

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	129.4%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	108.0%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	31	-	1433	2105:1965	775+1048	69.6 : 70.5%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	31	-	506	1965	1048	44.4%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	25	-	804	1900	823	87.7%
2/2	Right	U	1:2	N/A	C1:D		1	25	-	514	1900	823	57.4%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	23	-	1082	2105:1828	842+317	95.1 : 88.7%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	23	-	758	2105	842	90.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	368	1871	441	83.5%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	811	2105:2105	437+437	85.6 : 100.0%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	9	-	324	1800	300	108.0%
7/1	Ahead	U	1:3	N/A	C1:E		1	39	-	1175	1900	1267	92.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	39	-	1195	1900:1900	1181+89	94.1 : 94.1%
8/1	Ahead	U	1:1	N/A	C1:B		1	17	-	84	1900	570	14.7%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	17	-	408	1900:1854	570+11	66.1 : 65.0%
J2: Northfields Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	129.4%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A		1	9	-	421	1965	327	128.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A		1	9	-	504	2105:1965	351+39	129.4 : 129.4%
2/1	Ahead	U	2:2	N/A	C2:D		1	36	-	572	1900	1172	40.9%

2/2	Ahead	U	2:2	N/A	C2:D		1	36	-	580	1900	1172	40.7%
2/3	Right	U	2:2	N/A	C2:D		1	36	-	52	1900	1172	4.4%
3/1	A509 (W) Left	U	2:2	N/A	C2:C		1	12	-	378	1965	426	88.8%
3/2	A509 (W) Left	U	2:2	N/A	C2:C		1	12	-	409	2105	456	89.7%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C		1	12	-	206	1965	426	48.4%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E		1	38	-	1068	1965	1277	83.6%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E		1	38	-	1122	2105	1368	82.0%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E		1	38	-	1598	2105:1965	845+763	99.4 : 99.4%
5/1	Ahead	U	2:3	N/A	C2:F		1	10	-	131	1900	348	37.6%
5/2	Right Ahead	U	2:3	N/A	C2:F		1	10	-	117	1900	348	33.6%
5/3	Right	U	2:3	N/A	C2:F		1	10	-	10	1900	348	2.9%
6/1	Ahead	U	2:4	N/A	C2:H		1	38	-	850	1900	1235	68.8%
6/2	Ahead	U	2:4	N/A	C2:H		1	38	-	1128	1900	1235	91.3%
6/3	Right	U	2:4	N/A	C2:H		1	38	-	843	1900	1235	67.8%
6/4	Right	U	2:4	N/A	C2:H		1	38	-	759	1900	1235	61.0%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	10	-	335	1965	360	93.0%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	10	-	497	2105:1965	386+134	95.6 : 95.6%
8/1	Ahead	U	2:1	N/A	C2:B		1	39	-	1055	1900	1267	82.8%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	39	-	1128	1900	1267	88.6%
8/3	Right	U	2:1	N/A	C2:B		1	39	-	128	1900	1267	10.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	1990	0	0	69.4	186.4	0.0	255.8	-	-	-	-
J1: M1 Junction 14	-	-	1990	0	0	26.8	36.4	0.0	63.3	-	-	-	-
1/2+1/1	1278	1278	-	-	-	3.1	1.2	-	4.3	12.0	24.5	1.2	25.7
1/3	465	465	-	-	-	1.2	0.4	-	1.6	12.4	6.6	0.4	7.0
2/1	722	722	-	-	-	1.8	0.0	-	1.8	8.9	11.6	0.0	11.6
2/2	473	473	-	-	-	0.0	0.0	-	0.0	0.4	0.2	0.0	0.2
3/2+3/1	1082	1082	-	-	-	4.9	6.1	-	11.0	36.5	12.9	6.1	19.0
3/3	758	758	-	-	-	3.6	4.1	-	7.7	36.4	11.8	4.1	15.9
5/1	368	368	368	0	0	1.0	2.4	-	3.4	33.0	5.4	2.4	7.8
5/2+5/3	811	811	1622	0	0	2.6	5.5	-	8.1	36.0	7.2	5.5	12.6
6/2	324	300	-	-	-	3.0	16.8	-	19.8	220.3	5.8	16.8	22.6
7/1	1175	1175	-	-	-	2.2	0.0	-	2.2	6.7	19.2	0.0	19.2
7/2+7/3	1195	1195	-	-	-	2.4	0.0	-	2.4	7.1	18.7	0.0	18.7
8/1	84	84	-	-	-	0.5	0.0	-	0.5	22.2	1.4	0.0	1.4
8/2+8/3	384	384	-	-	-	0.5	0.0	-	0.5	5.1	1.4	0.0	1.4
J2: Northfields Roundabout	-	-	0	0	0	42.6	150.0	0.0	192.6	-	-	-	-
1/1	421	327	-	-	-	5.4	48.9	-	54.3	464.0	9.1	48.9	58.0
1/2+1/3	504	401	-	-	-	5.6	59.4	-	65.0	464.1	9.3	59.4	68.7
2/1	479	479	-	-	-	1.5	0.0	-	1.5	11.2	5.9	0.0	5.9
2/2	477	477	-	-	-	2.0	0.0	-	2.0	15.1	5.8	0.0	5.8
2/3	52	52	-	-	-	0.0	0.0	-	0.0	2.2	0.5	0.0	0.5
3/1	378	378	-	-	-	2.4	3.5	-	5.9	55.7	6.1	3.5	9.5
3/2	409	409	-	-	-	2.6	3.7	-	6.3	55.8	6.6	3.7	10.3
3/3	206	206	-	-	-	1.2	0.5	-	1.6	28.7	3.0	0.5	3.4
4/1	1068	1068	-	-	-	2.8	2.5	-	5.3	17.7	11.1	2.5	13.6

