	0
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.86	30.28	5.5	29.4	D	633	633
C - Ifield Avenue (S)	0.85	25.72	5.2	26.2	D	696	696
A - Warren Drive	0.84	35.87	4.5	24.3	E	436	436

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	569	142	238	842	0.676	566	738	1.3	2.1	13.397	B
C - Ifield Avenue (S)	626	157	15	905	0.692	623	789	1.4	2.2	12.721	B
A - Warren Drive	392	98	586	644	0.609	390	52	0.9	1.5	14.035	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	697	174	287	817	0.853	685	894	2.1	5.1	26.210	D
C - Ifield Avenue (S)	767	192	18	904	0.849	756	954	2.2	4.9	23.056	C
A - Warren Drive	480	120	711	580	0.828	470	63	1.5	4.0	30.374	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	697	174	292	814	0.856	695	906	5.1	5.5	30.279	D
C - Ifield Avenue (S)	767	192	18	903	0.849	765	969	4.9	5.2	25.724	D
A - Warren Drive	480	120	720	575	0.835	478	64	4.0	4.5	35.873	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	569	142	246	837	0.680	582	757	5.5	2.3	15.315	C
C - Ifield Avenue (S)	626	157	15	905	0.692	637	813	5.2	2.4	14.113	B
A - Warren Drive	392	98	599	637	0.616	403	53	4.5	1.7	16.124	C

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.08	0.07	1.12	5.00	7.17			N/A	N/A
C - Ifield Avenue (S)	2.17	0.07	1.12	5.32	7.69			N/A	N/A
A - Warren Drive	1.50	0.07	0.98	3.31	4.64			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	5.06	0.04	0.44	13.85	26.68			N/A	N/A
C - Ifield Avenue (S)	4.87	0.04	0.40	12.77	26.22			N/A	N/A
A - Warren Drive	4.05	0.04	0.42	11.05	21.06			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	5.53	0.03	0.35	10.18	29.40			N/A	N/A
C - Ifield Avenue (S)	5.20	0.03	0.32	7.49	25.98			N/A	N/A
A - Warren Drive	4.50	0.03	0.34	9.20	24.30			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	2.31	0.05	0.45	6.29	10.88			N/A	N/A
C - Ifield Avenue (S)	2.37	0.04	0.44	6.52	11.17			N/A	N/A
A - Warren Drive	1.67	0.04	0.43	4.47	7.56			N/A	N/A

2041_WithDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 93% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D10 - 2041_WithDev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		B, C, A	300.80	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D10	2041_WithDev	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
B - Ifield Avenue (N)		ONE HOUR	✓	781	100.000
C - Ifield Avenue (S)		ONE HOUR	✓	1008	100.000
A - Warren Drive		ONE HOUR	✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
From	B - Ifield Avenue (N)	0	744	37
	C - Ifield Avenue (S)	835	0	174
	A - Warren Drive	4	124	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		B - Ifield Avenue (N)	C - Ifield Avenue (S)	A - Warren Drive
	B - Ifield Avenue (N)	0	0	57
	C - Ifield Avenue (S)	1	0	3
	A - Warren Drive	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B - Ifield Avenue (N)	0.96	62.59	14.2	63.3	F	781	781
C - Ifield Avenue (S)	1.24	522.28	130.0	202.7	F	1008	1008
A - Warren Drive	0.25	8.47	0.3	1.5	A	127	127

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	702	176	111	905	0.776	696	714	1.8	3.3	17.065	C
C - Ifield Avenue (S)	907	227	33	896	1.012	858	774	4.7	17.0	59.328	F
A - Warren Drive	115	29	710	580	0.198	114	181	0.2	0.2	7.727	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	860	215	136	893	0.964	828	741	3.3	11.2	43.454	E
C - Ifield Avenue (S)	1110	278	39	893	1.244	890	925	17.0	72.0	191.743	F
A - Warren Drive	140	35	737	566	0.248	140	193	0.2	0.3	8.432	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	860	215	136	892	0.964	848	743	11.2	14.2	62.589	F
C - Ifield Avenue (S)	1110	278	40	892	1.244	892	944	72.0	126.6	408.704	F
A - Warren Drive	140	35	739	565	0.248	140	194	0.3	0.3	8.467	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	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
B - Ifield Avenue (N)	702	176	111	905	0.776	744	743	14.2	3.9	27.102	D
C - Ifield Avenue (S)	907	227	35	895	1.013	893	820	126.6	130.0	522.276	F
A - Warren Drive	115	29	739	565	0.203	115	189	0.3	0.3	8.001	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	3.26	0.08	1.41	8.46	12.35			N/A	N/A
C - Ifield Avenue (S)	16.98	0.43	9.93	41.23	55.47			N/A	N/A
A - Warren Drive	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	11.22	0.14	4.47	30.01	43.00			N/A	N/A
C - Ifield Avenue (S)	72.03	32.85	68.03	108.42	122.16			N/A	N/A
A - Warren Drive	0.33	0.03	0.26	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	14.20	0.09	3.08	40.94	63.26			N/A	N/A
C - Ifield Avenue (S)	126.62	73.83	122.82	173.35	189.83			N/A	N/A
A - Warren Drive	0.33	0.03	0.31	1.14	1.47			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B - Ifield Avenue (N)	3.86	0.04	0.43	10.67	19.82			N/A	N/A
C - Ifield Avenue (S)	130.04	>199	>199	>199	>199			N/A	N/A
A - Warren Drive	0.26	0.00	0.00	0.26	0.26			N/A	N/A