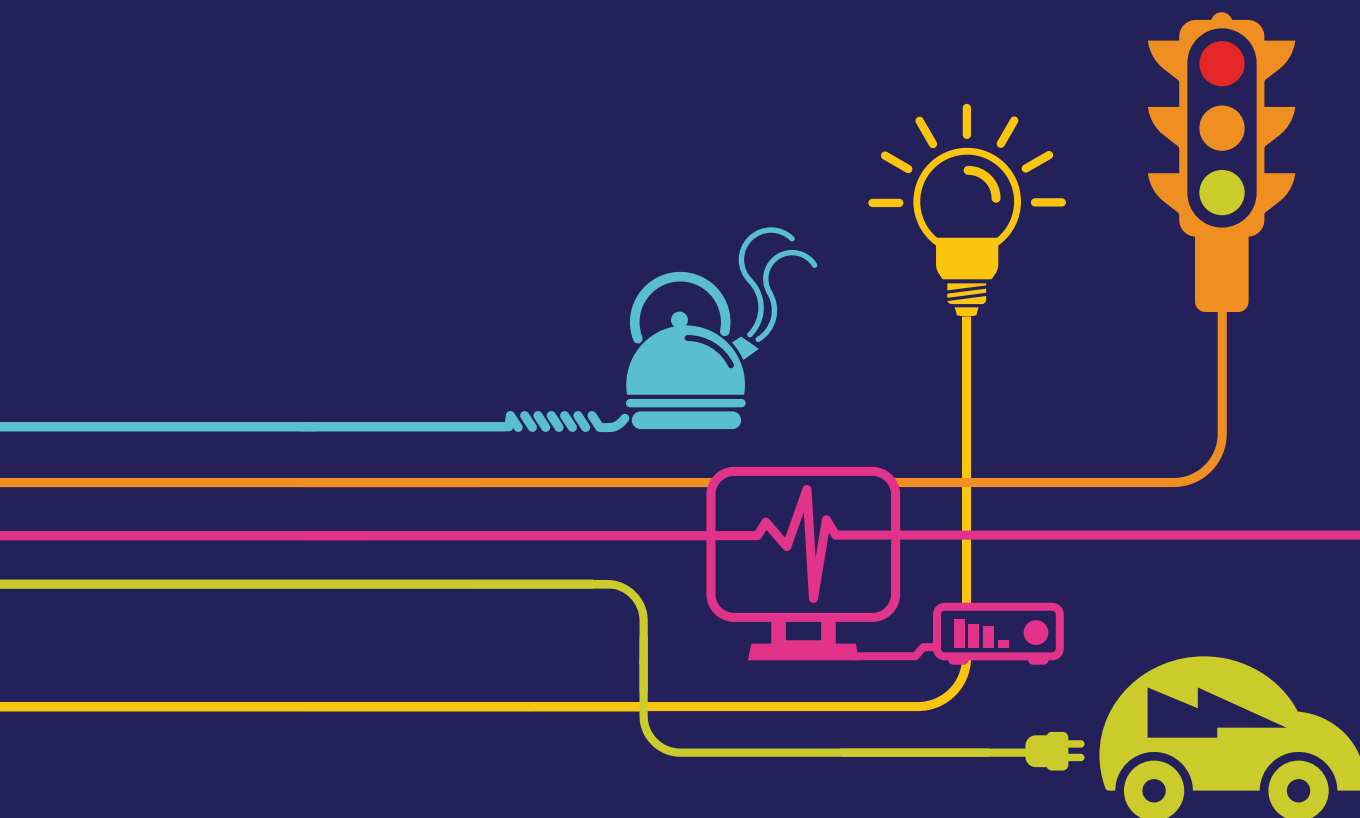


Environmental Statement Transport Assessment Appendices 22H Part 1

Hinkley Point C Connection Project

*Regulation 5(2)(q) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009*



Environmental Statement

Hinkley Point C Connection Project

5.22.2 – Transport Assessment – Appendices (orange highlight indicates the contents of this Volume)

Appendix	Title
Volume 5.22.2.1	
22A	Raw Automatic Traffic Counters Data
22B	Raw TRADs Data
Volume 5.22.2.2	
22C	Accident Data
22D	Abnormal Indivisible Loads Report
Volume 5.22.2.3	
22E	Network Traffic Flow Diagrams
22F	Proposed Development Traffic Generation Data
Volume 5.22.2.4	
22G	Proposed Development Traffic Generation Profiles
Volume 5.22.2.5	
22H	Capacity Model Outputs and Queue Length Data (Part 1)
Volume 5.22.2.6	
22H	Capacity Model Outputs and Queue Length Data (Part 2)
Volume 5.22.2.7	
22H	Capacity Model Outputs and Queue Length Data (Part 3)
Volume 5.22.2.8	
22H	Capacity Model Outputs and Queue Length Data (Part 4)
Volume 5.22.2.9	
22H	Capacity Model Outputs and Queue Length Data (Part 5)
Volume 5.22.2.10	
22H	Capacity Model Outputs and Queue Length Data (Part 6)
Volume 5.22.2.11	
22I	Sensitivity Modelling Results (Part 1)
Volume 5.22.2.12	
22I	Sensitivity Modelling Results (Part 2)
Volume 5.22.2.13	
22I	Sensitivity Modelling Results (Part 3)

Document Control			
Document Properties			
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Date	Version	Status	Description/Changes
09/05/14	A	Live	Final version for DCO submission

Appendix 22H – Capacity Model Outputs and Queue Length Data

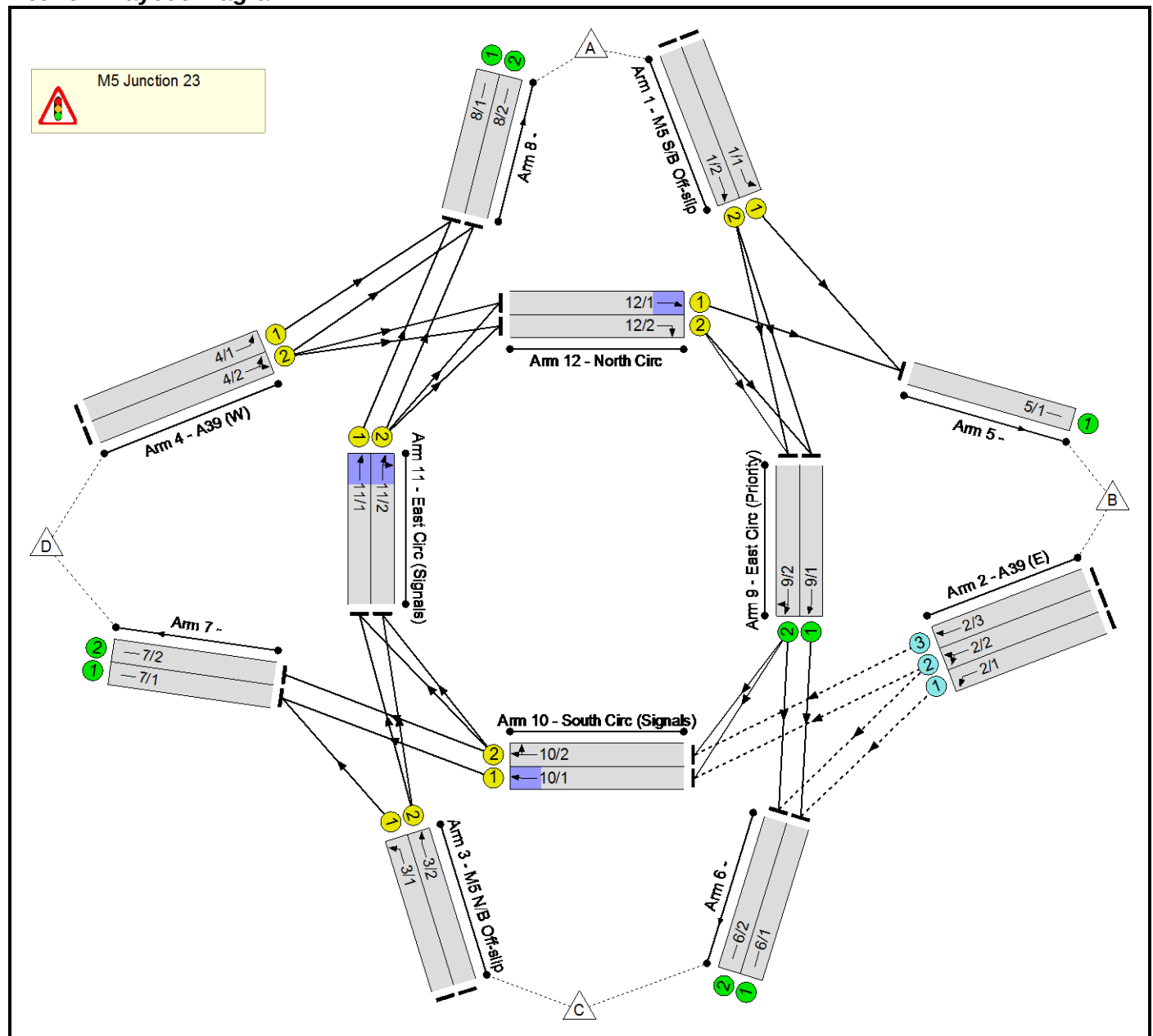
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	M5 Junction 23
Location:	
File name:	M5 Junction 23.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM BASE 2016' (FG1: 'AM BASE 2016', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 23	-	-	-		-	-	-	-	-	-	89.2%	1621	0	0	62.4	-	-
M5 Junction 23	-	-	-		-	-	-	-	-	-	89.2%	1621	0	0	62.4	-	-
1/1	M5 S/B Off-slip Left	U	B		1	47	-	540	2015	806	67.0%	-	-	-	5.4	36.2	15.7
1/2	M5 S/B Off-slip Ahead	U	B		1	47	-	767	2155	862	89.0%	-	-	-	10.9	51.1	27.4
2/1	A39 (E) Left	O	-		-	-	-	691	1900	912	75.7%	691	0	0	1.7	8.8	7.9
2/2	A39 (E) Left Ahead	O	-		-	-	-	392	1900	660	59.4%	392	0	0	1.0	9.0	6.1
2/3	A39 (E) Ahead	O	-		-	-	-	538	1900	659	81.6%	538	0	0	3.3	22.1	15.3
3/1	M5 N/B Off-slip Left	U	D		1	34	-	360	1995	582	61.9%	-	-	-	4.5	44.8	11.1
3/2	M5 N/B Off-slip Ahead	U	D		1	34	-	487	2120	618	78.8%	-	-	-	7.1	52.4	16.7
4/1	A39 (W) Left	U	F		1	48	-	463	2025	827	56.0%	-	-	-	4.1	32.2	12.5
4/2	A39 (W) Left Ahead	U	F		1	48	-	725	2165	884	82.0%	-	-	-	8.6	42.6	23.6
10/1	South Circ (Signals) Ahead	U	C		1	76	-	785	1950	1251	62.7%	-	-	-	2.0	9.3	7.1
10/2	South Circ (Signals) Ahead Right	U	C		1	76	-	909	2145	1376	66.0%	-	-	-	3.1	12.3	12.5
11/1	East Circ (Signals) Ahead	U	E		1	62	-	392	2025	1063	36.9%	-	-	-	1.4	13.3	4.9
11/2	East Circ (Signals) Ahead Right	U	E		1	62	-	633	2155	1131	55.9%	-	-	-	1.0	5.8	2.3

Basic Results Summary

12/1	North Circ Ahead	U	A		1	63	-	947	1990	1061	89.2%	-	-	-	7.7	29.4	23.2
12/2	North Circ Right	U	A		1	63	-	265	2102	1121	23.6%	-	-	-	0.4	6.0	5.0
C1 Stream: 1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 24.50 Cycle Time (s): 120 C1 Stream: 2 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 16.72 Cycle Time (s): 120 C1 Stream: 3 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 15.18 Cycle Time (s): 120 PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 62.37																	

Basic Results Summary

Scenario 2: 'PM BASE 2016' (FG2: 'PM BASE 2016', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 23	-	-	-		-	-	-	-	-	-	95.4%	1843	0	0	84.2	-	-
M5 Junction 23	-	-	-		-	-	-	-	-	-	95.4%	1843	0	0	84.2	-	-
1/1	M5 S/B Off-slip Left	U	B		1	35	-	570	2015	605	94.3%	-	-	-	12.6	79.5	24.6
1/2	M5 S/B Off-slip Ahead	U	B		1	35	-	444	2155	646	68.7%	-	-	-	5.7	45.8	14.0
2/1	A39 (E) Left	O	-		-	-	-	687	1900	836	82.2%	687	0	0	3.0	15.8	14.1
2/2	A39 (E) Left Ahead	O	-		-	-	-	591	1900	725	81.5%	591	0	0	2.7	16.5	10.0
2/3	A39 (E) Ahead	O	-		-	-	-	565	1900	690	81.9%	565	0	0	2.9	18.4	15.5
3/1	M5 N/B Off-slip Left	U	D		1	53	-	326	1995	898	36.3%	-	-	-	2.2	24.8	7.3
3/2	M5 N/B Off-slip Ahead	U	D		1	53	-	680	2120	954	71.3%	-	-	-	6.3	33.2	19.6
4/1	A39 (W) Left	U	F		1	62	-	707	2025	1063	66.5%	-	-	-	5.1	25.8	18.1
4/2	A39 (W) Left Ahead	U	F		1	62	-	1018	2165	1137	89.6%	-	-	-	11.2	39.8	34.3
10/1	South Circ (Signals) Ahead	U	C		1	57	-	637	1950	943	67.6%	-	-	-	2.5	14.0	7.3
10/2	South Circ (Signals) Ahead Right	U	C		1	57	-	677	2141	1035	65.4%	-	-	-	4.2	22.5	15.2
11/1	East Circ (Signals) Ahead	U	E		1	48	-	367	2025	827	44.4%	-	-	-	4.7	45.9	12.6
11/2	East Circ (Signals) Ahead Right	U	E		1	48	-	769	2155	880	87.4%	-	-	-	5.8	27.0	9.1

Basic Results Summary

12/1	North Circ Ahead	U	A		1	75	-	1202	1990	1260	95.4%	-	-	-	12.3	36.9	27.7
12/2	North Circ Right	U	A		1	75	-	496	2102	1331	37.3%	-	-	-	3.0	21.8	16.7
C1 Stream: 1 PRC for Signalled Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 33.57 Cycle Time (s): 120 C1 Stream: 2 PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 15.24 Cycle Time (s): 120 C1 Stream: 3 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 26.77 Cycle Time (s): 120 PRC Over All Lanes (%): -6.0 Total Delay Over All Lanes(pcuHr): 84.19																	

Basic Results Summary

Scenario 3: 'AM BASE 2016+DEV' (FG3: 'AM BASE 2016+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 23	-	-	-		-	-	-	-	-	-	98.8%	1634	0	0	90.2	-	-
M5 Junction 23	-	-	-		-	-	-	-	-	-	98.8%	1634	0	0	90.2	-	-
1/1	M5 S/B Off-slip Left	U	B		1	48	-	625	2015	823	76.0%	-	-	-	6.8	39.4	19.3
1/2	M5 S/B Off-slip Ahead	U	B		1	48	-	855	2155	880	97.2%	-	-	-	17.9	75.5	37.4
2/1	A39 (E) Left	O	-		-	-	-	700	1900	908	77.1%	700	0	0	1.8	9.4	8.7
2/2	A39 (E) Left Ahead	O	-		-	-	-	389	1900	626	62.1%	389	0	0	1.2	10.8	8.1
2/3	A39 (E) Ahead	O	-		-	-	-	545	1900	626	87.0%	545	0	0	4.7	31.3	18.0
3/1	M5 N/B Off-slip Left	U	D		1	39	-	448	1995	665	67.4%	-	-	-	5.3	42.6	13.8
3/2	M5 N/B Off-slip Ahead	U	D		1	39	-	572	2120	707	80.9%	-	-	-	7.9	49.5	19.4
4/1	A39 (W) Left	U	F		1	48	-	474	2025	827	57.3%	-	-	-	4.3	32.5	12.8
4/2	A39 (W) Left Ahead	U	F		1	48	-	737	2165	884	83.4%	-	-	-	8.9	43.7	24.3
10/1	South Circ (Signals) Ahead	U	C		1	71	-	837	1950	1170	71.5%	-	-	-	3.0	13.0	9.1
10/2	South Circ (Signals) Ahead Right	U	C		1	71	-	952	2146	1288	73.9%	-	-	-	4.3	16.2	16.6
11/1	East Circ (Signals) Ahead	U	E		1	62	-	452	2025	1063	42.5%	-	-	-	2.9	22.8	7.2
11/2	East Circ (Signals) Ahead Right	U	E		1	62	-	665	2155	1131	58.8%	-	-	-	1.2	6.4	2.1

Basic Results Summary

12/1	North Circ Ahead	U	A		1	62	-	1032	1990	1045	98.8%	-	-	-	19.5	68.0	36.2
12/2	North Circ Right	U	A		1	62	-	277	2102	1104	25.1%	-	-	-	0.4	5.6	4.9
C1 Stream: 1 PRC for Signalled Lanes (%): -9.8 Total Delay for Signalled Lanes (pcuHr): 44.69 Cycle Time (s): 120 C1 Stream: 2 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 20.48 Cycle Time (s): 120 C1 Stream: 3 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 17.28 Cycle Time (s): 120 PRC Over All Lanes (%): -9.8 Total Delay Over All Lanes(pcuHr): 90.18																	

Basic Results Summary

Scenario 4: 'PM BASE 2016+DEV' (FG4: 'PM BASE 2016+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 23	-	-	-		-	-	-	-	-	-	95.8%	2013	0	0	104.8	-	-
M5 Junction 23	-	-	-		-	-	-	-	-	-	95.8%	2013	0	0	104.8	-	-
1/1	M5 S/B Off-slip Left	U	B		1	35	-	576	2015	605	95.3%	-	-	-	13.4	83.9	25.6
1/2	M5 S/B Off-slip Ahead	U	B		1	35	-	456	2155	646	70.5%	-	-	-	5.9	46.6	14.6
2/1	A39 (E) Left	O	-		-	-	-	762	1900	807	94.5%	762	0	0	8.3	39.2	27.1
2/2	A39 (E) Left Ahead	O	-		-	-	-	649	1900	690	94.1%	649	0	0	7.3	40.2	25.2
2/3	A39 (E) Ahead	O	-		-	-	-	602	1900	656	91.7%	602	0	0	6.1	36.3	22.0
3/1	M5 N/B Off-slip Left	U	D		1	55	-	326	1995	931	35.0%	-	-	-	2.1	23.4	7.2
3/2	M5 N/B Off-slip Ahead	U	D		1	55	-	686	2120	989	69.3%	-	-	-	5.9	31.1	19.0
4/1	A39 (W) Left	U	F		1	67	-	796	2025	1148	69.4%	-	-	-	5.2	23.7	19.9
4/2	A39 (W) Left Ahead	U	F		1	67	-	1107	2165	1227	90.2%	-	-	-	11.4	37.1	36.9
10/1	South Circ (Signals) Ahead	U	C		1	55	-	687	1950	910	75.5%	-	-	-	3.2	17.0	9.4
10/2	South Circ (Signals) Ahead Right	U	C		1	55	-	724	2136	997	72.6%	-	-	-	5.0	25.0	18.7
11/1	East Circ (Signals) Ahead	U	E		1	43	-	517	2025	743	69.6%	-	-	-	7.8	54.7	18.4
11/2	East Circ (Signals) Ahead Right	U	E		1	43	-	710	2155	790	89.9%	-	-	-	6.5	32.8	8.6

Basic Results Summary

12/1	North Circ Ahead	U	A		1	75	-	1208	1990	1260	95.8%	-	-	-	12.5	37.2	26.9
12/2	North Circ Right	U	A		1	75	-	585	2102	1331	43.9%	-	-	-	4.1	25.1	19.9
C1 Stream: 1 PRC for Signalled Lanes (%): -6.5 Total Delay for Signalled Lanes (pcuHr): 35.88 Cycle Time (s): 120 C1 Stream: 2 PRC for Signalled Lanes (%): 19.2 Total Delay for Signalled Lanes (pcuHr): 16.31 Cycle Time (s): 120 C1 Stream: 3 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 30.96 Cycle Time (s): 120 PRC Over All Lanes (%): -6.5 Total Delay Over All Lanes(pcuHr): 104.79																	

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: A39 - Puriton Hill.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J2

Report generation date: 24/02/2014 12:22:48

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-AC	0.11	10.57	0.10	B	0.02	7.99	0.02	A

Stream C-AB	0.01	5.39	0.01	A	0.01	4.25	0.01	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-AC	3.91	346.43	1.00	F	0.17	59.11	0.15	F
Stream C-AB	0.01	4.62	0.01	A	0.01	3.60	0.01	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-AC	16.20	6839.76	5.50	F	0.70	266.03	0.47	F
Stream C-AB	0.01	4.64	0.01	A	0.01	3.51	0.01	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Q Dev							
Stream B-AC	16.87	8910.77	6.92	F	0.90	355.72	0.56	F
Stream C-AB	0.01	4.64	0.01	A	0.01	3.51	0.01	A

Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15
 "D2 - 2013 Obs, PM" model duration: 16:45 - 18:15
 "D3 - 2016 Base, AM" model duration: 07:45 - 09:15
 "D4 - 2016 Base, PM" model duration: 16:45 - 18:15
 "D5 - 2016 Dev, AM" model duration: 07:45 - 09:15
 "D6 - 2016 Dev, PM" model duration: 16:45 - 18:15
 "D7 - 2016 Q Dev, AM" model duration: 07:45 - 09:15
 "D8 - 2016 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 12:22:44