4/2	1122	1122	-	-	-	3.2	2.2	-	5.4	17.4	11.3	2.2	13.6
4/3+4/4	1598	1587	-	-	-	4.8	17.7	-	22.5	50.7	25.6	17.7	43.3
5/1	131	131	-	-	-	0.5	0.0	-	0.5	14.8	1.1	0.0	1.1
5/2	117	117	-	-	-	0.5	0.0	-	0.5	15.5	0.9	0.0	0.9
5/3	10	10	-	-	-	0.0	0.0	-	0.0	16.0	0.1	0.0	0.1
6/1	850	850	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
6/2	1128	1128	-	-	-	0.4	0.0	-	0.4	1.3	3.2	0.0	3.2
6/3	837	837	-	-	-	0.2	0.0	-	0.2	0.7	0.5	0.0	0.5
6/4	754	754	-	-	-	0.1	0.0	-	0.1	0.5	0.3	0.0	0.3
7/1	335	335	-	-	-	2.2	4.8	-	7.0	75.8	5.5	4.8	10.3
7/2+7/3	497	497	-	-	-	3.2	6.8	-	10.1	73.0	6.0	6.8	12.9
8/1	1049	1049	-	-	-	1.7	0.0	-	1.7	5.9	9.1	0.0	9.1
8/2	1123	1123	-	-	-	2.1	0.0	-	2.1	6.7	11.6	0.0	11.6
8/3	128	128	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1

C1	Stream: 1	PRC for Signalled Lanes (%)	27.7	Total Delay for Signalled Lanes (pcuHr):	6.93	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-5.7	Total Delay for Signalled Lanes (pcuHr):	20.47	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%)	-20.0	Total Delay for Signalled Lanes (pcuHr):	24.37	Cycle Time (s):	60
C2	Stream: 1	PRC for Signalled Lanes (%)	-43.8	Total Delay for Signalled Lanes (pcuHr):	123.04	Cycle Time (s):	60
C2	Stream: 2	PRC for Signalled Lanes (%)	0.4	Total Delay for Signalled Lanes (pcuHr):	17.36	Cycle Time (s):	60
C2	Stream: 3	PRC for Signalled Lanes (%)	-10.4	Total Delay for Signalled Lanes (pcuHr):	34.25	Cycle Time (s):	60
C2	Stream: 4	PRC for Signalled Lanes (%)	-6.2	Total Delay for Signalled Lanes (pcuHr):	17.94	Cycle Time (s):	60
		PRC Over All Lanes (%)	-43.8	Total Delay Over All Lanes(pcuHr):	255.85		

Scenario 9: '2023 Bkgd PM' (FG11: '2023 Bkgd PM', Plan 1: '2017 Observed AM')

