

# APPENDIX 2: LINSIG TRAFFIC MODELLING OUTPUT

Four sets of values have been extracted from the model: Degree of Saturation (DoS), Mean Maximum Queue length value (mmq).

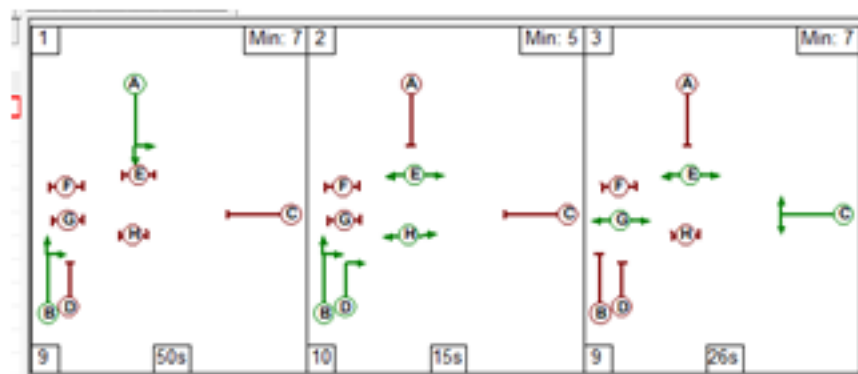
Degree of Saturation is the ratio of the design flow to the actual capacity, with a value over 90% indicating that the junction has minimal spare capacity and queues start increasing rapidly.

Mean Max Queue- Represents the maximum queue within a typical cycle averaged over all the cycles within the modelled period. It considers traffic dispersal and arrival rates.

Average Delay per PCU (sec) The Average Delay for each PCU on the lane averaged over the modelled time period.

Practical Reserve Capacity (PRC) is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all lanes.

## Best Case Staging



## AM 2019 TOTAL

Lane Description	Demand Flow (pcu)	Deg. Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (m)
A5183 N Left Ahead	894	93.5	52.8	173
B556 Right Left	472	99.5	121.1	153
A5183 S Ahead	490	42.8	15.4	53
A5183 S Right	349	95.8	111.4	103

## PM 2019 TOTAL

Lane Description	Demand Flow (pcu)	Deg. Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (m)
A5183 N Left Ahead	728	85.3	44.1	126
B556 Right Left	445	92.4	81.4	115
A5183 S Ahead	494	43.2	15.8	55
A5183 S Right	432	91.2	78.9	107
PRC	-2.7			