File summary

File Description

Title	A39 / Puriton Hill
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

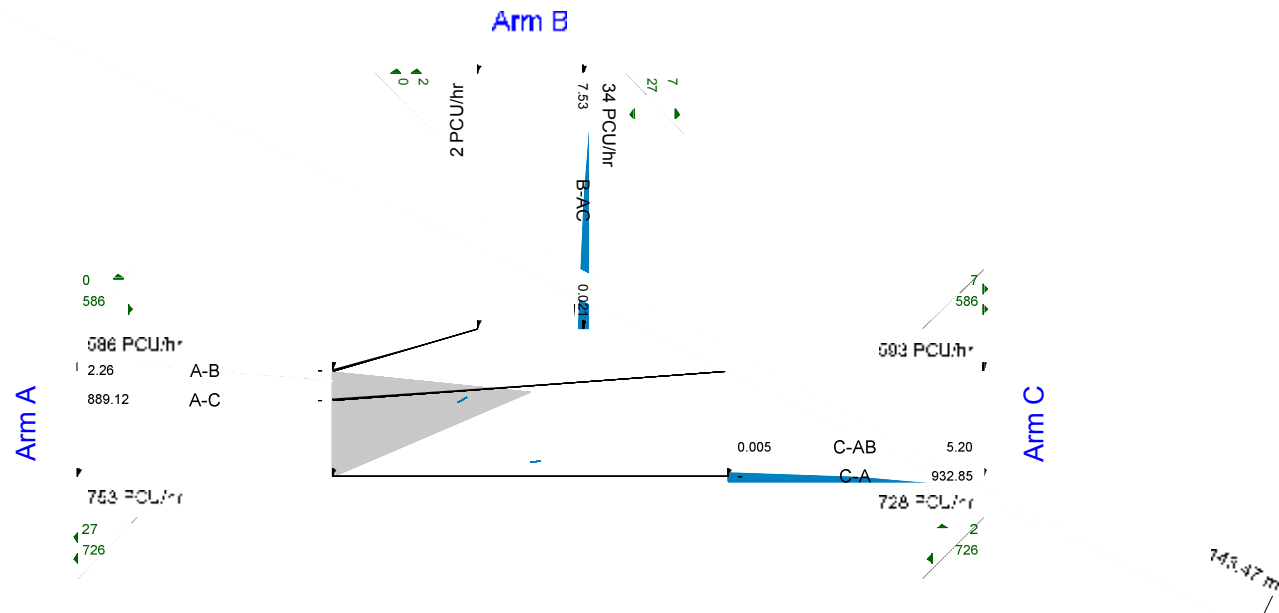
Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



Text overlays show original input turning counts (PCU/hr). They do NOT indicate junction performance.
Streams (upstreams) show Total Demand (Veh/hr); Streams (downstreams) show RFC (l)

Time Segment: (07:45-08:00)

Showing Analysis Set "A1 "; Demand Set "D1 - 2013 Obs, AM "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, AM	2013 Obs	AM	AM Obs 2013	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
------	---------------	----------------------	-----------	--------------------	--------------------	--------------

untitled	T-Junction	Two-way	A,B,C		9.93	A
----------	------------	---------	-------	--	------	---

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor
C	A39 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.55										200	51

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386
1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	514.02	100.000
B	ONE HOUR	✓	34.00	100.000
C	ONE HOUR	✓	661.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To		
From	A	B	C

	A	0.000	0.000	514.020
	B	27.000	0.000	7.000
	C	660.000	1.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.79	0.00	0.21
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.140
	B	1.000	1.000	1.000
	C	1.100	2.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	14.000
	B	0.000	0.000	0.000
	C	10.000	100.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	10.57	0.11	B	31.20	46.80	7.19	9.22	0.08	7.20	9.22
C-AB	0.01	5.39	0.01	A	3.24	4.85	0.41	5.09	0.00	0.41	5.09
C-A	-	-	-	-	603.31	904.97	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	471.67	707.51	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.60	6.40	25.37	0.00	474.35	0.054	0.00	0.06	8.014	A
C-AB	2.16	0.54	2.14	0.00	669.58	0.003	0.00	0.00	5.393	A
C-A	495.48	123.87	495.48	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	386.98	96.75	386.98	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	30.57	7.64	30.49	0.00	434.23	0.070	0.06	0.07	8.917	A
C-AB	3.02	0.76	3.02	0.00	722.65	0.004	0.00	0.00	5.071	A
C-A	591.20	147.80	591.20	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.09	115.52	462.09	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	37.43	9.36	37.30	0.00	377.97	0.099	0.07	0.11	10.559	B
C-AB	4.52	1.13	4.51	0.00	790.77	0.006	0.00	0.01	4.645	A
C-A	723.26	180.81	723.26	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	565.95	141.49	565.95	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	37.43	9.36	37.43	0.00	377.97	0.099	0.11	0.11	10.571	B
C-AB	4.52	1.13	4.52	0.00	790.95	0.006	0.01	0.01	4.577	A
C-A	723.25	180.81	723.25	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	565.95	141.49	565.95	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-AC	30.57	7.64	30.70	0.00	434.22	0.070	0.11	0.08	8.925	A
C-AB	3.02	0.76	3.03	0.00	723.11	0.004	0.01	0.00	4.896	A
C-A	591.20	147.80	591.20	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.09	115.52	462.09	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.60	6.40	25.67	0.00	474.34	0.054	0.08	0.06	8.024	A
C-AB	2.17	0.54	2.17	0.00	670.39	0.003	0.00	0.00	5.287	A
C-A	495.47	123.87	495.47	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	386.98	96.75	386.98	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.82	0.05	8.014	A	A

C-AB	0.05	0.00	5.393	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.10	0.07	8.917	A	A
C-AB	0.07	0.00	5.071	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.58	0.11	10.559	B	B
C-AB	0.09	0.01	4.645	A	A
C-A	-	-	-	-	-

A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.63	0.11	10.571	B	B
C-AB	0.09	0.01	4.577	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.18	0.08	8.925	A	A
C-AB	0.06	0.00	4.896	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.88	0.06	8.024	A	A
C-AB	0.05	0.00	5.287	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							Length (min)							
2013 Obs, PM	2013 Obs	PM	PM Obs 2013	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		6.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor

C	A39 (S)		Major
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Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.55										200	51

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386
1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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A	ONE HOUR	✓	679.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	570.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	3.000	676.000
	B	3.000	0.000	7.000
	C	568.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.040
	B	1.000	1.000	1.000
	C	1.080	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	4.000
	B	0.000	0.000	0.000
	C	8.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.02	7.99	0.02	A	9.18	13.76	1.67	7.28	0.02	1.67	7.28
C-AB	0.01	4.25	0.01	A	3.91	5.87	0.41	4.23	0.00	0.41	4.23
C-A	-	-	-	-	519.13	778.69	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	620.31	930.46	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.47	0.00	548.98	0.014	0.00	0.01	6.648	A
C-AB	2.75	0.69	2.73	0.00	851.56	0.003	0.00	0.00	4.240	A
C-A	426.38	106.59	426.38	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-

A-C	508.93	127.23	508.93	0.00	-	-	-	-	-	-
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Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	2.25	8.97	0.00	513.01	0.018	0.01	0.02	7.141	A
C-AB	3.69	0.92	3.68	0.00	879.00	0.004	0.00	0.00	4.104	A
C-A	508.73	127.18	508.73	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	607.71	151.93	607.71	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	10.98	0.00	461.52	0.024	0.02	0.02	7.990	A
C-AB	5.29	1.32	5.29	0.00	916.41	0.006	0.00	0.01	3.942	A
C-A	622.29	155.57	622.29	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	744.29	186.07	744.29	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	11.01	0.00	461.52	0.024	0.02	0.02	7.990	A
C-AB	5.30	1.32	5.30	0.00	916.38	0.006	0.01	0.01	3.952	A
C-A	622.28	155.57	622.28	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	744.29	186.07	744.29	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	2.25	9.02	0.00	513.01	0.018	0.02	0.02	7.145	A
C-AB	3.69	0.92	3.70	0.00	878.93	0.004	0.01	0.00	4.127	A
C-A	508.73	127.18	508.73	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	607.71	151.93	607.71	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.54	0.00	548.98	0.014	0.02	0.01	6.648	A

C-AB	2.75	0.69	2.76	0.00	851.45	0.003	0.00	0.00	4.252	A
C-A	426.37	106.59	426.37	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	508.93	127.23	508.93	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.20	0.01	6.648	A	A
C-AB	0.05	0.00	4.240	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.26	0.02	7.141	A	A
C-AB	0.07	0.00	4.104	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.36	0.02	7.990	A	A
C-AB	0.09	0.01	3.942	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.36	0.02	7.990	A	A
C-AB	0.09	0.01	3.952	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.28	0.02	7.145	A	A
C-AB	0.07	0.00	4.127	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.21	0.01	6.648	A	A
C-AB	0.05	0.00	4.252	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		273.71	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor
C	A39 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386
1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1094.00	100.000
B	ONE HOUR	✓	35.00	100.000
C	ONE HOUR	✓	1054.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	From			
	A	0.000	0.000	1094.000
	B	28.000	0.000	7.000

	C	1053.000	1.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.80	0.00	0.20
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.180
	B	1.000	1.000	1.000
	C	1.220	2.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
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From		A	B	C
	A	0.000	0.000	18.000
	B	0.000	0.000	0.000
	C	22.000	100.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	1.00	346.43	3.91	F	32.12	48.17	89.67	111.68	1.00	89.67	111.68
C-AB	0.01	4.62	0.01	A	6.53	9.79	0.73	4.49	0.01	0.73	4.49
C-A	-	-	-	-	960.64	1440.96	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	1003.87	1505.81	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	26.35	6.59	25.90	0.00	257.35	0.102	0.00	0.11	15.526	C
C-AB	3.80	0.95	3.78	0.00	782.33	0.005	0.00	0.01	4.623	A
C-A	789.71	197.43	789.71	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	823.62	205.91	823.62	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	31.46	7.87	31.03	0.00	169.28	0.186	0.11	0.22	25.956	D
C-AB	5.82	1.45	5.81	0.00	844.98	0.007	0.01	0.01	4.332	A
C-A	941.70	235.43	941.70	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	983.48	245.87	983.48	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-AC	38.54	9.63	28.75	0.00	38.71	0.996	0.22	2.67	267.808	F
C-AB	9.95	2.49	9.93	0.00	920.83	0.011	0.01	0.01	3.990	A
C-A	1150.52	287.63	1150.52	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	1204.52	301.13	1204.52	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	38.54	9.63	33.57	0.00	38.70	0.996	2.67	3.91	346.430	F
C-AB	9.96	2.49	9.96	0.00	920.94	0.011	0.01	0.01	3.951	A
C-A	1150.52	287.63	1150.52	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	1204.52	301.13	1204.52	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	31.46	7.87	46.16	0.00	169.28	0.186	3.91	0.24	32.504	D
C-AB	5.83	1.46	5.85	0.00	845.33	0.007	0.01	0.01	4.219	A

C-A	941.70	235.42	941.70	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	983.48	245.87	983.48	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	26.35	6.59	26.83	0.00	257.34	0.102	0.24	0.12	15.650	C
C-AB	3.81	0.95	3.82	0.00	782.90	0.005	0.01	0.01	4.554	A
C-A	789.69	197.42	789.69	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	823.62	205.91	823.62	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.58	0.11	15.526	C	B
C-AB	0.08	0.01	4.623	A	A
C-A	-	-	-	-	-

A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.09	0.21	25.956	D	C
C-AB	0.11	0.01	4.332	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	25.56	1.70	267.808	F	F
C-AB	0.18	0.01	3.990	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	49.86	3.32	346.430	F	F
C-AB	0.18	0.01	3.951	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.73	0.52	32.504	D	C
C-AB	0.11	0.01	4.219	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-AC	1.84	0.12	15.650	C	B
C-AB	0.08	0.01	4.554	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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2016 Base, PM	2016 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		32.16	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor
C	A39 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.55										200	51

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386

1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1178.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	1162.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	3.000	1175.000
	B	3.000	0.000	7.000
	C	1160.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To
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From		A	B	C
	A	1.000	1.000	1.140
	B	1.000	1.000	1.000
	C	1.070	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	14.000
	B	0.000	0.000	0.000
	C	7.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	59.11	0.17	F	9.18	13.76	6.48	28.27	0.07	6.48	28.27
C-AB	0.01	3.60	0.01	A	8.22	12.32	0.75	3.64	0.01	0.75	3.64

C-A	-	-	-	-	1058.06	1587.08	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	1078.20	1617.30	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.44	0.00	363.08	0.021	0.00	0.02	10.120	B
C-AB	4.92	1.23	4.90	0.00	1006.00	0.005	0.00	0.01	3.595	A
C-A	869.89	217.47	869.89	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	884.60	221.15	884.60	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-AC	8.99	2.25	8.94	0.00	269.26	0.033	0.02	0.03	13.824	B
C-AB	7.36	1.84	7.35	0.00	1054.89	0.007	0.01	0.01	3.430	A
C-A	1037.25	259.31	1037.25	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	1056.30	264.08	1056.30	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	10.47	0.00	71.83	0.153	0.03	0.17	58.214	F
C-AB	12.34	3.09	12.32	0.00	1115.47	0.011	0.01	0.01	3.257	A
C-A	1267.04	316.76	1267.04	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	1293.70	323.42	1293.70	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	10.99	0.00	71.82	0.153	0.17	0.17	59.113	F
C-AB	12.35	3.09	12.35	0.00	1115.46	0.011	0.01	0.01	3.265	A

C-A	1267.03	316.76	1267.03	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	1293.70	323.42	1293.70	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	2.25	9.55	0.00	269.25	0.033	0.17	0.04	13.891	B
C-AB	7.37	1.84	7.39	0.00	1054.84	0.007	0.01	0.01	3.445	A
C-A	1037.25	259.31	1037.25	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	1056.30	264.08	1056.30	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.58	0.00	363.07	0.021	0.04	0.02	10.129	B
C-AB	4.94	1.24	4.95	0.00	1005.93	0.005	0.01	0.01	3.604	A
C-A	869.87	217.47	869.87	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-

A-C	884.60	221.15	884.60	0.00	-	-	-	-	-	-
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Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.30	0.02	10.120	B	B
C-AB	0.08	0.01	3.595	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.49	0.03	13.824	B	B
C-AB	0.11	0.01	3.430	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.21	0.15	58.214	F	E
C-AB	0.18	0.01	3.257	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.58	0.17	59.113	F	E
C-AB	0.18	0.01	3.265	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-AC	0.57	0.04	13.891	B	B
C-AB	0.11	0.01	3.445	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.33	0.02	10.129	B	B
C-AB	0.08	0.01	3.604	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, AM	2016 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		5330.16	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor
C	A39 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.55										200	51

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386
1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1176.00	100.000
B	ONE HOUR	✓	35.00	100.000
C	ONE HOUR	✓	1057.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	1176.000
	B	28.000	0.000	7.000
	C	1056.000	1.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
From		A	B	C

	A	0.00	0.00	1.00
	B	0.80	0.00	0.20
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.170
	B	1.000	1.000	1.000
	C	1.220	2.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	17.000
	B	0.000	0.000	0.000
	C	22.000	100.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	5.50	6839.76	16.20	F	32.12	48.17	332.29	413.85	3.69	332.29	413.85
C-AB	0.01	4.64	0.01	A	6.88	10.31	0.78	4.53	0.01	0.78	4.53
C-A	-	-	-	-	963.05	1444.57	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	1079.12	1618.68	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	26.35	6.59	25.86	0.00	238.54	0.110	0.00	0.12	16.891	C
C-AB	3.92	0.98	3.90	0.00	779.63	0.005	0.00	0.01	4.640	A

C-A	791.85	197.96	791.85	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	885.35	221.34	885.35	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	31.46	7.87	30.90	0.00	145.90	0.216	0.12	0.26	31.157	D
C-AB	6.08	1.52	6.07	0.00	842.30	0.007	0.01	0.01	4.348	A
C-A	944.14	236.04	944.14	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	38.54	9.63	6.39	0.00	7.01	5.497	0.26	8.30	1303.234	F
C-AB	10.61	2.65	10.59	0.00	918.30	0.012	0.01	0.01	4.004	A
C-A	1153.16	288.29	1153.16	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-

A-C	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-
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Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	38.54	9.63	6.95	0.00	7.00	5.502	8.30	16.20	6839.760	F
C-AB	10.62	2.66	10.62	0.00	918.42	0.012	0.01	0.01	3.965	A
C-A	1153.16	288.29	1153.16	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	31.46	7.87	95.04	0.00	145.90	0.216	16.20	0.30	146.924	F
C-AB	6.08	1.52	6.11	0.00	842.66	0.007	0.01	0.01	4.234	A
C-A	944.14	236.03	944.14	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	26.35	6.59	27.05	0.00	238.53	0.110	0.30	0.13	17.075	C
C-AB	3.94	0.98	3.95	0.00	780.20	0.005	0.01	0.01	4.568	A
C-A	791.83	197.96	791.83	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	885.35	221.34	885.35	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.71	0.11	16.891	C	B
C-AB	0.08	0.01	4.640	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
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B-AC	3.65	0.24	31.157	D	C
C-AB	0.12	0.01	4.348	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	64.88	4.33	1303.234	F	F
C-AB	0.19	0.01	4.004	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	183.73	12.25	6839.760	F	F
C-AB	0.19	0.01	3.965	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	76.28	5.09	146.924	F	F
C-AB	0.12	0.01	4.234	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.03	0.14	17.075	C	B
C-AB	0.08	0.01	4.568	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		134.72	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (N)		Major
B	Puriton Hill		Minor
C	A39 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.45		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.55										200	51

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.948	0.107	0.270	0.170	0.386
1	B-C	757.849	0.104	0.262	-	-
1	C-B	718.741	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1182.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	1243.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	3.000	1179.000
	B	3.000	0.000	7.000
	C	1241.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.140
	B	1.000	1.000	1.000
	C	1.070	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	14.000
	B	0.000	0.000	0.000
	C	7.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.47	266.03	0.70	F	9.18	13.76	18.03	78.58	0.20	18.03	78.58
C-AB	0.01	3.51	0.01	A	8.70	13.05	0.77	3.55	0.01	0.77	3.55
C-A	-	-	-	-	1131.90	1697.84	-	-	-	-	-
A-B	-	-	-	-	2.75	4.13	-	-	-	-	-
A-C	-	-	-	-	1081.87	1622.81	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.44	0.00	353.08	0.021	0.00	0.02	10.413	B
C-AB	5.19	1.30	5.17	0.00	1033.17	0.005	0.00	0.01	3.501	A
C-A	930.61	232.65	930.61	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	887.61	221.90	887.61	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	8.99	2.25	8.93	0.00	252.58	0.036	0.02	0.04	14.772	B
C-AB	7.79	1.95	7.78	0.00	1084.22	0.007	0.01	0.01	3.338	A
C-A	1109.64	277.41	1109.64	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	1059.90	264.97	1059.90	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	8.80	0.00	23.43	0.470	0.04	0.59	226.308	F
C-AB	13.12	3.28	13.10	0.00	1146.55	0.011	0.01	0.01	3.170	A
C-A	1355.45	338.86	1355.45	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	1298.10	324.53	1298.10	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	11.01	2.75	10.58	0.00	23.41	0.470	0.59	0.70	266.026	F
C-AB	13.12	3.28	13.12	0.00	1146.53	0.011	0.01	0.01	3.175	A
C-A	1355.44	338.86	1355.44	0.00	-	-	-	-	-	-
A-B	3.30	0.83	3.30	0.00	-	-	-	-	-	-
A-C	1298.10	324.53	1298.10	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-AC	8.99	2.25	11.63	0.00	252.57	0.036	0.70	0.04	15.098	C
C-AB	7.80	1.95	7.81	0.00	1084.18	0.007	0.01	0.01	3.352	A
C-A	1109.64	277.41	1109.64	0.00	-	-	-	-	-	-
A-B	2.70	0.67	2.70	0.00	-	-	-	-	-	-
A-C	1059.90	264.97	1059.90	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	7.53	1.88	7.59	0.00	353.07	0.021	0.04	0.02	10.423	B
C-AB	5.20	1.30	5.21	0.00	1033.10	0.005	0.01	0.01	3.509	A
C-A	930.59	232.65	930.59	0.00	-	-	-	-	-	-
A-B	2.26	0.56	2.26	0.00	-	-	-	-	-	-
A-C	887.61	221.90	887.61	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.31	0.02	10.413	B	B

C-AB	0.08	0.01	3.501	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.52	0.03	14.772	B	B
C-AB	0.12	0.01	3.338	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.34	0.42	226.308	F	F
C-AB	0.19	0.01	3.170	A	A
C-A	-	-	-	-	-

A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

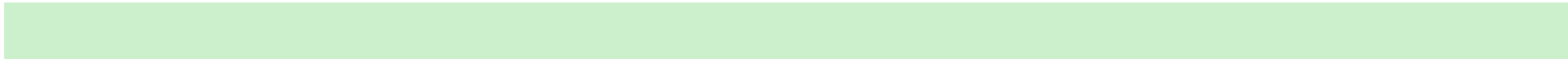
Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	9.78	0.65	266.026	F	F
C-AB	0.19	0.01	3.175	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.73	0.05	15.098	C	B
C-AB	0.12	0.01	3.352	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.34	0.02	10.423	B	B
C-AB	0.08	0.01	3.509	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: Hillside - Puriton Hill.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J3