C1

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	0	40

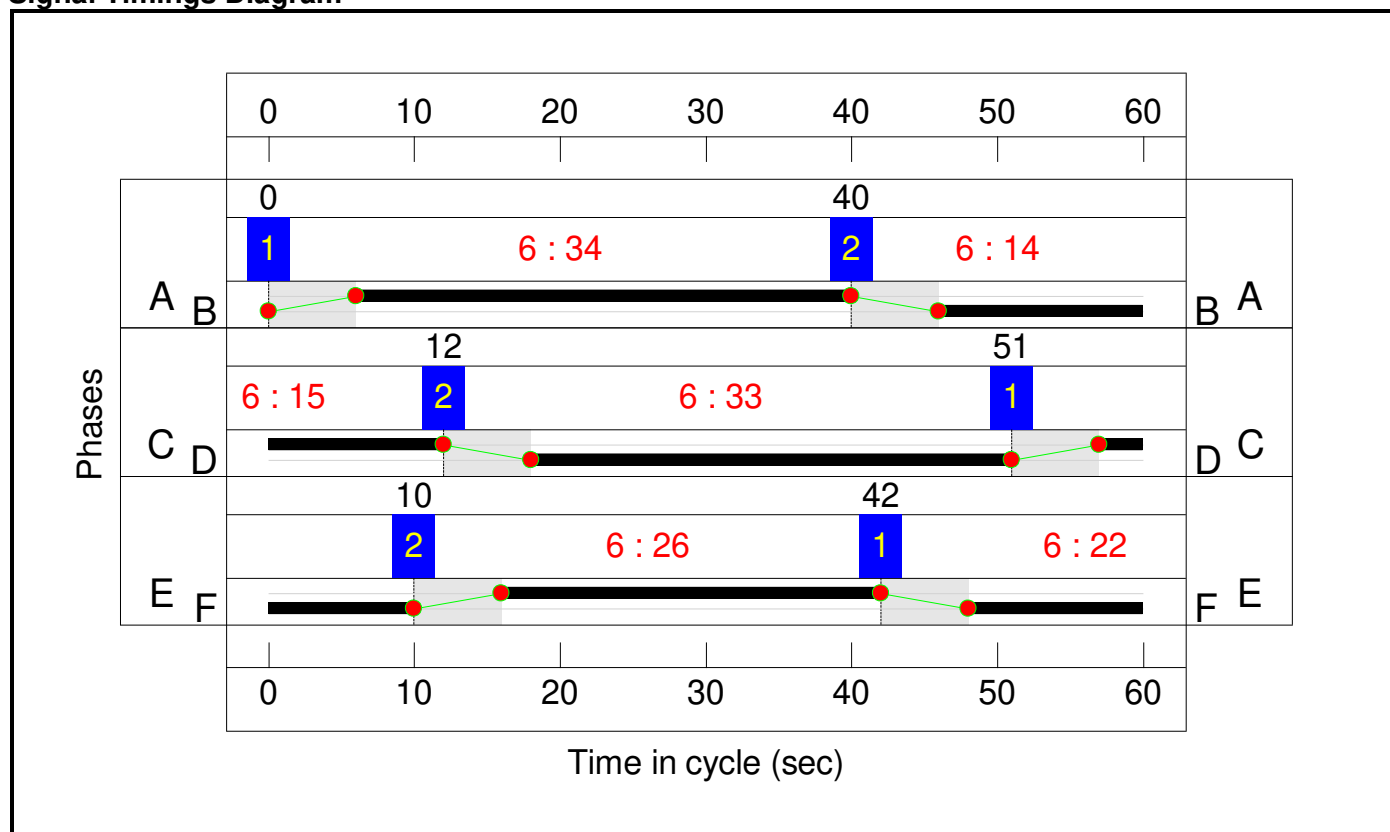
Stage Stream: 2

Stage	1	2
Duration	15	33
Change Point	51	12

Stage Stream: 3

Stage	1	2
Duration	22	26
Change Point	42	10

Signal Timings Diagram



C2

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	29	55

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	54	17

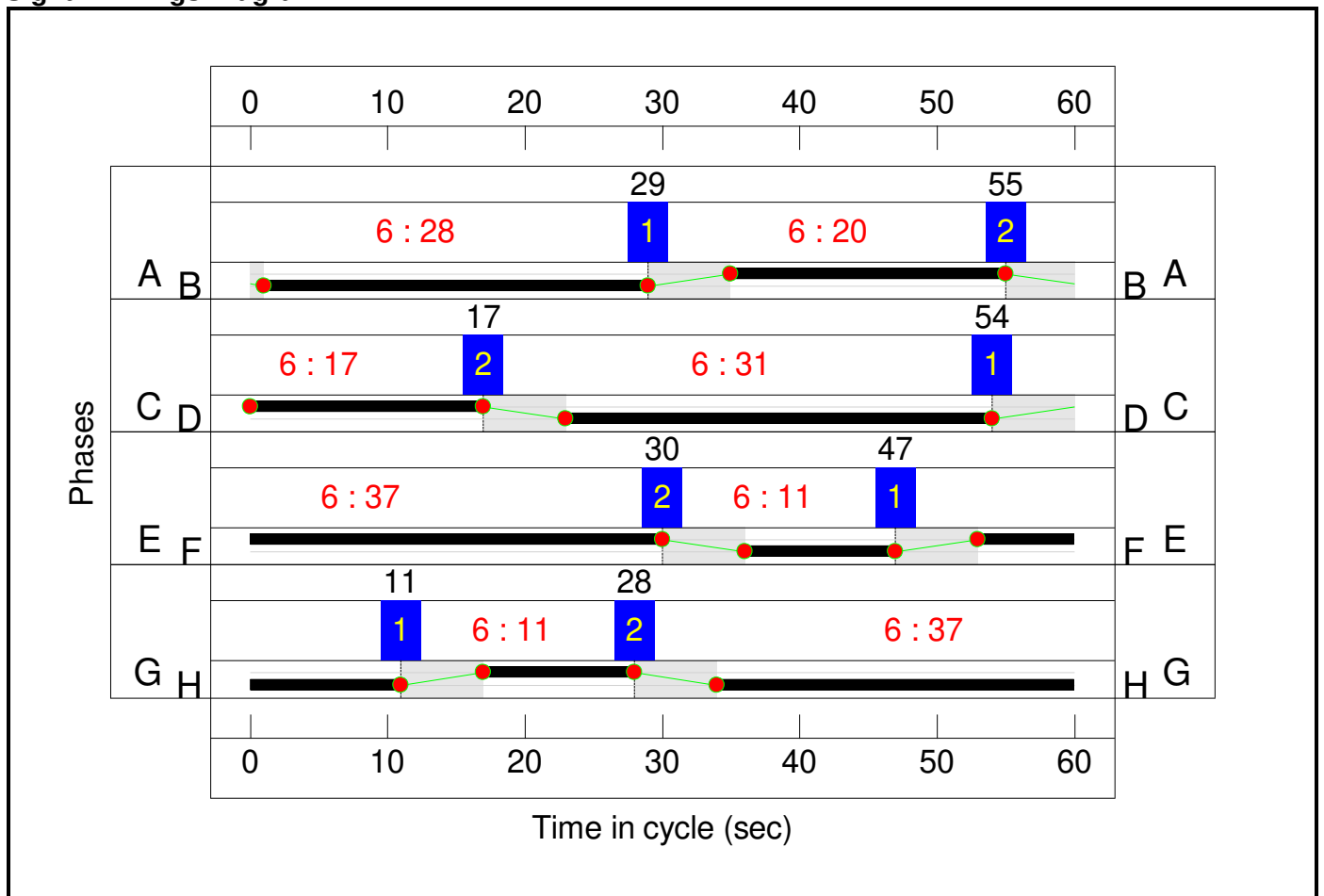
Stage Stream: 3

Stage	1	2
Duration	37	11
Change Point	47	30

Stage Stream: 4

Stage	1	2
Duration	11	37
Change Point	11	28

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	115.4%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	97.9%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	34	-	2025	2105:1965	1211+664	97.9 : 97.6%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	34	-	1036	1965	1146	84.0%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	33	-	1090	1900	1077	95.7%
2/2	Right	U	1:2	N/A	C1:D		1	33	-	1036	1900	1077	89.4%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	15	-	713	2105:1828	561+487	79.5 : 54.8%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	15	-	393	2105	561	70.0%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	374	1871	466	80.3%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	739	2105:2105	392+460	77.9 : 94.3%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	22	-	424	1800	690	61.4%
7/1	Ahead	U	1:3	N/A	C1:E		1	26	-	751	1900	855	87.8%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	26	-	827	1900:1900	819+33	97.0 : 97.0%
8/1	Ahead	U	1:1	N/A	C1:B		1	14	-	248	1900	475	52.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	14	-	456	1900:1965	475+0	96.0 : 0.0%
J2: Northfields Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	115.4%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A		1	20	-	737	1965	688	107.2%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A		1	20	-	538	2105:1965	732+92	65.3 : 65.3%
2/1	Ahead	U	2:2	N/A	C2:D		1	31	-	756	1900	1013	69.6%

2/2	Ahead	U	2:2	N/A	C2:D		1	31	-	899	1900	1013	85.9%
2/3	Right	U	2:2	N/A	C2:D		1	31	-	61	1900	1013	6.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C		1	17	-	677	1965	590	114.8%