Report generation date: 24/02/2014 12:28:20

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A

Stream A-BCD	0.03	6.29	0.03	A	0.07	7.05	0.06	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.18	11.38	0.15	B	0.16	10.23	0.14	B
Stream C-ABD	0.01	4.62	0.01	A	0.00	4.09	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.03	6.51	0.03	A	0.08	8.01	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.22	13.14	0.18	B	0.20	12.77	0.17	B
Stream C-ABD	0.01	4.61	0.01	A	0.00	3.81	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.03	6.84	0.03	A	0.08	8.03	0.07	A
Stream A-B	-	-	-	-	-	-	-	-

Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.24	14.77	0.20	B	0.21	13.48	0.17	B
Stream C-ABD	0.01	4.41	0.01	A	0.00	3.85	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Q Dev							
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.03	6.85	0.03	A	0.08	8.05	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.24	14.84	0.20	B	0.21	13.57	0.17	B
Stream C-ABD	0.01	4.40	0.01	A	0.00	3.84	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM" model duration: 07:45 - 09:15
"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15
"D3 - 2016 Base, AM" model duration: 07:45 - 09:15
"D4 - 2016 Base, PM" model duration: 16:45 - 18:15
"D5 - 2016 Dev, AM" model duration: 07:45 - 09:15
"D6 - 2016 Dev, PM" model duration: 16:45 - 18:15
"D7 - 2016 Q Dev, AM" model duration: 07:45 - 09:15
"D8 - 2016 Q Dev, PM" model duration: 16:45 - 18:15

File summary

File Description

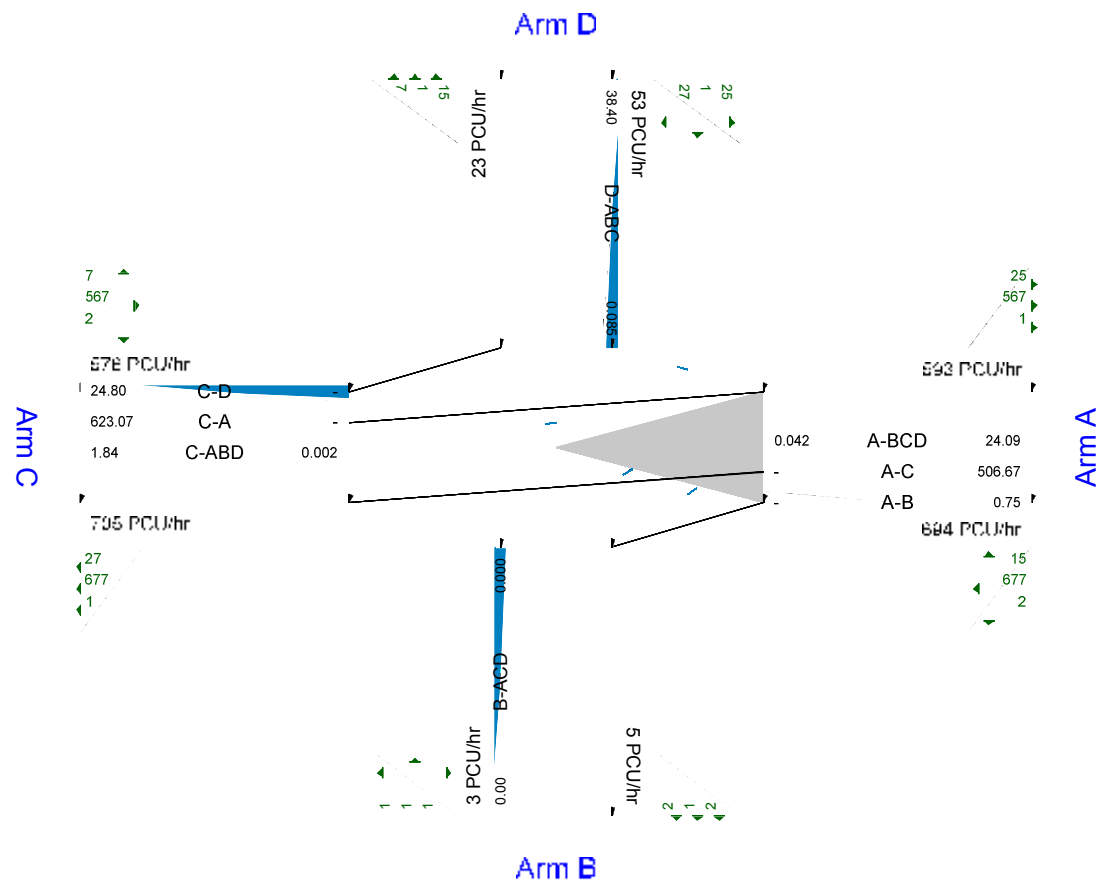
Title	Hillside / Puriton Hill
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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	Veh	Veh	perHour	s	-Min	perMin



20.00 m

Text overlays show original input turning counts (PCU/hr). They do NOT indicate junction performance.
Streams (upstreams) show Total Demand (Veh/hr); Streams (downstreams) show RFC (I)

Time Segment: (07:45-08:00)

Showing Analysis Set "A1 "; Demand Set "D1 - 2013 Obs, AM "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, AM	2013 Obs	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
------	---------------	----------------------	-----------	--------------------	--------------------	--------------

untitled	Crossroads	Two-way	A,B,C,D		9.90	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00
C	6.00		0.00	✓	3.00	90.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

[illegible]

1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	632.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	511.00	100.000
D	ONE HOUR	✓	52.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	2.000	615.000	15.000
	B	1.000	0.000	1.000	1.000
	C	502.000	2.000	0.000	7.000
	D	24.000	1.000	27.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To
--	----

From		A	B	C	D
	A	0.00	0.00	0.97	0.02
	B	0.33	0.00	0.33	0.33
	C	0.98	0.00	0.00	0.01
	D	0.46	0.02	0.52	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.101	1.000
	B	1.000	1.000	1.000	1.000
	C	1.129	1.000	1.000	1.000
	D	1.042	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
	A	B	C	D

	A	0.000	0.000	10.100	0.000
	B	0.000	0.000	0.000	0.000
	C	12.900	0.000	0.000	0.000
	D	4.200	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.03	6.29	0.03	A	13.76	20.65	2.05	5.97	0.02	2.05	5.97
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	564.33	846.50	-	-	-	-	-
D-ABC	0.15	11.38	0.18	B	47.72	71.57	11.67	9.78	0.13	11.67	9.78
C-ABD	0.01	4.62	0.01	A	3.87	5.81	0.45	4.62	0.00	0.45	4.62
C-D	-	-	-	-	6.40	9.59	-	-	-	-	-
C-A	-	-	-	-	458.64	687.95	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.53	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.22	0.00	649.91	0.017	0.00	0.02	5.636	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	463.00	115.75	463.00	0.00	-	-	-	-	-	-
D-ABC	39.15	9.79	38.79	0.00	468.84	0.084	0.00	0.09	8.364	A
C-ABD	2.71	0.68	2.69	0.00	785.72	0.003	0.00	0.00	4.597	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	376.75	94.19	376.75	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	380.50	0.000	0.00	0.00	0.000	A

A-BCD	13.48	3.37	13.47	0.00	624.39	0.022	0.02	0.02	5.892	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	552.87	138.22	552.87	0.00	-	-	-	-	-	-
D-ABC	46.75	11.69	46.62	0.00	429.72	0.109	0.09	0.12	9.394	A
C-ABD	3.64	0.91	3.64	0.00	808.67	0.005	0.00	0.00	4.457	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	449.47	112.37	449.47	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	318.57	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.49	0.00	589.12	0.028	0.02	0.03	6.286	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	677.13	169.28	677.13	0.00	-	-	-	-	-	-
D-ABC	57.25	14.31	57.02	0.00	373.65	0.153	0.12	0.18	11.362	B
C-ABD	5.25	1.31	5.25	0.00	840.55	0.006	0.00	0.01	4.294	A
C-D	7.67	1.92	7.67	0.00	-	-	-	-	-	-
C-A	549.70	137.43	549.70	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	318.55	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.51	0.00	589.12	0.028	0.03	0.03	6.286	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	677.13	169.28	677.13	0.00	-	-	-	-	-	-
D-ABC	57.25	14.31	57.25	0.00	373.63	0.153	0.18	0.18	11.378	B
C-ABD	5.26	1.31	5.26	0.00	840.51	0.006	0.01	0.01	4.311	A
C-D	7.67	1.92	7.67	0.00	-	-	-	-	-	-
C-A	549.70	137.43	549.70	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	380.46	0.000	0.00	0.00	0.000	A
A-BCD	13.48	3.37	13.51	0.00	624.39	0.022	0.03	0.02	5.895	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	552.87	138.22	552.87	0.00	-	-	-	-	-	-
D-ABC	46.75	11.69	46.97	0.00	429.70	0.109	0.18	0.12	9.411	A

C-ABD	3.65	0.91	3.65	0.00	808.55	0.005	0.01	0.00	4.495	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	449.46	112.37	449.46	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.47	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.31	0.00	649.90	0.017	0.02	0.02	5.639	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	463.00	115.75	463.00	0.00	-	-	-	-	-	-
D-ABC	39.15	9.79	39.27	0.00	468.81	0.084	0.12	0.09	8.384	A
C-ABD	2.72	0.68	2.72	0.00	785.51	0.003	0.00	0.00	4.617	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	376.74	94.18	376.74	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
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B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.26	0.02	5.636	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.30	0.09	8.364	A	A
C-ABD	0.05	0.00	4.597	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.33	0.02	5.892	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.76	0.12	9.394	A	A
C-ABD	0.07	0.00	4.457	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.43	0.03	6.286	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.59	0.17	11.362	B	B
C-ABD	0.10	0.01	4.294	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.43	0.03	6.286	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	2.69	0.18	11.378	B	B
C-ABD	0.10	0.01	4.311	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.33	0.02	5.895	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.91	0.13	9.411	A	A
C-ABD	0.07	0.00	4.495	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.27	0.02	5.639	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.42	0.09	8.384	A	A
C-ABD	0.05	0.00	4.617	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, PM	2013 Obs	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		8.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00
C	6.00		0.00	✓	3.00	90.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										28	42
D	One lane	5.00										35	26

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	781.320	-	-	-	-	-	-	0.303	0.432	0.303	-	-	-
1	B-A	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	-	0.280	0.280	0.140
1	B-C	780.605	0.120	0.302	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	584.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	682.00	100.000
D	ONE HOUR	✓	50.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	1.000	552.000	31.000
	B	0.000	0.000	0.000	0.000
	C	649.000	1.000	0.000	32.000
	D	35.000	0.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.95	0.00	0.00	0.05
	D	0.70	0.00	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To
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From		A	B	C	D
	A	1.000	1.000	1.058	1.000
	B	1.000	1.000	1.000	1.000
	C	1.043	1.000	1.000	1.000
	D	1.029	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	5.800	0.000
	B	0.000	0.000	0.000	0.000
	C	4.300	0.000	0.000	0.000
	D	2.900	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
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B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.06	7.05	0.07	A	28.45	42.67	4.66	6.56	0.05	4.66	6.56
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	506.52	759.79	-	-	-	-	-
D-ABC	0.14	10.23	0.16	B	45.88	68.82	10.19	8.89	0.11	10.19	8.89
C-ABD	0.00	4.09	0.00	A	2.25	3.38	0.22	3.95	0.00	0.22	3.95
C-D	-	-	-	-	29.30	43.95	-	-	-	-	-
C-A	-	-	-	-	594.26	891.39	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	426.50	0.000	0.00	0.00	0.000	A
A-BCD	23.34	5.83	23.18	0.00	619.43	0.038	0.00	0.04	6.036	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-

A-C	415.57	103.89	415.57	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.32	0.00	505.19	0.075	0.00	0.08	7.690	A
C-ABD	1.55	0.39	1.54	0.00	882.58	0.002	0.00	0.00	4.085	A
C-D	24.05	6.01	24.05	0.00	-	-	-	-	-	-
C-A	487.84	121.96	487.84	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	382.47	0.000	0.00	0.00	0.000	A
A-BCD	27.87	6.97	27.83	0.00	588.00	0.047	0.04	0.05	6.426	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	496.24	124.06	496.24	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	44.84	0.00	465.15	0.097	0.08	0.11	8.563	A
C-ABD	2.11	0.53	2.11	0.00	920.78	0.002	0.00	0.00	3.914	A
C-D	28.71	7.18	28.71	0.00	-	-	-	-	-	-
C-A	582.28	145.57	582.28	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	320.37	0.000	0.00	0.00	0.000	A
A-BCD	34.13	8.53	34.06	0.00	544.56	0.063	0.05	0.07	7.052	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	607.76	151.94	607.76	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	54.86	0.00	406.97	0.135	0.11	0.15	10.219	B
C-ABD	3.09	0.77	3.08	0.00	971.39	0.003	0.00	0.00	3.712	A
C-D	35.14	8.78	35.14	0.00	-	-	-	-	-	-
C-A	712.67	178.17	712.67	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	320.34	0.000	0.00	0.00	0.000	A
A-BCD	34.13	8.53	34.13	0.00	544.56	0.063	0.07	0.07	7.052	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	607.76	151.94	607.76	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	55.05	0.00	406.95	0.135	0.15	0.16	10.229	B

C-ABD	3.09	0.77	3.09	0.00	971.37	0.003	0.00	0.00	3.716	A
C-D	35.14	8.78	35.14	0.00	-	-	-	-	-	-
C-A	712.67	178.17	712.67	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	382.42	0.000	0.00	0.00	0.000	A
A-BCD	27.87	6.97	27.93	0.00	588.00	0.047	0.07	0.05	6.427	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	496.24	124.06	496.24	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	45.14	0.00	465.12	0.097	0.16	0.11	8.575	A
C-ABD	2.12	0.53	2.12	0.00	920.72	0.002	0.00	0.00	3.925	A
C-D	28.71	7.18	28.71	0.00	-	-	-	-	-	-
C-A	582.28	145.57	582.28	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	426.41	0.000	0.00	0.00	0.000	A

A-BCD	23.34	5.83	23.38	0.00	619.43	0.038	0.05	0.04	6.039	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	415.57	103.89	415.57	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.75	0.00	505.14	0.075	0.11	0.08	7.703	A
C-ABD	1.55	0.39	1.56	0.00	882.47	0.002	0.00	0.00	4.093	A
C-D	24.05	6.01	24.05	0.00	-	-	-	-	-	-
C-A	487.84	121.96	487.84	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.58	0.04	6.036	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.16	0.08	7.690	A	A
C-ABD	0.03	0.00	4.085	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.74	0.05	6.426	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.55	0.10	8.563	A	A
C-ABD	0.04	0.00	3.914	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.00	0.07	7.052	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	2.25	0.15	10.219	B	B
C-ABD	0.05	0.00	3.712	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.00	0.07	7.052	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.33	0.16	10.229	B	B
C-ABD	0.05	0.00	3.716	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.75	0.05	6.427	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.67	0.11	8.575	A	A
C-ABD	0.04	0.00	3.925	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.59	0.04	6.039	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.25	0.08	7.703	A	A

C-ABD	0.03	0.00	4.093	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		11.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00

C	6.00		0.00	✓	3.00	90.00	✓	0.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										28	42
D	One lane	5.00										35	26

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
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1	A-D	781.320	-	-	-	-	-	-	0.303	0.432	0.303	-	-	-
1	B-A	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	-	0.280	0.280	0.140
1	B-C	780.605	0.120	0.302	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	746.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	558.00	100.000
D	ONE HOUR	✓	54.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	2.000	729.000	15.000
	B	1.000	0.000	1.000	1.000
	C	549.000	2.000	0.000	7.000

	D	25.000	1.000	28.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.00	0.00	0.98	0.02
	B	0.33	0.00	0.33	0.33
	C	0.98	0.00	0.00	0.01
	D	0.46	0.02	0.52	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	1.000	1.000	1.090	1.000
	B	1.000	1.000	2.000	1.000
	C	1.140	1.000	1.000	1.000
	D	1.040	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	9.000	0.000
	B	0.000	0.000	100.000	0.000
	C	14.000	0.000	0.000	0.000
	D	4.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.03	6.51	0.03	A	13.76	20.65	2.11	6.14	0.02	2.11	6.14
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	668.94	1003.41	-	-	-	-	-
D-ABC	0.18	13.14	0.22	B	49.55	74.33	13.48	10.88	0.15	13.48	10.88
C-ABD	0.01	4.61	0.01	A	4.23	6.35	0.49	4.62	0.01	0.49	4.62

C-D	-	-	-	-	6.39	9.59	-	-	-	-	-
C-A	-	-	-	-	501.41	752.11	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	312.98	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.22	0.00	636.44	0.018	0.00	0.02	5.758	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	548.83	137.21	548.83	0.00	-	-	-	-	-	-
D-ABC	40.65	10.16	40.26	0.00	444.09	0.092	0.00	0.10	8.908	A
C-ABD	2.89	0.72	2.88	0.00	787.45	0.004	0.00	0.00	4.588	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	411.95	102.99	411.95	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	272.16	0.000	0.00	0.00	0.000	A
A-BCD	13.48	3.37	13.47	0.00	608.31	0.022	0.02	0.02	6.051	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	655.36	163.84	655.36	0.00	-	-	-	-	-	-
D-ABC	48.54	12.14	48.40	0.00	398.91	0.122	0.10	0.14	10.266	B
C-ABD	3.95	0.99	3.95	0.00	811.33	0.005	0.00	0.01	4.442	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	491.41	122.85	491.41	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	214.43	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.49	0.00	569.42	0.029	0.02	0.03	6.510	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	802.64	200.66	802.64	0.00	-	-	-	-	-	-
D-ABC	59.46	14.86	59.15	0.00	333.34	0.178	0.14	0.21	13.115	B

C-ABD	5.84	1.46	5.83	0.00	844.46	0.007	0.01	0.01	4.275	A
C-D	7.66	1.92	7.66	0.00	-	-	-	-	-	-
C-A	600.87	150.22	600.87	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	214.40	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.51	0.00	569.42	0.029	0.03	0.03	6.510	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	802.64	200.66	802.64	0.00	-	-	-	-	-	-
D-ABC	59.46	14.86	59.45	0.00	333.33	0.178	0.21	0.22	13.144	B
C-ABD	5.84	1.46	5.84	0.00	844.41	0.007	0.01	0.01	4.294	A
C-D	7.66	1.92	7.66	0.00	-	-	-	-	-	-
C-A	600.87	150.22	600.87	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	272.12	0.000	0.00	0.00	0.000	A

A-BCD	13.48	3.37	13.51	0.00	608.30	0.022	0.03	0.02	6.054	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	655.36	163.84	655.36	0.00	-	-	-	-	-	-
D-ABC	48.54	12.14	48.84	0.00	398.89	0.122	0.22	0.14	10.294	B
C-ABD	3.96	0.99	3.97	0.00	811.20	0.005	0.01	0.01	4.487	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	491.41	122.85	491.41	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	312.92	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.31	0.00	636.43	0.018	0.02	0.02	5.758	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	548.83	137.21	548.83	0.00	-	-	-	-	-	-
D-ABC	40.65	10.16	40.81	0.00	444.05	0.092	0.14	0.10	8.930	A
C-ABD	2.90	0.73	2.91	0.00	787.23	0.004	0.01	0.00	4.613	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	411.94	102.98	411.94	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.27	0.02	5.758	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.44	0.10	8.908	A	A
C-ABD	0.06	0.00	4.588	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.34	0.02	6.051	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

D-ABC	1.99	0.13	10.266	B	B
C-ABD	0.08	0.01	4.442	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.45	0.03	6.510	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.08	0.21	13.115	B	B
C-ABD	0.11	0.01	4.275	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
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B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.45	0.03	6.510	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.22	0.21	13.144	B	B
C-ABD	0.11	0.01	4.294	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.34	0.02	6.054	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.18	0.15	10.294	B	B
C-ABD	0.08	0.01	4.487	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.27	0.02	5.758	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.57	0.10	8.930	A	A
C-ABD	0.06	0.00	4.613	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
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(Default Analysis Set)	N/A		✓				100.000	100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, PM	2016 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.71	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00
C	6.00		0.00	✓	3.00	90.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										28	42
D	One lane	5.00										35	26

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	781.320	-	-	-	-	-	-	0.303	0.432	0.303	-	-	-
1	B-A	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	-	0.280	0.280	0.140
1	B-C	780.605	0.120	0.302	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-

1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	621.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	856.00	100.000

D	ONE HOUR	✓	51.00	100.000
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Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	1.000	588.000	32.000
	B	0.000	0.000	0.000	0.000
	C	822.000	1.000	0.000	33.000
	D	36.000	0.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.96	0.00	0.00	0.04
	D	0.71	0.00	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.040	1.000	1.000	1.000
	D	1.030	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	4.000	0.000	0.000	0.000
	D	3.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	8.01	0.08	A	29.36	44.05	5.33	7.26	0.06	5.33	7.26
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	539.56	809.34	-	-	-	-	-
D-ABC	0.17	12.77	0.20	B	46.80	70.20	12.25	10.47	0.14	12.25	10.47
C-ABD	0.00	3.81	0.00	A	2.67	4.00	0.24	3.66	0.00	0.24	3.66
C-D	-	-	-	-	30.21	45.32	-	-	-	-	-
C-A	-	-	-	-	752.60	1128.90	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.88	0.000	0.00	0.00	0.000	A

A-BCD	24.09	6.02	23.92	0.00	578.64	0.042	0.00	0.04	6.488	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	442.68	110.67	442.68	0.00	-	-	-	-	-	-
D-ABC	38.40	9.60	38.04	0.00	462.61	0.083	0.00	0.09	8.472	A
C-ABD	1.79	0.45	1.78	0.00	948.26	0.002	0.00	0.00	3.802	A
C-D	24.80	6.20	24.80	0.00	-	-	-	-	-	-
C-A	617.85	154.46	617.85	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	342.58	0.000	0.00	0.00	0.000	A
A-BCD	28.77	7.19	28.72	0.00	539.30	0.053	0.04	0.06	7.050	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	528.60	132.15	528.60	0.00	-	-	-	-	-	-
D-ABC	45.85	11.46	45.71	0.00	412.62	0.111	0.09	0.12	9.809	A
C-ABD	2.49	0.62	2.49	0.00	995.30	0.003	0.00	0.00	3.621	A
C-D	29.60	7.40	29.60	0.00	-	-	-	-	-	-
C-A	737.43	184.36	737.43	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	269.59	0.000	0.00	0.00	0.000	A
A-BCD	35.23	8.81	35.15	0.00	484.90	0.073	0.06	0.08	8.001	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	647.40	161.85	647.40	0.00	-	-	-	-	-	-
D-ABC	56.15	14.04	55.86	0.00	338.10	0.166	0.12	0.20	12.742	B
C-ABD	3.71	0.93	3.71	0.00	1055.63	0.004	0.00	0.00	3.418	A
C-D	36.23	9.06	36.23	0.00	-	-	-	-	-	-
C-A	902.53	225.63	902.53	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	269.54	0.000	0.00	0.00	0.000	A
A-BCD	35.23	8.81	35.23	0.00	484.90	0.073	0.08	0.08	8.005	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	647.40	161.85	647.40	0.00	-	-	-	-	-	-
D-ABC	56.15	14.04	56.15	0.00	338.07	0.166	0.20	0.20	12.768	B

C-ABD	3.71	0.93	3.71	0.00	1055.60	0.004	0.00	0.00	3.421	A
C-D	36.23	9.06	36.23	0.00	-	-	-	-	-	-
C-A	902.53	225.63	902.53	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	342.50	0.000	0.00	0.00	0.000	A
A-BCD	28.77	7.19	28.85	0.00	539.30	0.053	0.08	0.06	7.055	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	528.60	132.15	528.60	0.00	-	-	-	-	-	-
D-ABC	45.85	11.46	46.13	0.00	412.58	0.111	0.20	0.13	9.831	A
C-ABD	2.49	0.62	2.49	0.00	995.23	0.003	0.00	0.00	3.630	A
C-D	29.60	7.40	29.60	0.00	-	-	-	-	-	-
C-A	737.43	184.36	737.43	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.77	0.000	0.00	0.00	0.000	A

A-BCD	24.09	6.02	24.14	0.00	578.64	0.042	0.06	0.04	6.494	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	442.68	110.67	442.68	0.00	-	-	-	-	-	-
D-ABC	38.40	9.60	38.54	0.00	462.55	0.083	0.13	0.09	8.492	A
C-ABD	1.80	0.45	1.80	0.00	948.15	0.002	0.00	0.00	3.807	A
C-D	24.80	6.20	24.80	0.00	-	-	-	-	-	-
C-A	617.84	154.46	617.84	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.64	0.04	6.488	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.29	0.09	8.472	A	A
C-ABD	0.03	0.00	3.802	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.84	0.06	7.050	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.80	0.12	9.809	A	A
C-ABD	0.04	0.00	3.621	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.17	0.08	8.001	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	2.83	0.19	12.742	B	B
C-ABD	0.05	0.00	3.418	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.18	0.08	8.005	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.95	0.20	12.768	B	B
C-ABD	0.05	0.00	3.421	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.85	0.06	7.055	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.96	0.13	9.831	A	A
C-ABD	0.04	0.00	3.630	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.66	0.04	6.494	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.41	0.09	8.492	A	A

C-ABD	0.03	0.00	3.807	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, AM	2016 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		12.45	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00

C	6.00		0.00	✓	3.00	90.00	✓	0.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										28	42
D	One lane	5.00										35	26

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
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1	A-D	781.320	-	-	-	-	-	-	0.303	0.432	0.303	-	-	-
1	B-A	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	-	0.280	0.280	0.140
1	B-C	780.605	0.120	0.302	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	749.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	640.00	100.000
D	ONE HOUR	✓	54.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	2.000	732.000	15.000
	B	1.000	0.000	1.000	1.000
	C	631.000	2.000	0.000	7.000

	D	25.000	1.000	28.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.00	0.00	0.98	0.02
	B	0.33	0.00	0.33	0.33
	C	0.99	0.00	0.00	0.01
	D	0.46	0.02	0.52	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	1.000	1.000	1.100	1.000
	B	1.000	1.000	2.000	1.000
	C	1.120	1.000	1.000	1.000
	D	1.040	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	10.000	0.000
	B	0.000	0.000	100.000	0.000
	C	12.000	0.000	0.000	0.000
	D	4.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.03	6.84	0.03	A	13.76	20.65	2.20	6.40	0.02	2.20	6.40
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	671.70	1007.54	-	-	-	-	-
D-ABC	0.20	14.77	0.24	B	49.55	74.33	14.68	11.85	0.16	14.68	11.85
C-ABD	0.01	4.41	0.01	A	4.63	6.95	0.51	4.40	0.01	0.51	4.40

C-D	-	-	-	-	6.39	9.59	-	-	-	-	-
C-A	-	-	-	-	576.25	864.38	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	303.04	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.22	0.00	618.01	0.018	0.00	0.02	5.932	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	551.09	137.77	551.09	0.00	-	-	-	-	-	-
D-ABC	40.65	10.16	40.24	0.00	424.88	0.096	0.00	0.10	9.348	A
C-ABD	3.12	0.78	3.11	0.00	824.10	0.004	0.00	0.00	4.384	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	473.45	118.36	473.45	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	259.95	0.000	0.00	0.00	0.000	A
A-BCD	13.48	3.37	13.47	0.00	586.30	0.023	0.02	0.02	6.283	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	658.05	164.51	658.05	0.00	-	-	-	-	-	-
D-ABC	48.54	12.14	48.38	0.00	375.42	0.129	0.10	0.15	11.001	B
C-ABD	4.31	1.08	4.31	0.00	853.94	0.005	0.00	0.01	4.223	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	564.77	141.19	564.77	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	198.77	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.48	0.00	542.47	0.030	0.02	0.03	6.843	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	805.95	201.49	805.95	0.00	-	-	-	-	-	-
D-ABC	59.46	14.86	59.08	0.00	303.19	0.196	0.15	0.24	14.725	B

C-ABD	6.45	1.61	6.44	0.00	894.32	0.007	0.01	0.01	4.040	A
C-D	7.66	1.92	7.66	0.00	-	-	-	-	-	-
C-A	690.55	172.64	690.55	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	198.73	0.000	0.00	0.00	0.000	A
A-BCD	16.52	4.13	16.51	0.00	542.47	0.030	0.03	0.03	6.843	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	805.95	201.49	805.95	0.00	-	-	-	-	-	-
D-ABC	59.46	14.86	59.45	0.00	303.18	0.196	0.24	0.24	14.769	B
C-ABD	6.45	1.61	6.45	0.00	894.27	0.007	0.01	0.01	4.054	A
C-D	7.66	1.92	7.66	0.00	-	-	-	-	-	-
C-A	690.54	172.64	690.54	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	259.90	0.000	0.00	0.00	0.000	A

A-BCD	13.48	3.37	13.51	0.00	586.30	0.023	0.03	0.02	6.284	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	658.05	164.51	658.05	0.00	-	-	-	-	-	-
D-ABC	48.54	12.14	48.91	0.00	375.40	0.129	0.24	0.15	11.037	B
C-ABD	4.32	1.08	4.33	0.00	853.82	0.005	0.01	0.01	4.258	A
C-D	6.27	1.57	6.27	0.00	-	-	-	-	-	-
C-A	564.76	141.19	564.76	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	302.98	0.000	0.00	0.00	0.000	A
A-BCD	11.29	2.82	11.31	0.00	618.00	0.018	0.02	0.02	5.935	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	551.09	137.77	551.09	0.00	-	-	-	-	-	-
D-ABC	40.65	10.16	40.83	0.00	424.85	0.096	0.15	0.11	9.380	A
C-ABD	3.13	0.78	3.14	0.00	823.91	0.004	0.01	0.00	4.405	A
C-D	5.25	1.31	5.25	0.00	-	-	-	-	-	-
C-A	473.44	118.36	473.44	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.28	0.02	5.932	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.51	0.10	9.348	A	A
C-ABD	0.06	0.00	4.384	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.35	0.02	6.283	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

D-ABC	2.13	0.14	11.001	B	B
C-ABD	0.08	0.01	4.223	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.47	0.03	6.843	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.43	0.23	14.725	B	B
C-ABD	0.12	0.01	4.040	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
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B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.47	0.03	6.843	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.61	0.24	14.769	B	B
C-ABD	0.12	0.01	4.054	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.36	0.02	6.284	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.35	0.16	11.037	B	B
C-ABD	0.08	0.01	4.258	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.28	0.02	5.935	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.65	0.11	9.380	A	A
C-ABD	0.06	0.00	4.405	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
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(Default Analysis Set)	N/A		✓				100.000	100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		11.14	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Southern Arm		Minor
C	A39 (W)		Major
D	Hillside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00	✓	3.00	250.00	✓	19.00
C	6.00		0.00	✓	3.00	90.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										28	42
D	One lane	5.00										35	26

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	781.320	-	-	-	-	-	-	0.303	0.432	0.303	-	-	-
1	B-A	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	-	0.280	0.280	0.140
1	B-C	780.605	0.120	0.302	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	B-D, offside lane	608.875	0.111	0.280	0.280	-	-	-	0.176	0.400	0.176	-	-	-
1	C-B	680.595	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	768.515	-	-	-	-	-	-	0.298	-	0.118	-	-	-
1	D-B, nearside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-

1	D-B, offside lane	602.162	0.174	0.174	0.396	-	-	-	0.277	0.277	0.110	-	-	-
1	D-C	602.162	-	0.174	0.396	0.139	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	703.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	860.00	100.000

D	ONE HOUR	✓	51.00	100.000
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Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	1.000	670.000	32.000
	B	0.000	0.000	0.000	0.000
	C	826.000	1.000	0.000	33.000
	D	36.000	0.000	15.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.96	0.00	0.00	0.04
	D	0.71	0.00	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.040	1.000	1.000	1.000
	D	1.030	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	6.000	0.000
	B	0.000	0.000	0.000	0.000
	C	4.000	0.000	0.000	0.000
	D	3.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	8.03	0.08	A	29.36	44.05	5.34	7.28	0.06	5.34	7.28
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	614.80	922.21	-	-	-	-	-
D-ABC	0.17	13.48	0.21	B	46.80	70.20	12.71	10.87	0.14	12.71	10.87
C-ABD	0.00	3.85	0.00	A	2.75	4.13	0.25	3.70	0.00	0.25	3.70
C-D	-	-	-	-	30.21	45.32	-	-	-	-	-
C-A	-	-	-	-	756.19	1134.28	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	375.26	0.000	0.00	0.00	0.000	A

A-BCD	24.09	6.02	23.92	0.00	577.69	0.042	0.00	0.04	6.499	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	504.41	126.10	504.41	0.00	-	-	-	-	-	-
D-ABC	38.40	9.60	38.03	0.00	455.33	0.084	0.00	0.09	8.620	A
C-ABD	1.83	0.46	1.82	0.00	939.16	0.002	0.00	0.00	3.840	A
C-D	24.80	6.20	24.80	0.00	-	-	-	-	-	-
C-A	620.82	155.20	620.82	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	320.02	0.000	0.00	0.00	0.000	A
A-BCD	28.77	7.19	28.72	0.00	538.17	0.053	0.04	0.06	7.066	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	602.32	150.58	602.32	0.00	-	-	-	-	-	-
D-ABC	45.85	11.46	45.70	0.00	402.83	0.114	0.09	0.13	10.076	B
C-ABD	2.56	0.64	2.56	0.00	985.32	0.003	0.00	0.00	3.658	A
C-D	29.60	7.40	29.60	0.00	-	-	-	-	-	-
C-A	740.96	185.24	740.96	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	241.18	0.000	0.00	0.00	0.000	A
A-BCD	35.23	8.81	35.15	0.00	483.52	0.073	0.06	0.08	8.026	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	737.68	184.42	737.68	0.00	-	-	-	-	-	-
D-ABC	56.15	14.04	55.83	0.00	323.19	0.174	0.13	0.21	13.448	B
C-ABD	3.87	0.97	3.86	0.00	1044.74	0.004	0.00	0.00	3.454	A
C-D	36.23	9.06	36.23	0.00	-	-	-	-	-	-
C-A	906.78	226.70	906.78	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	241.12	0.000	0.00	0.00	0.000	A
A-BCD	35.23	8.81	35.23	0.00	483.52	0.073	0.08	0.08	8.030	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	737.68	184.42	737.68	0.00	-	-	-	-	-	-
D-ABC	56.15	14.04	56.14	0.00	323.16	0.174	0.21	0.21	13.482	B

C-ABD	3.87	0.97	3.87	0.00	1044.71	0.004	0.00	0.00	3.457	A
C-D	36.23	9.06	36.23	0.00	-	-	-	-	-	-
C-A	906.78	226.70	906.78	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	319.94	0.000	0.00	0.00	0.000	A
A-BCD	28.77	7.19	28.85	0.00	538.16	0.053	0.08	0.06	7.068	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	602.32	150.58	602.32	0.00	-	-	-	-	-	-
D-ABC	45.85	11.46	46.16	0.00	402.79	0.114	0.21	0.13	10.102	B
C-ABD	2.56	0.64	2.57	0.00	985.26	0.003	0.00	0.00	3.670	A
C-D	29.60	7.40	29.60	0.00	-	-	-	-	-	-
C-A	740.96	185.24	740.96	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	375.16	0.000	0.00	0.00	0.000	A

A-BCD	24.09	6.02	24.14	0.00	577.69	0.042	0.06	0.04	6.505	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	504.41	126.10	504.41	0.00	-	-	-	-	-	-
D-ABC	38.40	9.60	38.54	0.00	455.27	0.084	0.13	0.09	8.641	A
C-ABD	1.84	0.46	1.84	0.00	939.06	0.002	0.00	0.00	3.847	A
C-D	24.80	6.20	24.80	0.00	-	-	-	-	-	-
C-A	620.81	155.20	620.81	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.64	0.04	6.499	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.32	0.09	8.620	A	A
C-ABD	0.03	0.00	3.840	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-
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Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.84	0.06	7.066	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.85	0.12	10.076	B	B
C-ABD	0.04	0.00	3.658	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.17	0.08	8.026	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	2.98	0.20	13.448	B	B
C-ABD	0.06	0.00	3.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.18	0.08	8.030	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.12	0.21	13.482	B	B
C-ABD	0.06	0.00	3.457	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

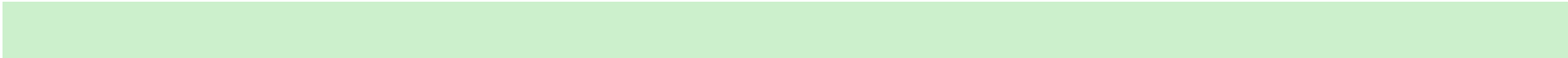
Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.85	0.06	7.068	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.02	0.13	10.102	B	B
C-ABD	0.04	0.00	3.670	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.66	0.04	6.505	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.43	0.10	8.641	A	A

C-ABD	0.03	0.00	3.847	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-



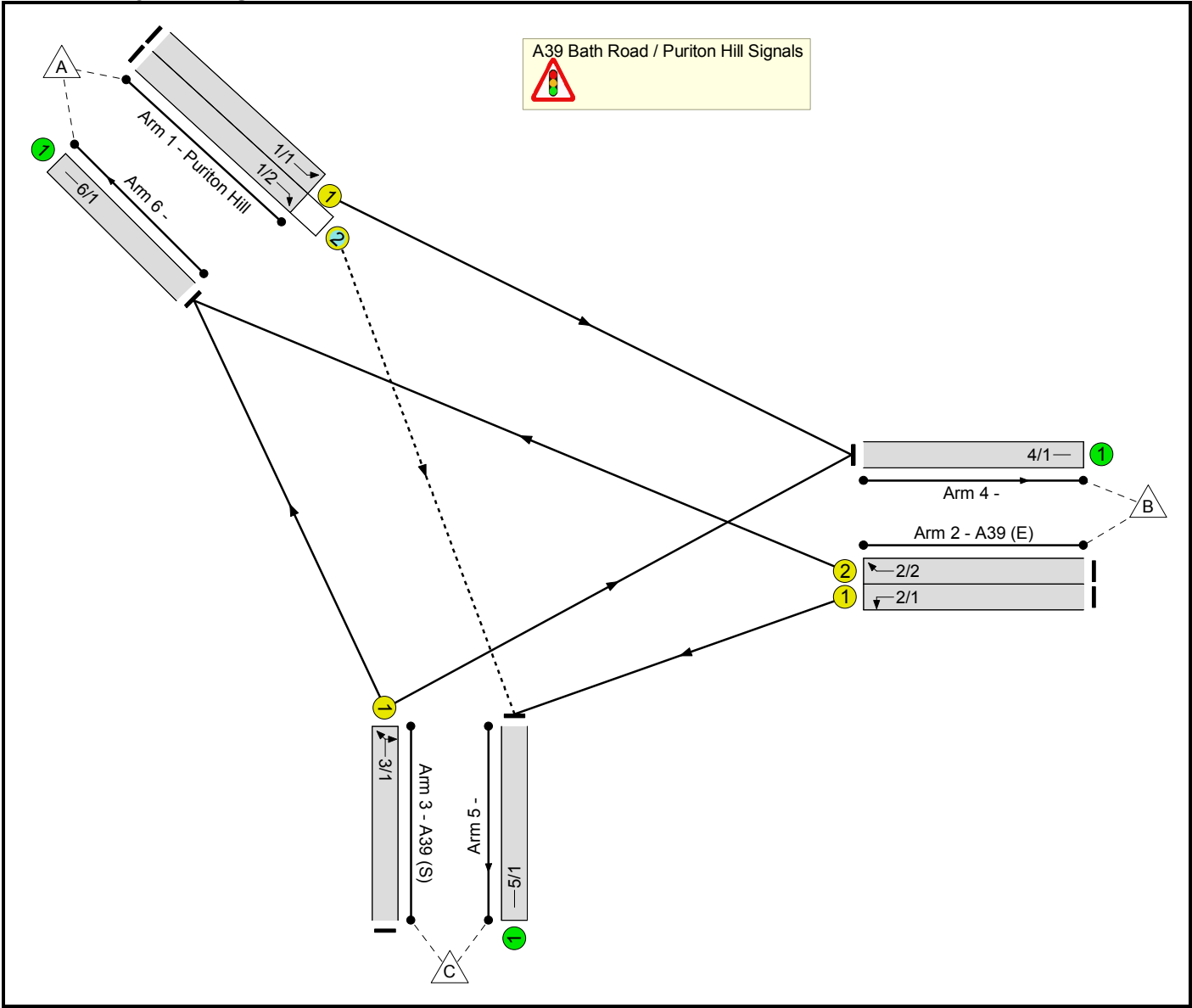
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	Hinkley Point C
Title:	A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)
Location:	
File name:	A39 Bath Road_Puriton Hill Signals.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Network Results

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Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	84.6%	19	206	33	16.2	-	-	
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	84.6%	19	206	33	16.2	-	-	
1/1	Puriton Hill Ahead	U	A		1	30	-	464	1890	977	47.5%	-	-	-	1.6	12.8	5.3	
1/2	Puriton Hill Right	O	A	D	1	30	4	257	1765	344	74.6%	19	206	33	3.2	44.5	5.4	
2/1	A39 (E) Left	U	C		1	46	-	454	1858	1455	31.2%	-	-	-	0.5	3.7	2.4	
2/2	A39 (E) Ahead	U	B		1	21	-	636	2050	752	84.6%	-	-	-	5.7	32.3	12.3	
3/1	A39 (S) Right Left	U	E		1	20	-	545	1857	650	83.9%	-	-	-	5.2	34.3	10.8	
C1		PRC for Signalled Lanes (%):					6.4	Total Delay for Signalled Lanes (pcuHr):					16.20	Cycle Time (s):		60		
		PRC Over All Lanes (%):					6.4	Total Delay Over All Lanes(pcuHr):					16.20					

Basic Results Summary

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	76.1%	55	206	11	13.7	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	76.1%	55	206	11	13.7	-	-
1/1	Puriton Hill Ahead	U	A		1	27	-	527	1890	882	59.8%	-	-	-	2.5	16.9	7.2
1/2	Puriton Hill Right	O	A	D	1	27	4	272	1765	381	71.4%	55	206	11	3.0	39.5	5.4
2/1	A39 (E) Left	U	C		1	46	-	316	1858	1455	21.7%	-	-	-	0.3	3.3	1.5
2/2	A39 (E) Ahead	U	B		1	18	-	494	2050	649	76.1%	-	-	-	4.1	29.8	9.0
3/1	A39 (S) Right Left	U	E		1	23	-	561	1863	745	75.3%	-	-	-	3.9	25.1	9.4
C1				PRC for Signalled Lanes (%):			18.3	Total Delay for Signalled Lanes (pcuHr):				13.75	Cycle Time (s): 60				
				PRC Over All Lanes (%):			18.3	Total Delay Over All Lanes(pcuHr):				13.75					