3/2	A509 (W) Left	U	2:2	N/A	C2:C		1	17	-	729	2105	632	115.4%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C		1	17	-	267	1965	590	45.3%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E		1	37	-	693	1965	1244	55.7%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E		1	37	-	635	2105	1333	47.6%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E		1	37	-	678	2105:1965	389+1006	48.6 : 48.6%
5/1	Ahead	U	2:3	N/A	C2:F		1	11	-	140	1900	380	36.8%
5/2	Right Ahead	U	2:3	N/A	C2:F		1	11	-	171	1900	380	45.0%
5/3	Right	U	2:3	N/A	C2:F		1	11	-	17	1900	380	4.5%
6/1	Ahead	U	2:4	N/A	C2:H		1	37	-	487	1900	1203	40.5%
6/2	Ahead	U	2:4	N/A	C2:H		1	37	-	648	1900	1203	53.9%
6/3	Right	U	2:4	N/A	C2:H		1	37	-	190	1900	1203	15.8%
6/4	Right	U	2:4	N/A	C2:H		1	37	-	492	1900	1203	40.9%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	11	-	368	1965	393	93.6%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	11	-	444	2105:1965	20+393	107.4 : 107.4%
8/1	Ahead	U	2:1	N/A	C2:B		1	28	-	442	1900	918	48.1%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	28	-	514	1900	918	55.8%
8/3	Right	U	2:1	N/A	C2:B		1	28	-	422	1900	918	42.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	1852	0	0	74.9	183.1	0.0	258.0	-	-	-	-
J1: M1 Junction 14	-	-	1852	0	0	29.2	24.1	0.0	53.4	-	-	-	-
1/2+1/1	1834	1834	-	-	-	6.2	13.5	-	19.7	38.7	38.0	13.5	51.5
1/3	963	963	-	-	-	2.8	2.6	-	5.4	20.1	14.4	2.6	17.0
2/1	1030	1030	-	-	-	3.5	0.0	-	3.5	12.2	16.0	0.0	16.0
2/2	963	963	-	-	-	0.3	0.0	-	0.3	1.0	0.7	0.0	0.7
3/2+3/1	713	713	-	-	-	3.9	1.1	-	5.0	25.2	6.8	1.1	7.9
3/3	393	393	-	-	-	2.2	1.2	-	3.3	30.4	5.9	1.2	7.0
5/1	374	374	374	0	0	0.2	2.0	-	2.2	21.2	3.0	2.0	5.0
5/2+5/3	739	739	1478	0	0	0.8	3.1	-	3.9	18.8	6.9	3.1	10.0
6/2	424	424	-	-	-	1.8	0.8	-	2.6	21.7	5.7	0.8	6.4
7/1	751	751	-	-	-	2.0	0.0	-	2.0	9.7	12.1	0.0	12.1
7/2+7/3	827	827	-	-	-	2.7	0.0	-	2.7	11.8	13.4	0.0	13.4
8/1	248	248	-	-	-	1.2	0.0	-	1.2	18.0	4.1	0.0	4.1
8/2+8/3	456	456	-	-	-	1.6	0.0	-	1.6	12.8	2.6	0.0	2.6
J2: Northfields Roundabout	-	-	0	0	0	45.6	158.9	0.0	204.6	-	-	-	-
1/1	737	688	-	-	-	5.4	30.6	-	36.0	176.0	13.5	30.6	44.2
1/2+1/3	538	538	-	-	-	2.4	0.9	-	3.3	22.3	6.6	0.9	7.6
2/1	705	705	-	-	-	1.5	0.0	-	1.5	7.5	3.3	0.0	3.3
2/2	870	870	-	-	-	1.3	0.0	-	1.3	5.3	7.2	0.0	7.2
2/3	61	61	-	-	-	0.0	0.0	-	0.0	2.2	0.5	0.0	0.5
3/1	677	589	-	-	-	6.6	47.3	-	53.9	286.8	12.7	47.3	60.1
3/2	729	631	-	-	-	7.2	52.2	-	59.5	293.6	13.8	52.2	66.0
3/3	267	267	-	-	-	1.3	0.4	-	1.7	22.6	3.6	0.4	4.0
4/1	693	693	-	-	-	2.4	0.6	-	3.1	15.9	9.2	0.6	9.8

4/2	635	635	-	-	-	2.5	0.5	-	2.9	16.5	9.0	0.5	9.4
4/3+4/4	678	678	-	-	-	2.1	0.5	-	2.6	13.6	7.1	0.5	7.6
5/1	140	140	-	-	-	1.0	0.0	-	1.0	26.6	2.2	0.0	2.2
5/2	171	171	-	-	-	1.1	0.0	-	1.1	23.4	2.3	0.0	2.3
5/3	17	17	-	-	-	0.1	0.0	-	0.1	20.4	0.2	0.0	0.2
6/1	487	487	-	-	-	0.6	0.0	-	0.6	4.7	2.5	0.0	2.5
6/2	648	648	-	-	-	0.8	0.0	-	0.8	4.2	2.7	0.0	2.7
6/3	190	190	-	-	-	0.1	0.0	-	0.1	1.6	0.4	0.0	0.4
6/4	492	492	-	-	-	0.2	0.0	-	0.2	1.8	1.4	0.0	1.4
7/1	368	368	-	-	-	2.4	5.2	-	7.6	74.5	6.0	5.2	11.2
7/2+7/3	444	413	-	-	-	3.7	20.6	-	24.4	197.5	7.9	20.6	28.5
8/1	442	442	-	-	-	0.9	0.0	-	0.9	7.3	3.8	0.0	3.8
8/2	512	512	-	-	-	0.7	0.0	-	0.7	5.0	2.0	0.0	2.0
8/3	393	393	-	-	-	1.2	0.0	-	1.2	11.2	2.3	0.0	2.3

C1	Stream: 1	PRC for Signalled Lanes (%)	-8.8	Total Delay for Signalled Lanes (pcuHr):	27.94	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-6.3	Total Delay for Signalled Lanes (pcuHr):	12.08	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%)	-7.8	Total Delay for Signalled Lanes (pcuHr):	7.29	Cycle Time (s):	60
C2	Stream: 1	PRC for Signalled Lanes (%)	-19.1	Total Delay for Signalled Lanes (pcuHr):	42.21	Cycle Time (s):	60
C2	Stream: 2	PRC for Signalled Lanes (%)	-28.3	Total Delay for Signalled Lanes (pcuHr):	117.87	Cycle Time (s):	60
C2	Stream: 3	PRC for Signalled Lanes (%)	61.6	Total Delay for Signalled Lanes (pcuHr):	10.80	Cycle Time (s):	60
C2	Stream: 4	PRC for Signalled Lanes (%)	-19.3	Total Delay for Signalled Lanes (pcuHr):	33.71	Cycle Time (s):	60
		PRC Over All Lanes (%)	-28.3	Total Delay Over All Lanes(pcuHr):	257.96		

Scenario 10: '2023 WD PM' (FG12: '2023 WD PM', Plan 1: '2017 Observed AM')