Basic Results Summary

Scenario 3: 'AM BASE 2016' (FG3: 'AM BASE 2016', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	94.9%	5	206	52	24.2	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	94.9%	5	206	52	24.2	-	-
1/1	Puriton Hill Ahead	U	A		1	32	-	519	1890	1040	49.9%	-	-	-	1.7	11.8	5.8
1/2	Puriton Hill Right	O	A	D	1	32	4	263	1765	331	79.6%	5	206	52	3.7	50.6	6.0
2/1	A39 (E) Left	U	C		1	46	-	465	1858	1455	31.9%	-	-	-	0.5	3.7	2.4
2/2	A39 (E) Ahead	U	B		1	23	-	756	2050	820	92.2%	-	-	-	8.7	41.4	17.1
3/1	A39 (S) Right Left	U	E		1	18	-	558	1857	588	94.9%	-	-	-	9.6	61.9	15.5
C1			PRC for Signalled Lanes (%):				-5.4	Total Delay for Signalled Lanes (pcuHr):				24.16	Cycle Time (s): 60				
			PRC Over All Lanes (%):				-5.4	Total Delay Over All Lanes(pcuHr):				24.16					

Basic Results Summary

Scenario 4: 'PM BASE 2016' (FG4: 'PM BASE 2016', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	80.7%	47	206	27	16.8	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	80.7%	47	206	27	16.8	-	-
1/1	Puriton Hill Ahead	U	A		1	28	-	701	1890	914	76.7%	-	-	-	4.1	21.1	11.2
1/2	Puriton Hill Right	O	A	D	1	28	4	280	1765	373	75.1%	47	206	27	3.3	42.7	5.8
2/1	A39 (E) Left	U	C		1	46	-	325	1858	1455	22.3%	-	-	-	0.3	3.3	1.5
2/2	A39 (E) Ahead	U	B		1	19	-	535	2050	683	78.3%	-	-	-	4.4	29.9	9.8
3/1	A39 (S) Right Left	U	E		1	22	-	576	1863	714	80.7%	-	-	-	4.7	29.2	10.5
C1			PRC for Signalled Lanes (%):				11.6	Total Delay for Signalled Lanes (pcuHr):				16.83	Cycle Time (s): 60				
			PRC Over All Lanes (%):				11.6	Total Delay Over All Lanes(pcuHr):				16.83					

Basic Results Summary

Scenario 5: 'AM BASE 2016+DEV' (FG5: 'AM BASE 2016+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	101.4%	3	235	109	39.4	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	101.4%	3	235	109	39.4	-	-
1/1	Puriton Hill Ahead	U	A		1	33	-	604	1890	1071	56.4%	-	-	-	2.0	12.1	7.0
1/2	Puriton Hill Right	O	A	D	1	33	5	348	1765	355	97.9%	3	235	109	10.2	105.2	13.4
2/1	A39 (E) Left	U	C		1	45	-	465	1858	1424	32.6%	-	-	-	0.5	4.1	2.6
2/2	A39 (E) Ahead	U	B		1	23	-	762	2050	820	92.9%	-	-	-	9.2	43.3	17.6
3/1	A39 (S) Right Left	U	E		1	17	-	565	1857	557	101.4%	-	-	-	17.5	111.8	23.6
C1							PRC for Signalled Lanes (%): -12.7 PRC Over All Lanes (%): -12.7		Total Delay for Signalled Lanes (pcuHr): 39.43 Total Delay Over All Lanes(pcuHr): 39.43			Cycle Time (s): 60					

Basic Results Summary

Scenario 6: 'PM BASE 2016+DEV' (FG6: 'PM BASE 2016+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	92.9%	14	206	66	25.9	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	92.9%	14	206	66	25.9	-	-
1/1	Puriton Hill Ahead	U	A		1	28	-	707	1890	914	77.4%	-	-	-	4.2	21.4	11.3
1/2	Puriton Hill Right	O	A	D	1	28	4	286	1765	326	87.8%	14	206	66	5.1	64.4	7.7
2/1	A39 (E) Left	U	C		1	46	-	325	1858	1455	22.3%	-	-	-	0.3	3.3	1.5
2/2	A39 (E) Ahead	U	B		1	19	-	620	2050	683	90.7%	-	-	-	7.6	44.1	14.1
3/1	A39 (S) Right Left	U	E		1	22	-	662	1859	713	92.9%	-	-	-	8.6	47.0	15.9
C1			PRC for Signalled Lanes (%):				-3.2	Total Delay for Signalled Lanes (pcuHr):				25.86	Cycle Time (s): 60				
			PRC Over All Lanes (%):				-3.2	Total Delay Over All Lanes(pcuHr):				25.86					

Basic Results Summary

Scenario 7: 'AM BASE 2016+DEV (Q DEV)' (FG9: 'AM BASE 2016+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	102.0%	3	235	113	41.8	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	102.0%	3	235	113	41.8	-	-
1/1	Puriton Hill Ahead	U	A		1	33	-	607	1890	1071	56.7%	-	-	-	2.1	12.2	7.1
1/2	Puriton Hill Right	O	A	D	1	33	5	352	1765	355	99.1%	3	235	113	11.1	113.7	14.4
2/1	A39 (E) Left	U	C		1	45	-	465	1858	1424	32.6%	-	-	-	0.5	4.1	2.6
2/2	A39 (E) Ahead	U	B		1	23	-	766	2050	820	93.4%	-	-	-	9.5	44.7	18.0
3/1	A39 (S) Right Left	U	E		1	17	-	568	1857	557	102.0%	-	-	-	18.6	117.8	24.6
C1 PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 41.77 Cycle Time (s): 60 PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 41.77																	

Basic Results Summary

Scenario 8: 'PM BASE 2016+DEV (Q DEV)' (FG10: 'PM BASE 2016+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A39 Bath Road / Puriton Hill, Bridgwater (Crandon Bridge Junction)	-	-	-		-	-	-	-	-	-	93.6%	13	206	73	27.4	-	-
A39 Bath Road / Puriton Hill Signals	-	-	-		-	-	-	-	-	-	93.6%	13	206	73	27.4	-	-
1/1	Puriton Hill Ahead	U	A		1	28	-	713	1890	914	78.1%	-	-	-	4.3	21.7	11.5
1/2	Puriton Hill Right	O	A	D	1	28	4	292	1765	326	89.6%	13	206	73	5.6	69.4	8.3
2/1	A39 (E) Left	U	C		1	46	-	325	1858	1455	22.3%	-	-	-	0.3	3.3	1.5
2/2	A39 (E) Ahead	U	B		1	19	-	626	2050	683	91.6%	-	-	-	8.0	46.2	14.6
3/1	A39 (S) Right Left	U	E		1	22	-	667	1859	713	93.6%	-	-	-	9.1	49.2	16.4
C1			PRC for Signalled Lanes (%):				-4.0	Total Delay for Signalled Lanes (pcuHr):				27.37	Cycle Time (s): 60				
			PRC Over All Lanes (%):				-4.0	Total Delay Over All Lanes(pcuHr):				27.37					

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: A39 - Bawdrip Lane.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J5

Report generation date: 24/02/2014 12:32:56

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-CD	0.02	8.11	0.02	A	0.01	7.66	0.01	A

Stream B-AD	0.06	16.21	0.06	C	0.05	16.49	0.05	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.04	5.42	0.03	A	0.03	4.01	0.02	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-CD	0.02	8.80	0.02	A	0.01	7.92	0.01	A
Stream B-AD	0.08	20.11	0.07	C	0.07	20.83	0.07	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.04	5.34	0.03	A	0.03	3.74	0.02	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-CD	0.02	8.89	0.02	A	0.02	8.35	0.02	A

Stream B-AD	0.09	22.37	0.08	C	0.08	24.26	0.08	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.05	5.05	0.04	A	0.03	3.79	0.03	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Q Dev							
Stream B-CD	0.02	8.90	0.02	A	0.02	8.36	0.02	A
Stream B-AD	0.09	22.51	0.08	C	0.08	24.45	0.08	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.05	5.05	0.04	A	0.03	3.78	0.03	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15
"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15
"D3 - 2016 Base, AM" model duration: 07:45 - 09:15
"D4 - 2016 Base, PM" model duration: 16:45 - 18:15
"D5 - 2016 Dev, AM" model duration: 07:45 - 09:15
"D6 - 2016 Dev, PM" model duration: 16:45 - 18:15
"D7 - 2016 Q Dev, AM" model duration: 07:45 - 09:15
"D8 - 2016 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 12:32:50

File summary

File Description

Title	A39 / Bawdrip Lane
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

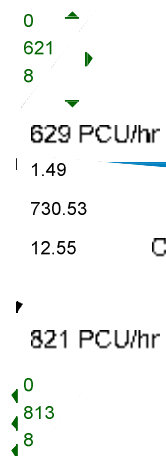
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

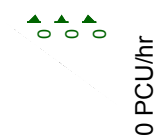
Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------

Arm C

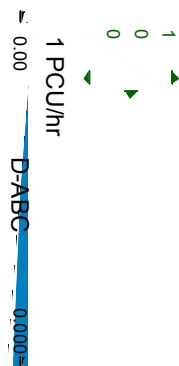


C-D 1.49
C-A 730.53
C-ABD 12.55



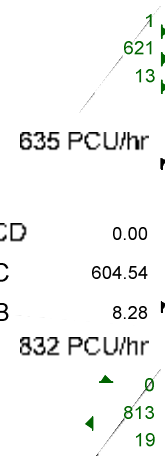
0 PCU/hr

Arm D



1 PCU/hr

D-ABC 0.000



635 PCU/hr

A-BCD 0.00
A-C 604.54
A-B 8.28

Arm A



21 PCU/hr

B-CD 4.52
B-AD 8.28

Arm D



27 PCU/hr

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, AM	2013 Obs	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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untitled	Crossroads	Two-way	A,B,C,D		9.37	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
D	One lane	2.20										25	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	-	0.251	0.251	0.126

1	B-C	689.519	0.100	0.254	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.391	0.093	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	774.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	557.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.000	19.000	755.000	0.000
	B	13.000	0.000	8.000	0.000
	C	551.000	6.000	0.000	0.000
	D	1.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.62	0.00	0.38	0.00
	C	0.99	0.01	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.077	1.000
	B	1.000	1.000	1.000	1.000
	C	1.127	1.333	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
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From		A	B	C	D
	A	0.000	0.000	7.700	0.000
	B	0.000	0.000	0.000	0.000
	C	12.700	33.300	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.11	0.02	A	7.34	11.01	1.37	7.46	0.02	1.37	7.46
B-AD	0.06	16.21	0.06	C	11.93	17.89	3.97	13.31	0.04	3.97	13.31
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	692.80	1039.20	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.03	5.42	0.04	A	15.28	22.92	2.34	6.12	0.03	2.34	6.12

C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	495.83	743.75	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	5.98	0.00	528.91	0.011	0.00	0.01	6.883	A
B-AD	9.79	2.45	9.67	0.00	343.23	0.029	0.00	0.03	10.789	B
A-BCD	0.00	0.00	0.00	0.00	523.02	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	568.40	142.10	568.40	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	320.31	0.000	0.00	0.00	0.000	A
C-ABD	10.20	2.55	10.13	0.00	674.58	0.015	0.00	0.02	5.417	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	409.14	102.29	409.14	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.18	0.00	497.16	0.014	0.01	0.01	7.346	A
B-AD	11.69	2.92	11.64	0.00	298.39	0.039	0.03	0.04	12.553	B
A-BCD	0.00	0.00	0.00	0.00	501.42	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	678.73	169.68	678.73	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	286.03	0.000	0.00	0.00	0.000	A
C-ABD	14.21	3.55	14.18	0.00	710.32	0.020	0.02	0.02	5.194	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	486.53	121.63	486.53	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.79	0.00	452.92	0.019	0.01	0.02	8.105	A
B-AD	14.31	3.58	14.22	0.00	236.31	0.061	0.04	0.06	16.203	C
A-BCD	0.00	0.00	0.00	0.00	471.59	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-

A-C	831.27	207.82	831.27	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	237.59	0.000	0.00	0.00	0.000	A
C-ABD	21.39	5.35	21.34	0.00	758.06	0.028	0.02	0.04	4.910	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	591.88	147.97	591.88	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.81	0.00	452.74	0.019	0.02	0.02	8.109	A
B-AD	14.31	3.58	14.31	0.00	236.36	0.061	0.06	0.06	16.212	C
A-BCD	0.00	0.00	0.00	0.00	471.58	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	831.27	207.82	831.27	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	237.57	0.000	0.00	0.00	0.000	A
C-ABD	21.41	5.35	21.41	0.00	758.16	0.028	0.04	0.04	4.888	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	591.86	147.97	591.86	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.21	0.00	496.85	0.014	0.02	0.01	7.351	A
B-AD	11.69	2.92	11.78	0.00	298.51	0.039	0.06	0.04	12.560	B
A-BCD	0.00	0.00	0.00	0.00	501.40	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	678.73	169.68	678.73	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	286.01	0.000	0.00	0.00	0.000	A
C-ABD	14.23	3.56	14.28	0.00	710.55	0.020	0.04	0.02	5.134	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	486.50	121.63	486.50	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	6.04	0.00	528.58	0.011	0.01	0.01	6.888	A
B-AD	9.79	2.45	9.83	0.00	343.37	0.029	0.04	0.03	10.796	B
A-BCD	0.00	0.00	0.00	0.00	522.99	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-

A-C	568.40	142.10	568.40	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	320.28	0.000	0.00	0.00	0.000	A
C-ABD	10.24	2.56	10.27	0.00	674.91	0.015	0.02	0.02	5.385	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	409.10	102.27	409.10	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	6.883	A	A
B-AD	0.42	0.03	10.789	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.26	0.02	5.417	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.21	0.01	7.346	A	A
B-AD	0.58	0.04	12.553	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.36	0.02	5.194	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.29	0.02	8.105	A	A
B-AD	0.91	0.06	16.203	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.55	0.04	4.910	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.30	0.02	8.109	A	A
B-AD	0.95	0.06	16.212	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.55	0.04	4.888	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	7.351	A	A
B-AD	0.64	0.04	12.560	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.36	0.02	5.134	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.18	0.01	6.888	A	A
B-AD	0.46	0.03	10.796	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.26	0.02	5.385	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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2013 Obs, PM	2013 Obs	PM		Varies by Arm	16:45	18:15	90	15				✓		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		8.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major

D	Northern Arm		Minor
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Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
D	One lane	2.20										25	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	-	0.253	0.253	0.127
1	B-C	683.587	0.100	0.252	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	530.785	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
1	B-D, offside lane	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	690.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	805.00	100.000
D	ONE HOUR	✓	3.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	D

	A	0.000	11.000	679.000	0.000
	B	11.000	0.000	6.000	0.000
	C	797.000	6.000	0.000	2.000
	D	0.000	0.000	3.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.65	0.00	0.35	0.00
	C	0.99	0.01	0.00	0.00
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.059	1.000

	B	1.000	1.000	1.000	1.000
	C	1.035	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	5.900	0.000
	B	0.000	0.000	0.000	0.000
	C	3.500	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.01	7.66	0.01	A	5.51	8.26	0.98	7.14	0.01	0.98	7.14
B-AD	0.05	16.49	0.05	C	10.09	15.14	3.40	13.46	0.04	3.40	13.46

A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	623.06	934.59	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	4.01	0.03	A	15.81	23.71	1.72	4.36	0.02	1.72	4.36
C-D	-	-	-	-	1.81	2.71	-	-	-	-	-
C-A	-	-	-	-	721.06	1081.60	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.48	0.00	543.23	0.008	0.00	0.01	6.681	A
B-AD	8.28	2.07	8.18	0.00	340.61	0.024	0.00	0.02	10.827	B
A-BCD	0.00	0.00	0.00	0.00	489.50	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-

A-C	511.19	127.80	511.19	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	296.92	0.000	0.00	0.00	0.000	A
C-ABD	10.62	2.65	10.56	0.00	908.48	0.012	0.00	0.01	4.009	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	593.94	148.48	593.94	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.39	0.00	515.39	0.010	0.01	0.01	7.057	A
B-AD	9.89	2.47	9.85	0.00	294.37	0.034	0.02	0.03	12.651	B
A-BCD	0.00	0.00	0.00	0.00	460.86	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	610.41	152.60	610.41	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	258.04	0.000	0.00	0.00	0.000	A
C-ABD	14.75	3.69	14.73	0.00	954.53	0.015	0.01	0.02	3.826	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	707.16	176.79	707.16	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.59	0.00	476.53	0.014	0.01	0.01	7.659	A
B-AD	12.11	3.03	12.03	0.00	230.35	0.053	0.03	0.05	16.484	C
A-BCD	0.00	0.00	0.00	0.00	421.28	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	747.59	186.90	747.59	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	203.00	0.000	0.00	0.00	0.000	A
C-ABD	22.03	5.51	21.99	0.00	1014.12	0.022	0.02	0.03	3.624	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	862.13	215.53	862.13	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.61	0.00	476.34	0.014	0.01	0.01	7.662	A
B-AD	12.11	3.03	12.11	0.00	230.41	0.053	0.05	0.05	16.490	C
A-BCD	0.00	0.00	0.00	0.00	421.27	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-

A-C	747.59	186.90	747.59	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	202.99	0.000	0.00	0.00	0.000	A
C-ABD	22.04	5.51	22.04	0.00	1014.13	0.022	0.03	0.03	3.630	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	862.12	215.53	862.12	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.41	0.00	515.05	0.010	0.01	0.01	7.063	A
B-AD	9.89	2.47	9.97	0.00	294.51	0.034	0.05	0.04	12.657	B
A-BCD	0.00	0.00	0.00	0.00	460.85	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	610.41	152.60	610.41	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	258.02	0.000	0.00	0.00	0.000	A
C-ABD	14.76	3.69	14.80	0.00	954.52	0.015	0.03	0.02	3.835	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	707.14	176.79	707.14	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.53	0.00	542.89	0.008	0.01	0.01	6.686	A
B-AD	8.28	2.07	8.32	0.00	340.76	0.024	0.04	0.03	10.832	B
A-BCD	0.00	0.00	0.00	0.00	489.48	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	511.19	127.80	511.19	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	296.90	0.000	0.00	0.00	0.000	A
C-ABD	10.65	2.66	10.67	0.00	908.45	0.012	0.02	0.01	4.014	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	593.90	148.48	593.90	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.12	0.01	6.681	A	A
B-AD	0.35	0.02	10.827	B	B
A-BCD	0.00	0.00	0.000	A	A

A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.19	0.01	4.009	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.15	0.01	7.057	A	A
B-AD	0.50	0.03	12.651	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	3.826	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.659	A	A
B-AD	0.78	0.05	16.484	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	3.624	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.21	0.01	7.662	A	A
B-AD	0.82	0.05	16.490	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	3.630	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.063	A	A
B-AD	0.55	0.04	12.657	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	3.835	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.13	0.01	6.686	A	A
B-AD	0.39	0.03	10.832	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.20	0.01	4.014	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.43	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
D	One lane	2.20										25	35

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	-	0.251	0.251	0.126
1	B-C	689.519	0.100	0.254	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.391	0.093	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	892.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	605.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	20.000	872.000	0.000
	B	13.000	0.000	8.000	0.000
	C	599.000	6.000	0.000	0.000
	D	1.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.62	0.00	0.38	0.00
	C	0.99	0.01	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To
--	----

From		A	B	C	D
	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.130	1.333	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	13.000	33.300	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
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B-CD	0.02	8.80	0.02	A	7.34	11.01	1.46	7.96	0.02	1.46	7.96
B-AD	0.07	20.11	0.08	C	11.93	17.89	4.66	15.62	0.05	4.66	15.62
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	18.35	27.53	-	-	-	-	-
A-C	-	-	-	-	800.16	1200.24	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.03	5.34	0.04	A	16.96	25.44	2.59	6.11	0.03	2.59	6.11
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	538.20	807.29	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	5.98	0.00	505.75	0.012	0.00	0.01	7.203	A
B-AD	9.79	2.45	9.66	0.00	313.83	0.031	0.00	0.03	11.830	B

A-BCD	0.00	0.00	0.00	0.00	514.08	0.000	0.00	0.00	0.000	A
A-B	15.06	3.76	15.06	0.00	-	-	-	-	-	-
A-C	656.49	164.12	656.49	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	300.46	0.000	0.00	0.00	0.000	A
C-ABD	11.04	2.76	10.96	0.00	685.58	0.016	0.00	0.02	5.336	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	444.44	111.11	444.44	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.18	0.00	469.33	0.015	0.01	0.02	7.789	A
B-AD	11.69	2.92	11.63	0.00	263.27	0.044	0.03	0.05	14.302	B
A-BCD	0.00	0.00	0.00	0.00	490.54	0.000	0.00	0.00	0.000	A
A-B	17.98	4.49	17.98	0.00	-	-	-	-	-	-
A-C	783.91	195.98	783.91	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	261.82	0.000	0.00	0.00	0.000	A
C-ABD	15.64	3.91	15.61	0.00	723.35	0.022	0.02	0.03	5.109	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-

C-A	528.24	132.06	528.24	0.00	-	-	-	-	-	-
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Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.78	0.00	418.26	0.021	0.02	0.02	8.791	A
B-AD	14.31	3.58	14.18	0.00	193.30	0.074	0.05	0.08	20.085	C
A-BCD	0.00	0.00	0.00	0.00	458.01	0.000	0.00	0.00	0.000	A
A-B	22.02	5.51	22.02	0.00	-	-	-	-	-	-
A-C	960.09	240.02	960.09	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	206.89	0.000	0.00	0.00	0.000	A
C-ABD	24.16	6.04	24.10	0.00	773.62	0.031	0.03	0.04	4.826	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	641.96	160.49	641.96	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.81	0.00	418.00	0.021	0.02	0.02	8.797	A
B-AD	14.31	3.58	14.31	0.00	193.36	0.074	0.08	0.08	20.105	C