C1

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	0	40

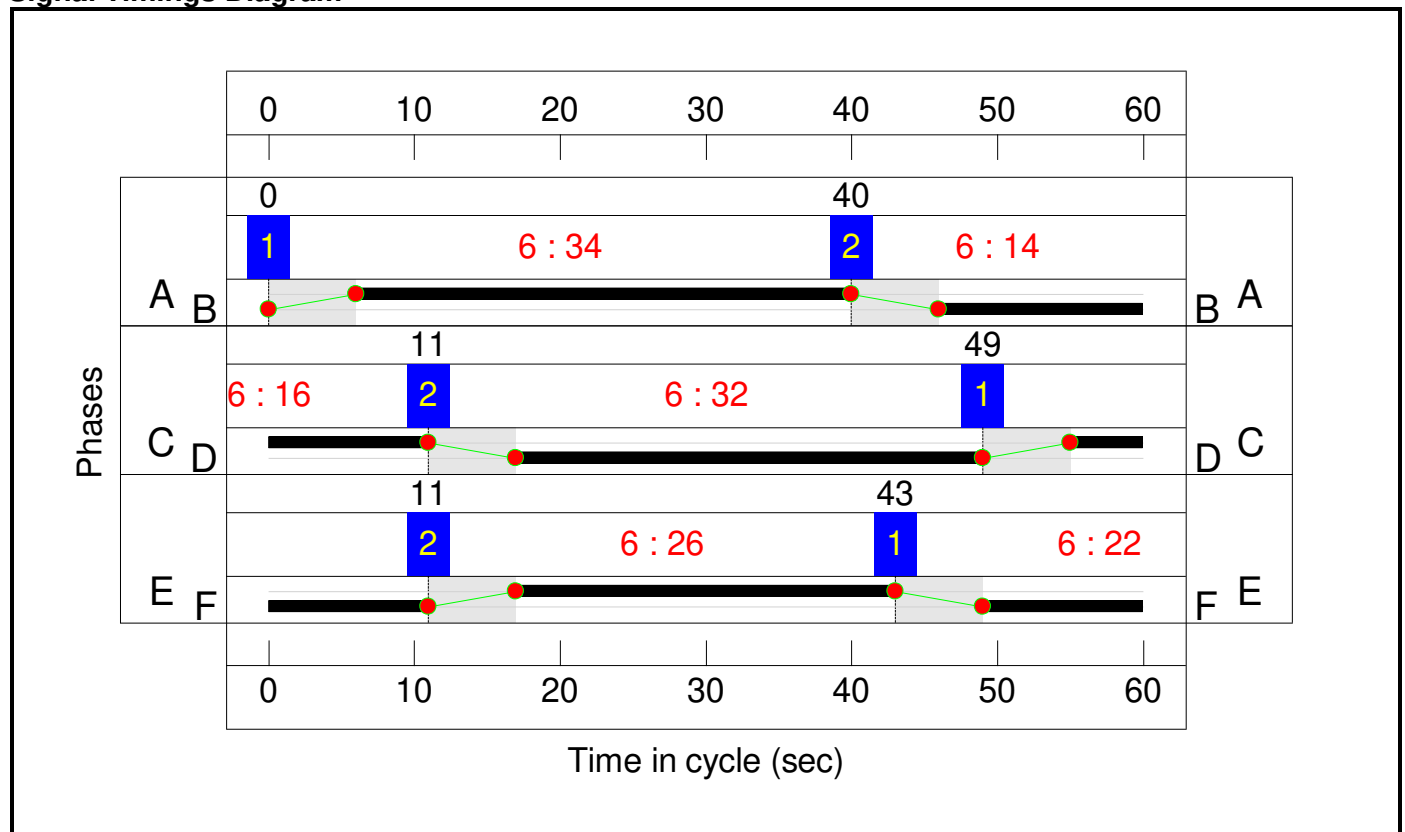
Stage Stream: 2

Stage	1	2
Duration	16	32
Change Point	49	11

Stage Stream: 3

Stage	1	2
Duration	22	26
Change Point	43	11

Signal Timings Diagram



C2

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	41	6

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	3	26

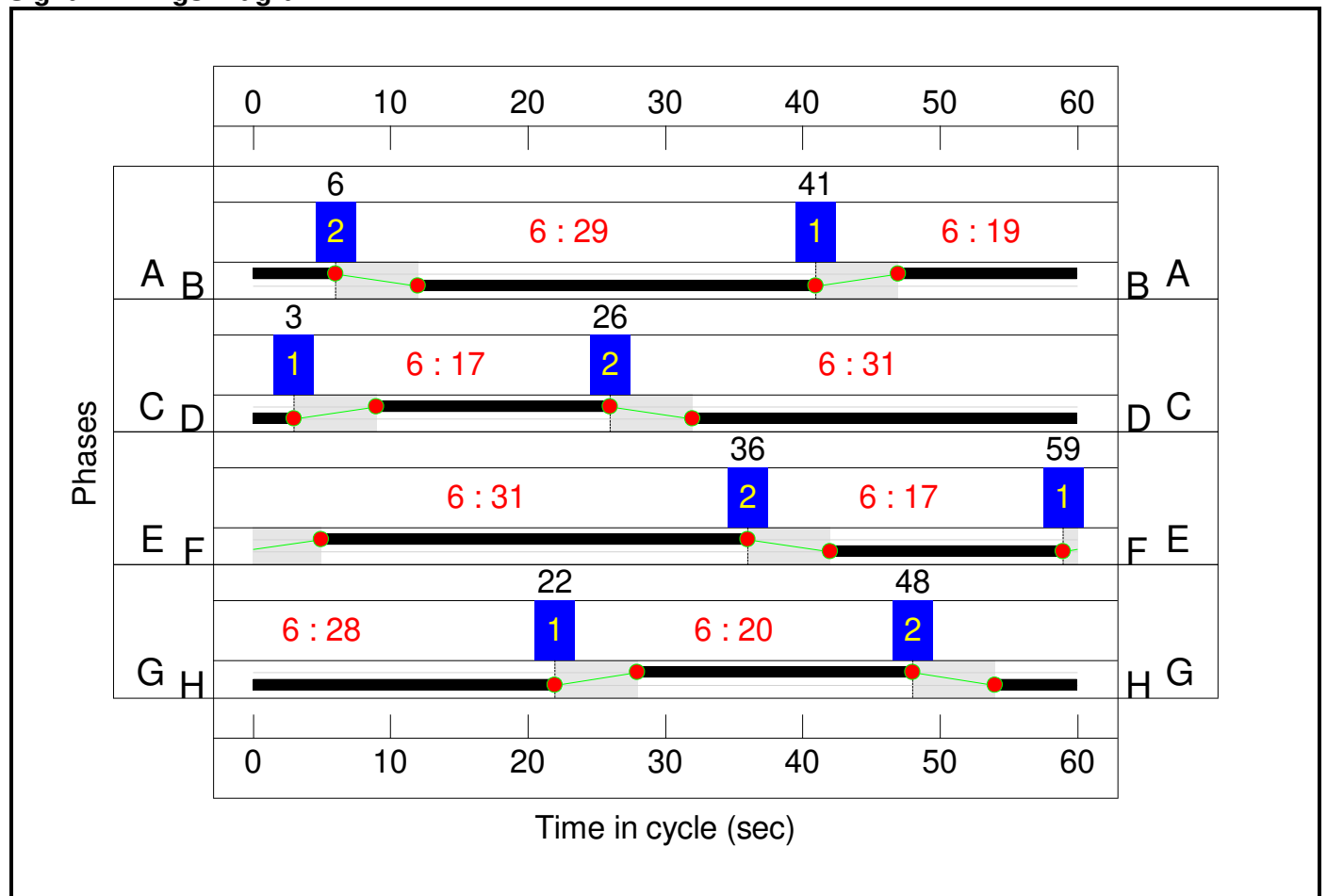
Stage Stream: 3

Stage	1	2
Duration	31	17
Change Point	59	36

Stage Stream: 4

Stage	1	2
Duration	20	28
Change Point	22	48

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	N/A	-	-		-	-	-	-	-	-	117.8%
J1: M1 Junction 14	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
1/2+1/1	A509 (S) Ahead Left	U	1:1	N/A	C1:A		1	34	-	2061	2105:1965	1212+645	98.7 : 99.3%
1/3	A509 (S) Ahead	U	1:1	N/A	C1:A		1	34	-	1032	1965	1146	83.8%
2/1	Right Ahead	U	1:2	N/A	C1:D		1	32	-	1096	1900	1045	98.2%
2/2	Right	U	1:2	N/A	C1:D		1	32	-	1032	1900	1045	91.9%
3/2+3/1	M1 S/B Off-Slip Ahead Left	U	1:2	N/A	C1:C		1	16	-	733	2105:1828	596+518	74.9 : 55.2%
3/3	M1 S/B Off-Slip Ahead	U	1:2	N/A	C1:C		1	16	-	392	2105	596	65.7%
5/1	A509 London Road Left	O	N/A	N/A	-		-	-	-	403	1871	465	86.8%
5/2+5/3	A509 London Road Ahead	O	N/A	N/A	-		-	-	-	740	2105:2105	366+458	82.9 : 95.4%
6/2	M1 N/B Off-Slip Ahead	U	1:3	N/A	C1:F		1	22	-	424	1800	690	61.4%
7/1	Ahead	U	1:3	N/A	C1:E		1	26	-	750	1900	855	87.7%
7/2+7/3	Right Ahead	U	1:3	N/A	C1:E		1	26	-	829	1900:1900	819+33	97.3 : 97.3%
8/1	Ahead	U	1:1	N/A	C1:B		1	14	-	248	1900	475	52.2%
8/2+8/3	Right Ahead	U	1:1	N/A	C1:B		1	14	-	456	1900:1965	475+0	96.0 : 0.0%
J2: Northfields Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	117.8%
1/1	A4145 Childs Way (S) Ahead Left	U	2:1	N/A	C2:A		1	19	-	737	1965	655	112.5%
1/2+1/3	A4145 Childs Way (S) Ahead	U	2:1	N/A	C2:A		1	19	-	538	2105:1965	702+88	68.1 : 68.1%
2/1	Ahead	U	2:2	N/A	C2:D		1	31	-	749	1900	1013	65.8%