A-BCD	0.00	0.00	0.00	0.00	458.00	0.000	0.00	0.00	0.000	A
A-B	22.02	5.51	22.02	0.00	-	-	-	-	-	-
A-C	960.09	240.02	960.09	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	206.87	0.000	0.00	0.00	0.000	A
C-ABD	24.18	6.05	24.18	0.00	773.72	0.031	0.04	0.04	4.803	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	641.94	160.48	641.94	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.21	0.00	468.89	0.015	0.02	0.02	7.797	A
B-AD	11.69	2.92	11.81	0.00	263.44	0.044	0.08	0.05	14.315	B
A-BCD	0.00	0.00	0.00	0.00	490.51	0.000	0.00	0.00	0.000	A
A-B	17.98	4.49	17.98	0.00	-	-	-	-	-	-
A-C	783.91	195.98	783.91	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	261.79	0.000	0.00	0.00	0.000	A
C-ABD	15.67	3.92	15.73	0.00	723.60	0.022	0.04	0.03	5.050	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-

C-A	528.21	132.05	528.21	0.00	-	-	-	-	-	-
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Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	6.04	0.00	505.35	0.012	0.02	0.01	7.211	A
B-AD	9.79	2.45	9.85	0.00	313.98	0.031	0.05	0.03	11.840	B
A-BCD	0.00	0.00	0.00	0.00	514.04	0.000	0.00	0.00	0.000	A
A-B	15.06	3.76	15.06	0.00	-	-	-	-	-	-
A-C	656.49	164.12	656.49	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	300.43	0.000	0.00	0.00	0.000	A
C-ABD	11.09	2.77	11.12	0.00	685.91	0.016	0.03	0.02	5.303	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	444.39	111.10	444.39	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.203	A	A

B-AD	0.45	0.03	11.830	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.28	0.02	5.336	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	7.789	A	A
B-AD	0.66	0.04	14.302	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	5.109	A	A

C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.31	0.02	8.791	A	A
B-AD	1.11	0.07	20.085	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.62	0.04	4.826	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.32	0.02	8.797	A	A

B-AD	1.18	0.08	20.105	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.62	0.04	4.803	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.24	0.02	7.797	A	A
B-AD	0.74	0.05	14.315	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	5.050	A	A

C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.19	0.01	7.211	A	A
B-AD	0.51	0.03	11.840	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.28	0.02	5.303	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, PM	2016 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		9.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	-	0.253	0.253	0.127
1	B-C	683.587	0.100	0.252	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	530.785	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
1	B-D, offside lane	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-

1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	730.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	983.00	100.000

D	ONE HOUR	✓	3.00	100.000
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Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	11.000	719.000	0.000
	B	11.000	0.000	6.000	0.000
	C	975.000	6.000	0.000	2.000
	D	0.000	0.000	3.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.65	0.00	0.35	0.00
	C	0.99	0.01	0.00	0.00
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.030	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	3.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.01	7.92	0.01	A	5.51	8.26	1.01	7.33	0.01	1.01	7.33
B-AD	0.07	20.83	0.07	C	10.09	15.14	4.04	16.00	0.04	4.04	16.00
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	659.77	989.65	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	3.74	0.03	A	18.63	27.94	1.91	4.10	0.02	1.91	4.10
C-D	-	-	-	-	1.81	2.71	-	-	-	-	-
C-A	-	-	-	-	881.58	1322.37	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-CD	4.52	1.13	4.48	0.00	533.43	0.008	0.00	0.01	6.805	A
B-AD	8.28	2.07	8.17	0.00	309.51	0.027	0.00	0.03	11.943	B
A-BCD	0.00	0.00	0.00	0.00	456.60	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	541.30	135.33	541.30	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	263.60	0.000	0.00	0.00	0.000	A
C-ABD	12.24	3.06	12.19	0.00	975.03	0.013	0.00	0.01	3.738	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	726.32	181.58	726.32	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.38	0.00	503.46	0.011	0.01	0.01	7.227	A
B-AD	9.89	2.47	9.84	0.00	257.24	0.038	0.03	0.04	14.546	B
A-BCD	0.00	0.00	0.00	0.00	421.91	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	646.37	161.59	646.37	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	217.59	0.000	0.00	0.00	0.000	A

C-ABD	17.28	4.32	17.26	0.00	1028.89	0.017	0.01	0.02	3.555	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	864.64	216.16	864.64	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.59	0.00	461.14	0.014	0.01	0.01	7.919	A
B-AD	12.11	3.03	11.99	0.00	184.87	0.066	0.04	0.07	20.812	C
A-BCD	0.00	0.00	0.00	0.00	373.97	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	791.63	197.91	791.63	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	151.88	0.000	0.00	0.00	0.000	A
C-ABD	26.31	6.58	26.27	0.00	1096.48	0.024	0.02	0.03	3.360	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1053.83	263.46	1053.83	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-CD	6.61	1.65	6.61	0.00	460.83	0.014	0.01	0.01	7.925	A
B-AD	12.11	3.03	12.11	0.00	184.95	0.065	0.07	0.07	20.828	C
A-BCD	0.00	0.00	0.00	0.00	373.96	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	791.63	197.91	791.63	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	151.86	0.000	0.00	0.00	0.000	A
C-ABD	26.33	6.58	26.33	0.00	1096.48	0.024	0.03	0.03	3.365	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1053.81	263.45	1053.81	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.41	0.00	502.94	0.011	0.01	0.01	7.237	A
B-AD	9.89	2.47	10.00	0.00	257.43	0.038	0.07	0.04	14.558	B
A-BCD	0.00	0.00	0.00	0.00	421.90	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	646.37	161.59	646.37	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	217.57	0.000	0.00	0.00	0.000	A

C-ABD	17.30	4.33	17.34	0.00	1028.88	0.017	0.03	0.02	3.562	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	864.62	216.16	864.62	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.53	0.00	533.00	0.008	0.01	0.01	6.811	A
B-AD	8.28	2.07	8.33	0.00	309.69	0.027	0.04	0.03	11.949	B
A-BCD	0.00	0.00	0.00	0.00	456.58	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	541.30	135.33	541.30	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	263.57	0.000	0.00	0.00	0.000	A
C-ABD	12.29	3.07	12.31	0.00	975.01	0.013	0.02	0.01	3.742	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	726.28	181.57	726.28	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.12	0.01	6.805	A	A
B-AD	0.39	0.03	11.943	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.21	0.01	3.738	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.227	A	A
B-AD	0.57	0.04	14.546	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	3.555	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.21	0.01	7.919	A	A
B-AD	0.98	0.07	20.812	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.45	0.03	3.360	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	7.925	A	A
B-AD	1.03	0.07	20.828	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.45	0.03	3.365	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.237	A	A
B-AD	0.64	0.04	14.558	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	3.562	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.13	0.01	6.811	A	A
B-AD	0.43	0.03	11.949	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.21	0.01	3.742	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, AM	2016 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.44	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

[illegible]

1	B-D, nearside lane	535.391	0.093	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	894.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	687.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	19.000	875.000	0.000
	B	13.000	0.000	8.000	0.000
	C	681.000	6.000	0.000	0.000
	D	1.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To
--	----

From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.62	0.00	0.38	0.00
	C	0.99	0.01	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.080	1.000
	B	1.000	1.000	1.000	1.000
	C	1.120	1.333	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From	A	B	C	D

	A	0.000	0.000	8.000	0.000
	B	0.000	0.000	0.000	0.000
	C	12.000	33.300	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.89	0.02	A	7.34	11.01	1.47	8.02	0.02	1.47	8.02
B-AD	0.08	22.37	0.09	C	11.93	17.89	5.03	16.88	0.06	5.03	16.88
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	802.92	1204.37	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	5.05	0.05	A	20.67	31.01	2.97	5.75	0.03	2.97	5.75
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-

C-A	-	-	-	-	609.73	914.60	-	-	-	-	-
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Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	5.97	0.00	503.39	0.012	0.00	0.01	7.237	A
B-AD	9.79	2.45	9.65	0.00	301.42	0.032	0.00	0.03	12.333	B
A-BCD	0.00	0.00	0.00	0.00	497.74	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	658.75	164.69	658.75	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	285.61	0.000	0.00	0.00	0.000	A
C-ABD	12.04	3.01	11.96	0.00	724.63	0.017	0.00	0.02	5.051	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	505.17	126.29	505.17	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.18	0.00	466.39	0.015	0.01	0.02	7.839	A
B-AD	11.69	2.92	11.62	0.00	248.46	0.047	0.03	0.05	15.197	C
A-BCD	0.00	0.00	0.00	0.00	471.33	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	786.61	196.65	786.61	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	243.82	0.000	0.00	0.00	0.000	A
C-ABD	17.23	4.31	17.20	0.00	768.11	0.022	0.02	0.03	4.816	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	600.37	150.09	600.37	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.78	0.00	414.19	0.021	0.02	0.02	8.880	A
B-AD	14.31	3.58	14.16	0.00	175.16	0.082	0.05	0.09	22.340	C
A-BCD	0.00	0.00	0.00	0.00	434.84	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-

A-C	963.39	240.85	963.39	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	184.20	0.000	0.00	0.00	0.000	A
C-ABD	32.69	8.17	32.59	0.00	872.30	0.037	0.03	0.05	4.318	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	723.71	180.93	723.71	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.81	0.00	413.86	0.021	0.02	0.02	8.887	A
B-AD	14.31	3.58	14.31	0.00	175.23	0.082	0.09	0.09	22.369	C
A-BCD	0.00	0.00	0.00	0.00	434.82	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	963.39	240.85	963.39	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	184.17	0.000	0.00	0.00	0.000	A
C-ABD	32.72	8.18	32.72	0.00	872.44	0.038	0.05	0.05	4.287	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	723.68	180.92	723.68	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.22	0.00	465.84	0.015	0.02	0.02	7.849	A
B-AD	11.69	2.92	11.84	0.00	248.65	0.047	0.09	0.05	15.213	C
A-BCD	0.00	0.00	0.00	0.00	471.30	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	786.61	196.65	786.61	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	243.78	0.000	0.00	0.00	0.000	A
C-ABD	17.26	4.32	17.36	0.00	768.46	0.022	0.05	0.03	4.730	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	600.34	150.08	600.34	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	6.04	0.00	502.95	0.012	0.02	0.01	7.244	A
B-AD	9.79	2.45	9.85	0.00	301.59	0.032	0.05	0.03	12.344	B
A-BCD	0.00	0.00	0.00	0.00	497.71	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-

A-C	658.75	164.69	658.75	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	285.57	0.000	0.00	0.00	0.000	A
C-ABD	12.10	3.02	12.13	0.00	724.96	0.017	0.03	0.02	5.019	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	505.11	126.28	505.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.237	A	A
B-AD	0.47	0.03	12.333	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	5.051	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	7.839	A	A
B-AD	0.70	0.05	15.197	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.41	0.03	4.816	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.31	0.02	8.880	A	A
B-AD	1.23	0.08	22.340	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.78	0.05	4.318	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.32	0.02	8.887	A	A
B-AD	1.31	0.09	22.369	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.78	0.05	4.287	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.24	0.02	7.849	A	A
B-AD	0.79	0.05	15.213	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.41	0.03	4.730	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.19	0.01	7.244	A	A
B-AD	0.53	0.04	12.344	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	5.019	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.33	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major

D	Northern Arm		Minor
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Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
D	One lane	2.20										25	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	-	0.253	0.253	0.127
1	B-C	683.587	0.100	0.252	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	530.785	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
1	B-D, offside lane	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	812.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	986.00	100.000
D	ONE HOUR	✓	3.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	D

	A	0.000	11.000	801.000	0.000
	B	11.000	0.000	6.000	0.000
	C	978.000	6.000	0.000	2.000
	D	0.000	0.000	3.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From	A	B	C	D	
	A	0.00	0.01	0.99	0.00
	B	0.65	0.00	0.35	0.00
	C	0.99	0.01	0.00	0.00
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000

	B	1.000	1.000	1.000	1.000
	C	1.040	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	6.000	0.000
	B	0.000	0.000	0.000	0.000
	C	4.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.35	0.02	A	5.51	8.26	1.05	7.64	0.01	1.05	7.64
B-AD	0.08	24.26	0.08	C	10.09	15.14	4.56	18.07	0.05	4.56	18.07

A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	735.01	1102.52	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.03	3.79	0.03	A	19.26	28.89	2.01	4.18	0.02	2.01	4.18
C-D	-	-	-	-	1.81	2.71	-	-	-	-	-
C-A	-	-	-	-	883.70	1325.55	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.48	0.00	518.23	0.009	0.00	0.01	7.006	A
B-AD	8.28	2.07	8.17	0.00	292.76	0.028	0.00	0.03	12.640	B
A-BCD	0.00	0.00	0.00	0.00	455.46	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-

A-C	603.03	150.76	603.03	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	254.18	0.000	0.00	0.00	0.000	A
C-ABD	12.51	3.13	12.46	0.00	964.86	0.013	0.00	0.01	3.779	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	728.31	182.08	728.31	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.38	0.00	485.18	0.011	0.01	0.01	7.502	A
B-AD	9.89	2.47	9.83	0.00	237.24	0.042	0.03	0.04	15.826	C
A-BCD	0.00	0.00	0.00	0.00	420.24	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	720.08	180.02	720.08	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	205.95	0.000	0.00	0.00	0.000	A
C-ABD	17.80	4.45	17.78	0.00	1017.53	0.017	0.01	0.02	3.596	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	866.82	216.71	866.82	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.59	0.00	438.21	0.015	0.01	0.02	8.340	A
B-AD	12.11	3.03	11.96	0.00	160.37	0.076	0.04	0.08	24.233	C
A-BCD	0.00	0.00	0.00	0.00	371.57	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	881.92	220.48	881.92	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	136.68	0.000	0.00	0.00	0.000	A
C-ABD	27.43	6.86	27.39	0.00	1083.70	0.025	0.02	0.03	3.404	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1056.01	264.00	1056.01	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.61	0.00	437.81	0.015	0.02	0.02	8.348	A
B-AD	12.11	3.03	12.11	0.00	160.46	0.075	0.08	0.08	24.263	C
A-BCD	0.00	0.00	0.00	0.00	371.56	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-

A-C	881.92	220.48	881.92	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	136.66	0.000	0.00	0.00	0.000	A
C-ABD	27.45	6.86	27.45	0.00	1083.71	0.025	0.03	0.03	3.407	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1056.00	264.00	1056.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.41	0.00	484.18	0.011	0.02	0.01	7.521	A
B-AD	9.89	2.47	10.02	0.00	222.56	0.044	0.08	0.05	16.947	C
A-BCD	0.00	0.00	0.00	0.00	420.22	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	720.08	180.02	720.08	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	205.92	0.000	0.00	0.00	0.000	A
C-ABD	17.82	4.46	17.87	0.00	1017.52	0.018	0.03	0.02	3.605	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	866.80	216.70	866.80	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.53	0.00	517.69	0.009	0.01	0.01	7.017	A
B-AD	8.28	2.07	8.35	0.00	292.98	0.028	0.05	0.03	12.650	B
A-BCD	0.00	0.00	0.00	0.00	455.43	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	603.03	150.76	603.03	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	254.16	0.000	0.00	0.00	0.000	A
C-ABD	12.56	3.14	12.58	0.00	964.82	0.013	0.02	0.01	3.787	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	728.26	182.07	728.26	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.13	0.01	7.006	A	A
B-AD	0.41	0.03	12.640	B	B
A-BCD	0.00	0.00	0.000	A	A

A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	3.779	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.502	A	A
B-AD	0.62	0.04	15.826	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.31	0.02	3.596	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	8.340	A	A
B-AD	1.12	0.07	24.233	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.48	0.03	3.404	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	8.348	A	A
B-AD	1.20	0.08	24.263	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.48	0.03	3.407	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.521	A	A
B-AD	0.75	0.05	16.947	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.31	0.02	3.605	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.14	0.01	7.017	A	A
B-AD	0.46	0.03	12.650	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	3.787	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Q Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Q Dev, AM	2016 Q Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.46	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
-----	------	-------------	----------

A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
D	One lane	2.20										25	35

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	-	0.251	0.251	0.126
1	B-C	689.519	0.100	0.254	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	535.391	0.093	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	574.539	0.099	0.251	0.251	-	-	-	0.158	0.359	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	896.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	689.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	19.000	877.000	0.000
	B	13.000	0.000	8.000	0.000
	C	683.000	6.000	0.000	0.000
	D	1.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.02	0.98	0.00
	B	0.62	0.00	0.38	0.00
	C	0.99	0.01	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To
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From		A	B	C	D
	A	1.000	1.000	1.080	1.000
	B	1.000	1.000	1.000	1.000
	C	1.120	1.333	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	8.000	0.000
	B	0.000	0.000	0.000	0.000
	C	12.000	33.300	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
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B-CD	0.02	8.90	0.02	A	7.34	11.01	1.47	8.03	0.02	1.47	8.03
B-AD	0.08	22.51	0.09	C	11.93	17.89	5.06	16.96	0.06	5.06	16.96
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	804.75	1207.13	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	5.05	0.05	A	20.75	31.12	2.98	5.74	0.03	2.98	5.74
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	611.49	917.24	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	5.97	0.00	502.97	0.012	0.00	0.01	7.243	A
B-AD	9.79	2.45	9.65	0.00	300.75	0.033	0.00	0.03	12.362	B

A-BCD	0.00	0.00	0.00	0.00	497.35	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	660.25	165.06	660.25	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	285.05	0.000	0.00	0.00	0.000	A
C-ABD	12.07	3.02	11.99	0.00	725.36	0.017	0.00	0.02	5.046	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	506.64	126.66	506.64	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.18	0.00	465.88	0.015	0.01	0.02	7.848	A
B-AD	11.69	2.92	11.62	0.00	247.66	0.047	0.03	0.05	15.249	C
A-BCD	0.00	0.00	0.00	0.00	470.86	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	788.41	197.10	788.41	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	243.14	0.000	0.00	0.00	0.000	A
C-ABD	17.28	4.32	17.25	0.00	768.94	0.022	0.02	0.03	4.811	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-

C-A	602.11	150.53	602.11	0.00	-	-	-	-	-	-
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Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.78	0.00	413.55	0.021	0.02	0.02	8.894	A
B-AD	14.31	3.58	14.16	0.00	174.17	0.082	0.05	0.09	22.481	C
A-BCD	0.00	0.00	0.00	0.00	434.27	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	965.59	241.40	965.59	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	183.33	0.000	0.00	0.00	0.000	A
C-ABD	32.83	8.21	32.73	0.00	873.51	0.038	0.03	0.05	4.312	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	725.77	181.44	725.77	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.81	2.20	8.81	0.00	413.22	0.021	0.02	0.02	8.901	A
B-AD	14.31	3.58	14.31	0.00	174.24	0.082	0.09	0.09	22.507	C

A-BCD	0.00	0.00	0.00	0.00	434.24	0.000	0.00	0.00	0.000	A
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	965.59	241.40	965.59	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	183.30	0.000	0.00	0.00	0.000	A
C-ABD	32.86	8.22	32.86	0.00	873.65	0.038	0.05	0.05	4.283	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	725.74	181.43	725.74	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.19	1.80	7.22	0.00	465.33	0.015	0.02	0.02	7.858	A
B-AD	11.69	2.92	11.84	0.00	247.85	0.047	0.09	0.05	15.262	C
A-BCD	0.00	0.00	0.00	0.00	470.83	0.000	0.00	0.00	0.000	A
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	788.41	197.10	788.41	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	243.09	0.000	0.00	0.00	0.000	A
C-ABD	17.31	4.33	17.41	0.00	769.30	0.023	0.05	0.03	4.727	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-

C-A	602.09	150.52	602.09	0.00	-	-	-	-	-	-
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Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.02	1.51	6.04	0.00	502.53	0.012	0.02	0.01	7.250	A
B-AD	9.79	2.45	9.85	0.00	300.92	0.033	0.05	0.03	12.372	B
A-BCD	0.00	0.00	0.00	0.00	497.32	0.000	0.00	0.00	0.000	A
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	660.25	165.06	660.25	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	285.01	0.000	0.00	0.00	0.000	A
C-ABD	12.13	3.03	12.16	0.00	725.69	0.017	0.03	0.02	5.015	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	506.59	126.65	506.59	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.243	A	A

B-AD	0.47	0.03	12.362	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	5.046	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	7.848	A	A
B-AD	0.70	0.05	15.249	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.41	0.03	4.811	A	A

C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.32	0.02	8.894	A	A
B-AD	1.24	0.08	22.481	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.78	0.05	4.312	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.32	0.02	8.901	A	A

B-AD	1.32	0.09	22.507	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.78	0.05	4.283	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.24	0.02	7.858	A	A
B-AD	0.79	0.05	15.262	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.41	0.03	4.727	A	A

C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.19	0.01	7.250	A	A
B-AD	0.53	0.04	12.372	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	5.015	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2016 Q Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Q Dev, PM	2016 Q Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		10.37	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Bawdrip Lane		Minor
C	A39 (W)		Major
D	Northern Arm		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.15		0.00		2.20	125.00	✓	0.00
C	7.15		0.00		2.20	135.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

[illegible]

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	-	0.253	0.253	0.127
1	B-C	683.587	0.100	0.252	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	530.785	0.092	0.232	0.232	-	-	-	0.146	0.332	0.146	-	-	-
1	B-D, offside lane	579.144	0.100	0.253	0.253	-	-	-	0.159	0.362	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-

1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	814.00	100.000
B	ONE HOUR	✓	17.00	100.000
C	ONE HOUR	✓	989.00	100.000