2/2	Ahead	U	2:2	N/A	C2:D		1	31	-	908	1900	1013	89.6%
2/3	Right	U	2:2	N/A	C2:D		1	31	-	61	1900	1013	6.0%
3/1	A509 (W) Left	U	2:2	N/A	C2:C		1	17	-	692	1965	590	117.4%
3/2	A509 (W) Left	U	2:2	N/A	C2:C		1	17	-	744	2105	632	117.8%
3/3	A509 (W) Ahead	U	2:2	N/A	C2:C		1	17	-	267	1965	590	45.3%
4/1	A509 (N) Ahead Left	U	2:3	N/A	C2:E		1	31	-	698	1965	1048	66.6%
4/2	A509 (N) Ahead	U	2:3	N/A	C2:E		1	31	-	631	2105	1123	56.2%
4/3+4/4	A509 (N) Ahead	U	2:3	N/A	C2:E		1	31	-	697	2105:1965	309+875	58.9 : 58.9%
5/1	Ahead	U	2:3	N/A	C2:F		1	17	-	146	1900	570	25.6%
5/2	Right Ahead	U	2:3	N/A	C2:F		1	17	-	165	1900	570	28.9%
5/3	Right	U	2:3	N/A	C2:F		1	17	-	17	1900	570	3.0%
6/1	Ahead	U	2:4	N/A	C2:H		1	28	-	491	1900	918	53.5%
6/2	Ahead	U	2:4	N/A	C2:H		1	28	-	644	1900	918	70.1%
6/3	Right	U	2:4	N/A	C2:H		1	28	-	184	1900	918	20.0%
6/4	Right	U	2:4	N/A	C2:H		1	28	-	517	1900	918	56.3%
7/1	A5130 (E) Ahead Left	U	2:4	N/A	C2:G		1	20	-	368	1965	688	53.5%
7/2+7/3	A5130 (E) Ahead	U	2:4	N/A	C2:G		1	20	-	446	2105:1965	23+674	64.0 : 64.0%
8/1	Ahead	U	2:1	N/A	C2:B		1	29	-	436	1900	950	45.9%
8/2	Right Ahead	U	2:1	N/A	C2:B		1	29	-	532	1900	950	56.0%
8/3	Right	U	2:1	N/A	C2:B		1	29	-	431	1900	950	45.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M1 Junction 14 / Northfields Roundabout Model	-	-	1883	0	0	78.8	193.2	0.0	272.1	-	-	-	-
J1: M1 Junction 14	-	-	1883	0	0	29.9	29.1	0.0	59.0	-	-	-	-
1/2+1/1	1836	1836	-	-	-	6.8	16.8	-	23.7	46.4	38.3	16.8	55.1
1/3	961	961	-	-	-	2.0	2.5	-	4.5	16.9	11.6	2.5	14.2
2/1	1026	1026	-	-	-	3.6	0.0	-	3.6	12.5	16.0	0.0	16.0
2/2	961	961	-	-	-	0.3	0.0	-	0.3	1.0	0.5	0.0	0.5
3/2+3/1	733	733	-	-	-	3.9	1.0	-	4.8	23.8	6.7	1.0	7.7
3/3	392	392	-	-	-	2.1	0.9	-	3.0	27.7	5.7	0.9	6.6
5/1	403	403	403	0	0	0.3	3.0	-	3.3	29.5	3.6	3.0	6.6
5/2+5/3	740	740	1480	0	0	0.7	4.0	-	4.7	23.0	6.9	4.0	11.0
6/2	424	424	-	-	-	1.8	0.8	-	2.6	21.7	5.7	0.8	6.4
7/1	750	750	-	-	-	2.4	0.0	-	2.4	11.4	12.1	0.0	12.1
7/2+7/3	829	829	-	-	-	3.0	0.0	-	3.0	13.2	13.4	0.0	13.4
8/1	248	248	-	-	-	1.1	0.0	-	1.1	16.2	4.1	0.0	4.1
8/2+8/3	456	456	-	-	-	2.0	0.0	-	2.0	15.7	3.1	0.0	3.1
J2: Northfields Roundabout	-	-	0	0	0	48.9	164.2	0.0	213.1	-	-	-	-
1/1	737	655	-	-	-	6.9	45.1	-	51.9	253.8	13.6	45.1	58.7
1/2+1/3	538	538	-	-	-	2.5	1.1	-	3.6	24.0	6.8	1.1	7.8
2/1	667	667	-	-	-	2.0	0.0	-	2.0	10.6	4.2	0.0	4.2
2/2	908	908	-	-	-	1.4	0.0	-	1.4	5.6	4.1	0.0	4.1
2/3	61	61	-	-	-	0.1	0.0	-	0.1	3.0	0.5	0.0	0.5
3/1	692	589	-	-	-	6.9	54.4	-	61.3	319.0	13.2	54.4	67.7
3/2	744	631	-	-	-	7.5	59.4	-	66.9	323.5	14.3	59.4	73.7
3/3	267	267	-	-	-	1.3	0.4	-	1.7	22.6	3.6	0.4	4.0
4/1	698	698	-	-	-	3.1	1.0	-	4.1	21.0	8.7	1.0	9.7

4/2	631	631	-	-	-	3.0	0.6	-	3.6	20.5	7.7	0.6	8.4
4/3+4/4	697	697	-	-	-	3.1	0.7	-	3.8	19.8	7.0	0.7	7.7
5/1	146	146	-	-	-	0.9	0.0	-	0.9	22.9	2.2	0.0	2.2
5/2	165	165	-	-	-	1.0	0.0	-	1.0	20.9	2.3	0.0	2.3
5/3	17	17	-	-	-	0.1	0.0	-	0.1	17.4	0.2	0.0	0.2
6/1	491	491	-	-	-	1.2	0.0	-	1.2	8.7	2.9	0.0	2.9
6/2	644	644	-	-	-	1.3	0.0	-	1.3	7.3	3.3	0.0	3.3
6/3	184	184	-	-	-	0.2	0.0	-	0.2	4.4	0.7	0.0	0.7
6/4	517	517	-	-	-	0.7	0.0	-	0.7	4.8	1.9	0.0	1.9
7/1	368	368	-	-	-	1.6	0.6	-	2.2	21.2	4.8	0.6	5.4
7/2+7/3	446	446	-	-	-	2.0	0.9	-	2.9	23.2	5.9	0.9	6.7
8/1	436	436	-	-	-	0.5	0.0	-	0.5	4.5	2.1	0.0	2.1
8/2	532	532	-	-	-	0.6	0.0	-	0.6	4.3	2.5	0.0	2.5
8/3	431	431	-	-	-	1.2	0.0	-	1.2	9.7	2.4	0.0	2.4

C1	Stream: 1	PRC for Signalled Lanes (%)	-10.3	Total Delay for Signalled Lanes (pcuHr):	31.27	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%)	-9.1	Total Delay for Signalled Lanes (pcuHr):	11.70	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%)	-8.1	Total Delay for Signalled Lanes (pcuHr):	7.98	Cycle Time (s):	60
C2	Stream: 1	PRC for Signalled Lanes (%)	-25.0	Total Delay for Signalled Lanes (pcuHr):	57.88	Cycle Time (s):	60
C2	Stream: 2	PRC for Signalled Lanes (%)	-30.9	Total Delay for Signalled Lanes (pcuHr):	133.29	Cycle Time (s):	60
C2	Stream: 3	PRC for Signalled Lanes (%)	35.1	Total Delay for Signalled Lanes (pcuHr):	13.46	Cycle Time (s):	60
C2	Stream: 4	PRC for Signalled Lanes (%)	28.3	Total Delay for Signalled Lanes (pcuHr):	8.46	Cycle Time (s):	60
		PRC Over All Lanes (%)	-30.9	Total Delay Over All Lanes(pcuHr):	272.07		