D	ONE HOUR	✓	3.00	100.000
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Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	11.000	803.000	0.000
	B	11.000	0.000	6.000	0.000
	C	981.000	6.000	0.000	2.000
	D	0.000	0.000	3.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.01	0.99	0.00
	B	0.65	0.00	0.35	0.00
	C	0.99	0.01	0.00	0.00
	D	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.040	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	6.000	0.000
	B	0.000	0.000	0.000	0.000
	C	4.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.36	0.02	A	5.51	8.26	1.05	7.65	0.01	1.05	7.65
B-AD	0.08	24.45	0.08	C	10.09	15.14	4.58	18.17	0.05	4.58	18.17
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	736.85	1105.27	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.03	3.78	0.03	A	19.32	28.99	2.02	4.18	0.02	2.02	4.18
C-D	-	-	-	-	1.81	2.71	-	-	-	-	-
C-A	-	-	-	-	886.39	1329.59	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-CD	4.52	1.13	4.48	0.00	517.82	0.009	0.00	0.01	7.012	A
B-AD	8.28	2.07	8.17	0.00	291.98	0.028	0.00	0.03	12.675	B
A-BCD	0.00	0.00	0.00	0.00	454.91	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	604.54	151.14	604.54	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	253.48	0.000	0.00	0.00	0.000	A
C-ABD	12.55	3.14	12.49	0.00	965.78	0.013	0.00	0.01	3.775	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	730.53	182.63	730.53	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.38	0.00	484.68	0.011	0.01	0.01	7.510	A
B-AD	9.89	2.47	9.83	0.00	236.31	0.042	0.03	0.04	15.891	C
A-BCD	0.00	0.00	0.00	0.00	419.58	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	721.88	180.47	721.88	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	205.09	0.000	0.00	0.00	0.000	A

C-ABD	17.85	4.46	17.83	0.00	1018.54	0.018	0.01	0.02	3.593	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	869.47	217.37	869.47	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.61	1.65	6.59	0.00	437.57	0.015	0.01	0.02	8.353	A
B-AD	12.11	3.03	11.96	0.00	159.24	0.076	0.04	0.08	24.420	C
A-BCD	0.00	0.00	0.00	0.00	370.76	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	884.12	221.03	884.12	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	135.57	0.000	0.00	0.00	0.000	A
C-ABD	27.53	6.88	27.48	0.00	1084.81	0.025	0.02	0.03	3.400	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1059.22	264.81	1059.22	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
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B-CD	6.61	1.65	6.61	0.00	437.17	0.015	0.02	0.02	8.360	A
B-AD	12.11	3.03	12.11	0.00	159.33	0.076	0.08	0.08	24.450	C
A-BCD	0.00	0.00	0.00	0.00	370.75	0.000	0.00	0.00	0.000	A
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	884.12	221.03	884.12	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	135.56	0.000	0.00	0.00	0.000	A
C-ABD	27.55	6.89	27.55	0.00	1084.81	0.025	0.03	0.03	3.406	A
C-D	2.16	0.54	2.16	0.00	-	-	-	-	-	-
C-A	1059.20	264.80	1059.20	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.39	1.35	5.41	0.00	483.67	0.011	0.02	0.01	7.526	A
B-AD	9.89	2.47	10.02	0.00	221.69	0.045	0.08	0.05	17.018	C
A-BCD	0.00	0.00	0.00	0.00	419.57	0.000	0.00	0.00	0.000	A
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	721.88	180.47	721.88	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	205.06	0.000	0.00	0.00	0.000	A

C-ABD	17.88	4.47	17.92	0.00	1018.53	0.018	0.03	0.02	3.605	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	869.44	217.36	869.44	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	4.52	1.13	4.53	0.00	517.27	0.009	0.01	0.01	7.020	A
B-AD	8.28	2.07	8.35	0.00	292.20	0.028	0.05	0.03	12.685	B
A-BCD	0.00	0.00	0.00	0.00	454.88	0.000	0.00	0.00	0.000	A
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	604.54	151.14	604.54	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	253.46	0.000	0.00	0.00	0.000	A
C-ABD	12.59	3.15	12.62	0.00	965.75	0.013	0.02	0.01	3.781	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	730.49	182.62	730.49	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.13	0.01	7.012	A	A
B-AD	0.41	0.03	12.675	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	3.775	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.510	A	A
B-AD	0.62	0.04	15.891	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.31	0.02	3.593	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	8.353	A	A
B-AD	1.13	0.08	24.420	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.48	0.03	3.400	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.23	0.02	8.360	A	A
B-AD	1.21	0.08	24.450	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.48	0.03	3.406	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.17	0.01	7.526	A	A
B-AD	0.75	0.05	17.018	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.31	0.02	3.605	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.14	0.01	7.020	A	A
B-AD	0.46	0.03	12.685	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	3.781	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: A39 - Woolavington Hill.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J6

Report generation date: 24/02/2014 13:49:00

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.27	9.01	0.22	A	0.18	8.40	0.15	A

Stream B-A	0.93	25.13	0.49	D	0.83	27.18	0.46	D
Stream C-AB	0.35	4.38	0.14	A	1.17	6.00	0.35	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-C	0.30	9.82	0.23	A	0.20	9.40	0.17	A
Stream B-A	1.35	36.23	0.59	E	1.20	38.61	0.56	E
Stream C-AB	0.50	4.20	0.17	A	1.43	6.43	0.39	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-C	0.32	10.29	0.24	B	0.24	11.05	0.19	B
Stream B-A	1.66	43.80	0.64	E	9.70	174.00	1.00	F
Stream C-AB	0.55	4.26	0.18	A	1.44	6.45	0.39	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Q Dev							

Stream B-C	0.33	10.50	0.25	B	0.25	11.20	0.20	B
Stream B-A	1.69	45.69	0.64	E	9.97	180.99	1.01	F
Stream C-AB	0.66	4.30	0.20	A	1.55	6.65	0.41	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15
"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15
"D3 - 2016 Base, AM" model duration: 07:45 - 09:15
"D4 - 2016 Base, PM" model duration: 16:45 - 18:15
"D5 - 2016 Dev, AM" model duration: 07:45 - 09:15
"D6 - 2016 Dev, PM" model duration: 16:45 - 18:15
"D7 - 2016 Q Dev, AM" model duration: 07:45 - 09:15
"D8 - 2016 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 13:48:56

File summary

File Description

Title	A39 / Woolavington Hill
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

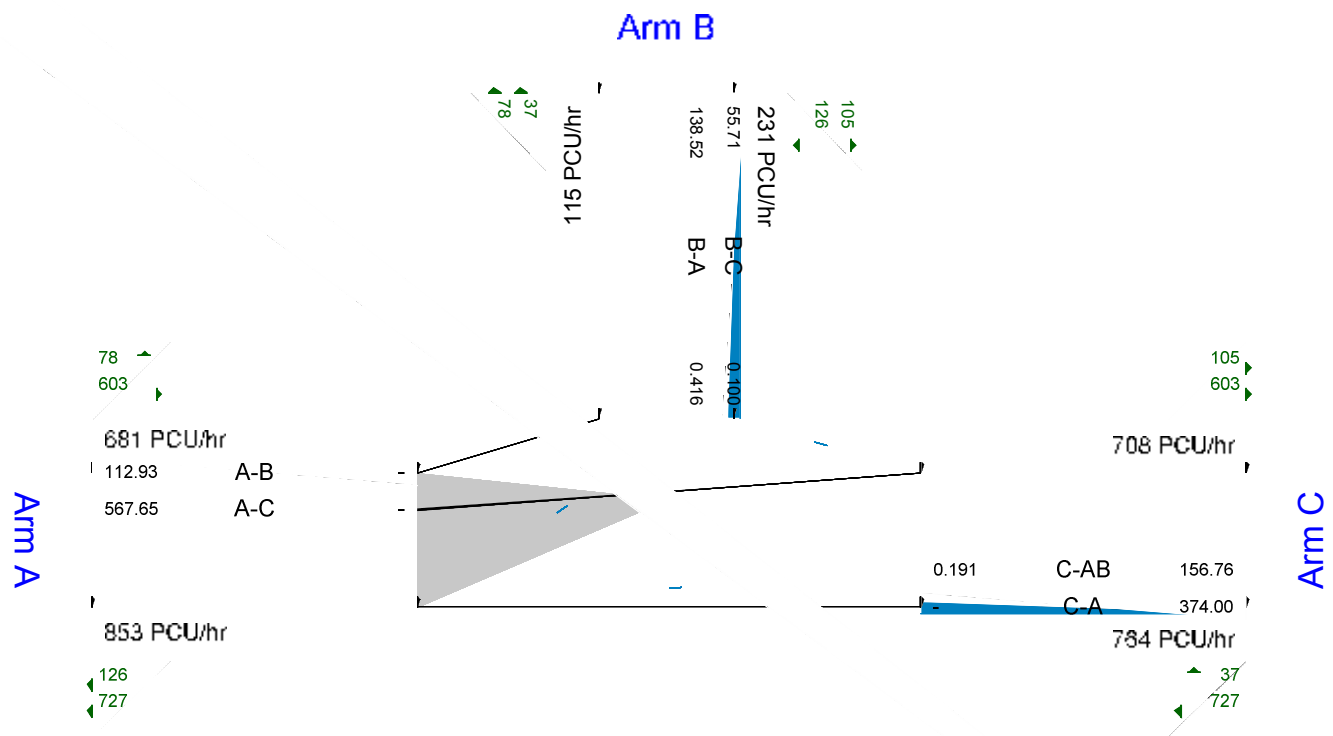
Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	Veh	perHour	s	-Min	perMin
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The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, AM	2013 Obs	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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untitled	T-Junction	Two-way	A,B,C		13.51	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	615.00	100.000
B	ONE HOUR	✓	224.00	100.000
C	ONE HOUR	✓	706.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To		
From	A	B	C

	A	0.000	74.000	541.000
	B	124.000	0.000	100.000
	C	671.000	35.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.55	0.00	0.45
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.054	1.115
	B	1.016	1.000	1.050
	C	1.083	1.057	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	5.400	11.500
	B	1.600	0.000	5.000
	C	8.300	5.700	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.22	9.01	0.27	A	91.76	137.64	17.93	7.82	0.20	17.94	7.82
B-A	0.49	25.13	0.93	D	113.78	170.68	50.58	17.78	0.56	50.59	17.79
C-AB	0.14	4.38	0.35	A	92.72	139.08	19.18	8.27	0.21	19.18	8.27
C-A	-	-	-	-	555.12	832.67	-	-	-	-	-
A-B	-	-	-	-	67.90	101.86	-	-	-	-	-
A-C	-	-	-	-	496.43	744.65	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	75.29	18.82	74.72	0.00	606.95	0.124	0.00	0.14	6.757	A
B-A	93.35	23.34	92.10	0.00	386.29	0.242	0.00	0.31	12.187	B
C-AB	58.81	14.70	58.36	0.00	883.41	0.067	0.00	0.11	4.363	A
C-A	472.70	118.18	472.70	0.00	-	-	-	-	-	-
A-B	55.71	13.93	55.71	0.00	-	-	-	-	-	-
A-C	407.29	101.82	407.29	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	89.90	22.47	89.71	0.00	568.38	0.158	0.14	0.19	7.521	A
B-A	111.47	27.87	110.83	0.00	341.45	0.326	0.31	0.47	15.566	C
C-AB	82.91	20.73	82.66	0.00	927.21	0.089	0.11	0.17	4.262	A
C-A	551.77	137.94	551.77	0.00	-	-	-	-	-	-

A-B	66.52	16.63	66.52	0.00	-	-	-	-	-	-
A-C	486.35	121.59	486.35	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	110.10	27.53	109.76	0.00	510.78	0.216	0.19	0.27	8.970	A
B-A	136.53	34.13	134.79	0.00	279.56	0.488	0.47	0.91	24.570	C
C-AB	135.94	33.98	135.26	0.00	1002.04	0.136	0.17	0.34	4.152	A
C-A	641.39	160.35	641.39	0.00	-	-	-	-	-	-
A-B	81.48	20.37	81.48	0.00	-	-	-	-	-	-
A-C	595.65	148.91	595.65	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	110.10	27.53	110.09	0.00	509.83	0.216	0.27	0.27	9.005	A
B-A	136.53	34.13	136.44	0.00	279.41	0.489	0.91	0.93	25.135	D
C-AB	136.28	34.07	136.27	0.00	1002.37	0.136	0.34	0.35	4.163	A
C-A	641.04	160.26	641.04	0.00	-	-	-	-	-	-

A-B	81.48	20.37	81.48	0.00	-	-	-	-	-	-
A-C	595.65	148.91	595.65	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	89.90	22.47	90.23	0.00	567.23	0.158	0.27	0.19	7.554	A
B-A	111.47	27.87	113.21	0.00	341.23	0.327	0.93	0.50	15.904	C
C-AB	83.24	20.81	83.90	0.00	927.59	0.090	0.35	0.18	4.279	A
C-A	551.44	137.86	551.44	0.00	-	-	-	-	-	-
A-B	66.52	16.63	66.52	0.00	-	-	-	-	-	-
A-C	486.35	121.59	486.35	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	75.29	18.82	75.47	0.00	606.10	0.124	0.19	0.14	6.788	A
B-A	93.35	23.34	94.04	0.00	386.10	0.242	0.50	0.32	12.357	B
C-AB	59.15	14.79	59.41	0.00	883.62	0.067	0.18	0.12	4.376	A
C-A	472.36	118.09	472.36	0.00	-	-	-	-	-	-

A-B	55.71	13.93	55.71	0.00	-	-	-	-	-	-
A-C	407.29	101.82	407.29	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.04	0.14	6.757	A	A
B-A	4.44	0.30	12.187	B	B
C-AB	1.67	0.11	4.363	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.73	0.18	7.521	A	A
B-A	6.77	0.45	15.566	C	B
C-AB	2.63	0.18	4.262	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.95	0.26	8.970	A	A
B-A	12.54	0.84	24.570	C	C
C-AB	5.13	0.34	4.152	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.09	0.27	9.005	A	A
B-A	13.82	0.92	25.135	D	C
C-AB	5.24	0.35	4.163	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.93	0.20	7.554	A	A
B-A	7.93	0.53	15.904	C	B
C-AB	2.74	0.18	4.279	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.20	0.15	6.788	A	A
B-A	5.08	0.34	12.357	B	B
C-AB	1.75	0.12	4.376	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2013 Obs, PM	2013 Obs	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		11.50	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	790.00	100.000
B	ONE HOUR	✓	172.00	100.000
C	ONE HOUR	✓	678.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	146.000	644.000
	B	103.000	0.000	69.000
	C	591.000	87.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.18	0.82
	B	0.60	0.00	0.40
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.014	1.042
	B	1.010	1.000	1.014
	C	1.073	1.069	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	1.400	4.200
	B	1.000	0.000	1.400
	C	7.300	6.900	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.15	8.40	0.18	A	63.32	94.97	11.63	7.35	0.13	11.63	7.35
B-A	0.46	27.18	0.83	D	94.51	141.77	44.32	18.76	0.49	44.32	18.76
C-AB	0.35	6.00	1.17	A	220.32	330.48	65.43	11.88	0.73	65.43	11.88
C-A	-	-	-	-	401.82	602.74	-	-	-	-	-
A-B	-	-	-	-	133.97	200.96	-	-	-	-	-
A-C	-	-	-	-	590.95	886.42	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	51.95	12.99	51.58	0.00	613.22	0.085	0.00	0.09	6.405	A
B-A	77.54	19.39	76.48	0.00	364.82	0.213	0.00	0.27	12.442	B
C-AB	138.28	34.57	136.74	0.00	823.54	0.168	0.00	0.38	5.242	A
C-A	372.16	93.04	372.16	0.00	-	-	-	-	-	-
A-B	109.92	27.48	109.92	0.00	-	-	-	-	-	-
A-C	484.84	121.21	484.84	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	62.03	15.51	61.91	0.00	570.28	0.109	0.09	0.12	7.079	A
B-A	92.59	23.15	92.03	0.00	314.78	0.294	0.27	0.41	16.120	C
C-AB	200.48	50.12	199.59	0.00	865.19	0.232	0.38	0.61	5.419	A
C-A	409.03	102.26	409.03	0.00	-	-	-	-	-	-

A-B	131.25	32.81	131.25	0.00	-	-	-	-	-	-
A-C	578.94	144.74	578.94	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	75.97	18.99	75.75	0.00	505.59	0.150	0.12	0.17	8.370	A
B-A	113.41	28.35	111.78	0.00	245.99	0.461	0.41	0.81	26.506	D
C-AB	320.34	80.09	318.19	0.00	925.26	0.346	0.61	1.15	5.957	A
C-A	426.15	106.54	426.15	0.00	-	-	-	-	-	-
A-B	160.75	40.19	160.75	0.00	-	-	-	-	-	-
A-C	709.06	177.26	709.06	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	75.97	18.99	75.97	0.00	504.51	0.151	0.17	0.18	8.400	A
B-A	113.41	28.35	113.32	0.00	245.50	0.462	0.81	0.83	27.184	D
C-AB	321.66	80.42	321.59	0.00	926.48	0.347	1.15	1.16	5.999	A
C-A	424.83	106.21	424.83	0.00	-	-	-	-	-	-

A-B	160.75	40.19	160.75	0.00	-	-	-	-	-	-
A-C	709.06	177.26	709.06	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	62.03	15.51	62.24	0.00	569.06	0.109	0.18	0.12	7.107	A
B-A	92.59	23.15	94.22	0.00	314.06	0.295	0.83	0.43	16.491	C
C-AB	201.73	50.43	203.84	0.00	866.86	0.233	1.16	0.64	5.469	A
C-A	407.78	101.95	407.78	0.00	-	-	-	-	-	-
A-B	131.25	32.81	131.25	0.00	-	-	-	-	-	-
A-C	578.94	144.74	578.94	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	51.95	12.99	52.07	0.00	612.40	0.085	0.12	0.09	6.425	A
B-A	77.54	19.39	78.16	0.00	364.13	0.213	0.43	0.28	12.614	B
C-AB	139.44	34.86	140.38	0.00	824.55	0.169	0.64	0.40	5.283	A
C-A	371.00	92.75	371.00	0.00	-	-	-	-	-	-

A-B	109.92	27.48	109.92	0.00	-	-	-	-	-	-
A-C	484.84	121.21	484.84	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.34	0.09	6.405	A	A
B-A	3.77	0.25	12.442	B	B
C-AB	5.65	0.38	5.242	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.78	0.12	7.079	A	A
B-A	5.82	0.39	16.120	C	B
C-AB	9.15	0.61	5.419	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.55	0.17	8.370	A	A
B-A	11.19	0.75	26.506	D	C
C-AB	17.20	1.15	5.957	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.64	0.18	8.400	A	A
B-A	12.39	0.83	27.184	D	C
C-AB	17.72	1.18	5.999	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.90	0.13	7.107	A	A
B-A	6.84	0.46	16.491	C	B
C-AB	9.68	0.65	5.469	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.43	0.10	6.425	A	A
B-A	4.31	0.29	12.614	B	B
C-AB	6.02	0.40	5.283	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		16.84	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	665.00	100.000
B	ONE HOUR	✓	229.00	100.000
C	ONE HOUR	✓	822.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To		
From	A	B	C

	A	0.000	76.000	589.000
	B	127.000	0.000	102.000
	C	786.000	36.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.11	0.89
	B	0.55	0.00	0.45
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.050	1.120
	B	1.020	1.000	1.050
	C	1.080	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	5.000	12.000
	B	2.000	0.000	5.000
	C	8.000	6.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.23	9.82	0.30	A	93.60	140.40	19.43	8.30	0.22	19.43	8.30
B-A	0.59	36.23	1.35	E	116.54	174.81	66.28	22.75	0.74	66.29	22.75
C-AB	0.17	4.20	0.50	A	118.97	178.45	26.11	8.78	0.29	26.11	8.78
C-A	-	-	-	-	635.31	952.97	-	-	-	-	-
A-B	-	-	-	-	69.74	104.61	-	-	-	-	-
A-C	-	-	-	-	540.48	810.72	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	76.79	19.20	76.20	0.00	591.32	0.130	0.00	0.15	6.982	A
B-A	95.61	23.90	94.18	0.00	357.56	0.267	0.00	0.36	13.597	B
C-AB	69.00	17.25	68.47	0.00	928.66	0.074	0.00	0.13	4.185	A
C-A	549.85	137.46	549.85	0.00	-	-	-	-	-	-
A-B	57.22	14.30	57.22	0.00	-	-	-	-	-	-
A-C	443.43	110.86	443.43	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	91.70	22.92	91.49	0.00	548.01	0.167	0.15	0.20	7.882	A
B-A	114.17	28.54	113.31	0.00	307.59	0.371	0.36	0.57	18.446	C
C-AB	105.65	26.41	105.26	0.00	993.48	0.106	0.13	0.23	4.053	A
C-A	633.31	158.33	633.31	0.00	-	-	-	-	-	-

A-B	68.32	17.08	68.32	0.00	-	-	-	-	-	-
A-C	529.50	132.37	529.50	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	112.30	28.08	111.90	0.00	480.83	0.234	0.20	0.30	9.747	A
B-A	139.83	34.96	136.92	0.00	238.61	0.586	0.57	1.30	34.462	D
C-AB	181.40	45.35	180.35	0.00	1083.55	0.167	0.23	0.49	3.988	A
C-A	723.63	180.91	723.63	0.00	-	-	-	-	-	-
A-B	83.68	20.92	83.68	0.00	-	-	-	-	-	-
A-C	648.50	162.13	648.50	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	112.30	28.08	112.29	0.00	479.03	0.234	0.30	0.30	9.816	A
B-A	139.83	34.96	139.61	0.00	238.39	0.587	1.30	1.35	36.234	E
C-AB	182.06	45.51	182.03	0.00	1084.11	0.168	0.49	0.50	4.002	A
C-A	722.98	180.75	722.98	0.00	-	-	-	-	-	-

A-B	83.68	20.92	83.68	0.00	-	-	-	-	-	-
A-C	648.50	162.13	648.50	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	91.70	22.92	92.10	0.00	545.99	0.168	0.30	0.20	7.938	A
B-A	114.17	28.54	117.15	0.00	307.27	0.372	1.35	0.61	19.213	C
C-AB	106.23	26.56	107.28	0.00	994.21	0.107	0.50	0.24	4.072	A
C-A	632.73	158.18	632.73	0.00	-	-	-	-	-	-
A-B	68.32	17.08	68.32	0.00	-	-	-	-	-	-
A-C	529.50	132.37	529.50	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	76.79	19.20	77.00	0.00	590.21	0.130	0.20	0.15	7.016	A
B-A	95.61	23.90	96.56	0.00	357.32	0.268	0.61	0.37	13.854	B
C-AB	69.46	17.37	69.87	0.00	929.00	0.075	0.24	0.14	4.200	A
C-A	549.38	137.35	549.38	0.00	-	-	-	-	-	-

A-B	57.22	14.30	57.22	0.00	-	-	-	-	-	-
A-C	443.43	110.86	443.43	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.15	0.14	6.982	A	A
B-A	5.05	0.34	13.597	B	B
C-AB	1.96	0.13	4.185	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.91	0.19	7.882	A	A
B-A	8.11	0.54	18.446	C	B
C-AB	3.45	0.23	4.053	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.36	0.29	9.747	A	A
B-A	17.33	1.16	34.462	D	C
C-AB	7.40	0.49	3.988	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.54	0.30	9.816	A	A
B-A	19.99	1.33	36.234	E	D
C-AB	7.60	0.51	4.002	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.15	0.21	7.938	A	A
B-A	9.93	0.66	19.213	C	B
C-AB	3.64	0.24	4.072	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.32	0.15	7.016	A	A
B-A	5.87	0.39	13.854	B	B
C-AB	2.07	0.14	4.200	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, PM	2016 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		14.38	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	898.00	100.000
B	ONE HOUR	✓	177.00	100.000
C	ONE HOUR	✓	697.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	150.000	748.000
	B	106.000	0.000	71.000
	C	608.000	89.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.17	0.83
	B	0.60	0.00	0.40
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.010	1.040
	B	1.010	1.000	1.010
	C	1.070	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	1.000	4.000
	B	1.000	0.000	1.000
	C	7.000	7.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.17	9.40	0.20	A	65.15	97.73	12.97	7.97	0.14	12.98	7.97
B-A	0.56	38.61	1.20	E	97.27	145.90	57.62	23.70	0.64	57.63	23.70
C-AB	0.39	6.43	1.43	A	241.16	361.74	77.59	12.87	0.86	77.59	12.87
C-A	-	-	-	-	398.42	597.63	-	-	-	-	-
A-B	-	-	-	-	137.64	206.46	-	-	-	-	-
A-C	-	-	-	-	686.38	1029.57	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	53.45	13.36	53.06	0.00	589.30	0.091	0.00	0.10	6.709	A
B-A	79.80	19.95	78.60	0.00	340.16	0.235	0.00	0.30	13.706	B
C-AB	147.35	36.84	145.64	0.00	817.05	0.180	0.00	0.43	5.362	A
C-A	377.39	94.35	377.39	0.00	-	-	-	-	-	-
A-B	112.93	28.23	112.93	0.00	-	-	-	-	-	-
A-C	563.13	140.78	563.13	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	63.83	15.96	63.69	0.00	539.80	0.118	0.10	0.13	7.559	A
B-A	95.29	23.82	94.55	0.00	285.29	0.334	0.30	0.49	18.799	C
C-AB	216.99	54.25	215.91	0.00	859.41	0.252	0.43	0.70	5.611	A
C-A	409.60	102.40	409.60	0.00	-	-	-	-	-	-

A-B	134.85	33.71	134.85	0.00	-	-	-	-	-	-
A-C	672.44	168.11	672.44	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	78.17	19.54	77.90	0.00	463.16	0.169	0.13	0.20	9.337	A
B-A	116.71	29.18	114.05	0.00	209.84	0.556	0.49	1.15	36.616	E
C-AB	355.24	88.81	352.43	0.00	921.02	0.386	0.70	1.40	6.370	A
C-A	412.17	103.04	412.17	0.00	-	-	-	-	-	-
A-B	165.15	41.29	165.15	0.00	-	-	-	-	-	-
A-C	823.56	205.89	823.56	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	78.17	19.54	78.16	0.00	461.22	0.169	0.20	0.20	9.397	A
B-A	116.71	29.18	116.50	0.00	209.21	0.558	1.15	1.20	38.608	E
C-AB	357.10	89.28	356.99	0.00	922.69	0.387	1.40	1.43	6.435	A
C-A	410.31	102.58	410.31	0.00	-	-	-	-	-	-

A-B	165.15	41.29	165.15	0.00	-	-	-	-	-	-
A-C	823.56	205.89	823.56	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	63.83	15.96	64.09	0.00	537.77	0.119	0.20	0.14	7.606	A
B-A	95.29	23.82	98.03	0.00	284.38	0.335	1.20	0.52	19.582	C
C-AB	218.65	54.66	221.43	0.00	861.65	0.254	1.43	0.73	5.675	A
C-A	407.93	101.98	407.93	0.00	-	-	-	-	-	-
A-B	134.85	33.71	134.85	0.00	-	-	-	-	-	-
A-C	672.44	168.11	672.44	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	53.45	13.36	53.59	0.00	588.25	0.091	0.14	0.10	6.734	A
B-A	79.80	19.95	80.63	0.00	339.38	0.235	0.52	0.31	13.958	B
C-AB	151.63	37.91	152.75	0.00	821.79	0.185	0.73	0.45	5.403	A
C-A	373.11	93.28	373.11	0.00	-	-	-	-	-	-

A-B	112.93	28.23	112.93	0.00	-	-	-	-	-	-
A-C	563.13	140.78	563.13	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.44	0.10	6.709	A	A
B-A	4.25	0.28	13.706	B	B
C-AB	6.28	0.42	5.362	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.95	0.13	7.559	A	A
B-A	6.91	0.46	18.799	C	B
C-AB	10.50	0.70	5.611	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.92	0.19	9.337	A	A
B-A	15.32	1.02	36.616	E	D
C-AB	20.98	1.40	6.370	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.03	0.20	9.397	A	A
B-A	17.74	1.18	38.608	E	D
C-AB	21.75	1.45	6.435	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.10	0.14	7.606	A	A
B-A	8.47	0.56	19.582	C	B
C-AB	11.24	0.75	5.675	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.55	0.10	6.734	A	A
B-A	4.94	0.33	13.958	B	B
C-AB	6.83	0.46	5.403	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, AM	2016 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		19.78	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	746.00	100.000
B	ONE HOUR	✓	232.00	100.000
C	ONE HOUR	✓	822.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	157.000	589.000
	B	130.000	0.000	102.000
	C	786.000	36.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.21	0.79
	B	0.56	0.00	0.44
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.050	1.120
	B	1.040	1.000	1.050
	C	1.080	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	5.000	12.000
	B	4.000	0.000	5.000
	C	8.000	6.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.24	10.29	0.32	B	93.60	140.40	20.09	8.59	0.22	20.09	8.59
B-A	0.64	43.80	1.66	E	119.29	178.94	77.12	25.86	0.86	77.13	25.86
C-AB	0.18	4.26	0.55	A	122.82	184.23	28.17	9.17	0.31	28.17	9.17
C-A	-	-	-	-	631.46	947.19	-	-	-	-	-
A-B	-	-	-	-	144.07	216.10	-	-	-	-	-
A-C	-	-	-	-	540.48	810.72	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	76.79	19.20	76.19	0.00	581.90	0.132	0.00	0.15	7.108	A
B-A	97.87	24.47	96.32	0.00	344.06	0.284	0.00	0.39	14.444	B
C-AB	70.29	17.57	69.74	0.00	918.26	0.077	0.00	0.14	4.244	A
C-A	548.56	137.14	548.56	0.00	-	-	-	-	-	-
A-B	118.20	29.55	118.20	0.00	-	-	-	-	-	-
A-C	443.43	110.86	443.43	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	91.70	22.92	91.48	0.00	536.12	0.171	0.15	0.20	8.092	A
B-A	116.87	29.22	115.87	0.00	293.76	0.398	0.39	0.64	20.124	C
C-AB	108.49	27.12	108.07	0.00	982.44	0.110	0.14	0.24	4.116	A
C-A	630.47	157.62	630.47	0.00	-	-	-	-	-	-

A-B	141.14	35.28	141.14	0.00	-	-	-	-	-	-
A-C	529.50	132.37	529.50	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	112.30	28.08	111.86	0.00	464.37	0.242	0.20	0.31	10.200	B
B-A	143.13	35.78	139.40	0.00	224.33	0.638	0.64	1.57	40.726	E
C-AB	188.73	47.18	187.55	0.00	1072.22	0.176	0.24	0.54	4.072	A
C-A	716.31	179.08	716.31	0.00	-	-	-	-	-	-
A-B	172.86	43.22	172.86	0.00	-	-	-	-	-	-
A-C	648.50	162.13	648.50	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	112.30	28.08	112.29	0.00	461.96	0.243	0.31	0.32	10.295	B
B-A	143.13	35.78	142.78	0.00	224.08	0.639	1.57	1.66	43.803	E
C-AB	189.48	47.37	189.45	0.00	1072.87	0.177	0.54	0.55	4.086	A
C-A	715.56	178.89	715.56	0.00	-	-	-	-	-	-

A-B	172.86	43.22	172.86	0.00	-	-	-	-	-	-
A-C	648.50	162.13	648.50	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	91.70	22.92	92.13	0.00	533.46	0.172	0.32	0.21	8.164	A
B-A	116.87	29.22	120.76	0.00	293.42	0.398	1.66	0.69	21.282	C
C-AB	109.14	27.29	110.32	0.00	983.28	0.111	0.55	0.25	4.140	A
C-A	629.82	157.45	629.82	0.00	-	-	-	-	-	-
A-B	141.14	35.28	141.14	0.00	-	-	-	-	-	-
A-C	529.50	132.37	529.50	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	76.79	19.20	77.01	0.00	580.62	0.132	0.21	0.15	7.150	A
B-A	97.87	24.47	98.99	0.00	343.81	0.285	0.69	0.41	14.771	B
C-AB	70.79	17.70	71.23	0.00	918.64	0.077	0.25	0.14	4.256	A
C-A	548.06	137.01	548.06	0.00	-	-	-	-	-	-

A-B	118.20	29.55	118.20	0.00	-	-	-	-	-	-
A-C	443.43	110.86	443.43	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.18	0.15	7.108	A	A
B-A	5.47	0.36	14.444	B	B
C-AB	2.05	0.14	4.244	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.99	0.20	8.092	A	A
B-A	9.00	0.60	20.124	C	C
C-AB	3.66	0.24	4.116	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.55	0.30	10.200	B	B
B-A	20.51	1.37	40.726	E	D
C-AB	8.08	0.54	4.072	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.75	0.32	10.295	B	B
B-A	24.37	1.62	43.803	E	D
C-AB	8.32	0.55	4.086	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.25	0.22	8.164	A	A
B-A	11.35	0.76	21.282	C	C
C-AB	3.88	0.26	4.140	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.36	0.16	7.150	A	A
B-A	6.43	0.43	14.771	B	B
C-AB	2.16	0.14	4.256	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		65.62	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	900.00	100.000
B	ONE HOUR	✓	258.00	100.000
C	ONE HOUR	✓	699.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	152.000	748.000
	B	187.000	0.000	71.000
	C	610.000	89.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.17	0.83
	B	0.72	0.00	0.28
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.030	1.040
	B	1.020	1.000	1.010
	C	1.070	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	3.000	4.000
	B	2.000	0.000	1.000
	C	7.000	7.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.19	11.05	0.24	B	65.15	97.73	14.66	9.00	0.16	14.66	9.00
B-A	1.00	174.00	9.70	F	171.59	257.39	283.69	66.13	3.15	283.74	66.14
C-AB	0.39	6.45	1.44	A	242.87	364.31	78.43	12.92	0.87	78.43	12.92
C-A	-	-	-	-	398.54	597.81	-	-	-	-	-
A-B	-	-	-	-	139.48	209.22	-	-	-	-	-
A-C	-	-	-	-	686.38	1029.57	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	53.45	13.36	53.03	0.00	560.07	0.095	0.00	0.10	7.094	A
B-A	140.78	35.20	138.00	0.00	336.15	0.419	0.00	0.70	17.931	C
C-AB	150.70	37.68	148.96	0.00	820.87	0.184	0.00	0.44	5.358	A
C-A	375.54	93.88	375.54	0.00	-	-	-	-	-	-
A-B	114.43	28.61	114.43	0.00	-	-	-	-	-	-
A-C	563.13	140.78	563.13	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	63.83	15.96	63.67	0.00	499.78	0.128	0.10	0.14	8.252	A
B-A	168.11	42.03	165.41	0.00	281.68	0.597	0.70	1.37	30.265	D
C-AB	217.95	54.49	216.89	0.00	859.94	0.253	0.44	0.70	5.615	A
C-A	410.43	102.61	410.43	0.00	-	-	-	-	-	-

A-B	136.64	34.16	136.64	0.00	-	-	-	-	-	-
A-C	672.44	168.11	672.44	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	78.17	19.54	77.81	0.00	404.07	0.193	0.14	0.24	11.022	B
B-A	205.89	51.47	184.16	0.00	206.80	0.996	1.37	6.80	110.346	F
C-AB	357.44	89.36	354.58	0.00	921.81	0.388	0.70	1.42	6.386	A
C-A	412.18	103.04	412.18	0.00	-	-	-	-	-	-
A-B	167.36	41.84	167.36	0.00	-	-	-	-	-	-
A-C	823.56	205.89	823.56	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	78.17	19.54	78.17	0.00	404.07	0.193	0.24	0.24	11.045	B
B-A	205.89	51.47	194.33	0.00	206.17	0.999	6.80	9.70	174.003	F
C-AB	359.33	89.83	359.22	0.00	923.50	0.389	1.42	1.44	6.449	A
C-A	410.28	102.57	410.28	0.00	-	-	-	-	-	-

A-B	167.36	41.84	167.36	0.00	-	-	-	-	-	-
A-C	823.56	205.89	823.56	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	63.83	15.96	64.16	0.00	480.61	0.133	0.24	0.15	8.651	A
B-A	168.11	42.03	200.28	0.00	280.78	0.599	9.70	1.65	57.284	F
C-AB	219.65	54.91	222.47	0.00	862.19	0.255	1.44	0.74	5.678	A
C-A	408.74	102.18	408.74	0.00	-	-	-	-	-	-
A-B	136.64	34.16	136.64	0.00	-	-	-	-	-	-
A-C	672.44	168.11	672.44	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	53.45	13.36	53.64	0.00	556.83	0.096	0.15	0.11	7.156	A
B-A	140.78	35.20	144.40	0.00	335.38	0.420	1.65	0.75	19.183	C
C-AB	152.16	38.04	153.29	0.00	822.16	0.185	0.74	0.46	5.405	A
C-A	374.08	93.52	374.08	0.00	-	-	-	-	-	-

A-B	114.43	28.61	114.43	0.00	-	-	-	-	-	-
A-C	563.13	140.78	563.13	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.52	0.10	7.094	A	A
B-A	9.60	0.64	17.931	C	B
C-AB	6.42	0.43	5.358	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.12	0.14	8.252	A	A
B-A	18.53	1.24	30.265	D	C
C-AB	10.58	0.71	5.615	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.42	0.23	11.022	B	B
B-A	69.58	4.64	110.346	F	F
C-AB	21.22	1.41	6.386	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.56	0.24	11.045	B	B
B-A	124.96	8.33	174.003	F	F
C-AB	22.01	1.47	6.449	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.40	0.16	8.651	A	A
B-A	48.81	3.25	57.284	F	E
C-AB	11.33	0.76	5.678	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.65	0.11	7.156	A	A
B-A	12.22	0.81	19.183	C	B
C-AB	6.87	0.46	5.405	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Q Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Q Dev, AM	2016 Q Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		19.61	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	748.00	100.000
B	ONE HOUR	✓	232.00	100.000
C	ONE HOUR	✓	830.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	154.000	594.000
	B	127.000	0.000	105.000
	C	791.000	39.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.21	0.79
	B	0.55	0.00	0.45
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.050	1.130
	B	1.040	1.000	1.050
	C	1.090	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	5.000	13.000
	B	4.000	0.000	5.000
	C	9.000	6.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.25	10.50	0.33	B	96.35	144.52	20.97	8.70	0.23	20.97	8.71
B-A	0.64	45.69	1.69	E	116.54	174.81	77.43	26.58	0.86	77.44	26.58
C-AB	0.20	4.30	0.66	A	135.18	202.77	33.35	9.87	0.37	33.35	9.87
C-A	-	-	-	-	626.44	939.66	-	-	-	-	-
A-B	-	-	-	-	141.31	211.97	-	-	-	-	-
A-C	-	-	-	-	545.06	817.60	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	79.05	19.76	78.42	0.00	580.28	0.136	0.00	0.16	7.164	A
B-A	95.61	23.90	94.08	0.00	339.49	0.282	0.00	0.38	14.581	B
C-AB	76.82	19.20	76.19	0.00	917.70	0.084	0.00	0.16	4.277	A
C-A	548.05	137.01	548.05	0.00	-	-	-	-	-	-
A-B	115.94	28.98	115.94	0.00	-	-	-	-	-	-
A-C	447.19	111.80	447.19	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	94.39	23.60	94.17	0.00	534.00	0.177	0.16	0.21	8.180	A
B-A	114.17	28.54	113.17	0.00	288.29	0.396	0.38	0.63	20.438	C
C-AB	119.09	29.77	118.58	0.00	982.12	0.121	0.16	0.28	4.168	A
C-A	627.07	156.77	627.07	0.00	-	-	-	-	-	-

A-B	138.44	34.61	138.44	0.00	-	-	-	-	-	-
A-C	533.99	133.50	533.99	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	115.61	28.90	115.14	0.00	461.00	0.251	0.21	0.33	10.392	B
B-A	139.83	34.96	135.98	0.00	217.61	0.643	0.63	1.59	42.272	E
C-AB	208.46	52.12	207.01	0.00	1072.24	0.194	0.28	0.65	4.166	A
C-A	705.38	176.35	705.38	0.00	-	-	-	-	-	-
A-B	169.56	42.39	169.56	0.00	-	-	-	-	-	-
A-C	654.01	163.50	654.01	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	115.61	28.90	115.59	0.00	458.44	0.252	0.33	0.33	10.500	B
B-A	139.83	34.96	139.45	0.00	217.31	0.643	1.59	1.69	45.691	E
C-AB	209.42	52.36	209.37	0.00	1073.04	0.195	0.65	0.66	4.185	A
C-A	704.43	176.11	704.43	0.00	-	-	-	-	-	-

A-B	169.56	42.39	169.56	0.00	-	-	-	-	-	-
A-C	654.01	163.50	654.01	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	94.39	23.60	94.86	0.00	531.22	0.178	0.33	0.22	8.258	A
B-A	114.17	28.54	118.20	0.00	287.87	0.397	1.69	0.68	21.680	C
C-AB	119.91	29.98	121.36	0.00	983.12	0.122	0.66	0.30	4.198	A
C-A	626.25	156.56	626.25	0.00	-	-	-	-	-	-
A-B	138.44	34.61	138.44	0.00	-	-	-	-	-	-
A-C	533.99	133.50	533.99	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	79.05	19.76	79.29	0.00	578.99	0.137	0.22	0.16	7.209	A
B-A	95.61	23.90	96.73	0.00	339.21	0.282	0.68	0.40	14.915	B
C-AB	77.40	19.35	77.93	0.00	918.11	0.084	0.30	0.16	4.298	A
C-A	547.47	136.87	547.47	0.00	-	-	-	-	-	-

A-B	115.94	28.98	115.94	0.00	-	-	-	-	-	-
A-C	447.19	111.80	447.19	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.26	0.15	7.164	A	A
B-A	5.39	0.36	14.581	B	B
C-AB	2.34	0.16	4.277	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.11	0.21	8.180	A	A
B-A	8.92	0.59	20.438	C	C
C-AB	4.26	0.28	4.168	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.77	0.32	10.392	B	B
B-A	20.70	1.38	42.272	E	D
C-AB	9.68	0.65	4.166	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.99	0.33	10.500	B	B
B-A	24.76	1.65	45.691	E	D
C-AB	10.01	0.67	4.185	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.38	0.23	8.258	A	A
B-A	11.31	0.75	21.680	C	C
C-AB	4.56	0.30	4.198	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.45	0.16	7.209	A	A
B-A	6.35	0.42	14.915	B	B
C-AB	2.48	0.17	4.298	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2016 Q Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Q Dev, PM	2016 Q Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		65.70	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A39 (E)		Major
B	Woolavington Hill		Minor
C	A39 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	250.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	4.60								46	96

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626.540	0.108	0.272	0.171	0.388
1	B-C	821.406	0.119	0.300	-	-
1	C-B	718.741	0.262	0.262	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	904.00	100.000
B	ONE HOUR	✓	258.00	100.000
C	ONE HOUR	✓	705.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From	A	B	C	

	A	0.000	150.000	754.000
	B	184.000	0.000	74.000
	C	613.000	92.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.17	0.83
	B	0.71	0.00	0.29
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.030	1.040
	B	1.020	1.000	1.010
	C	1.080	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	3.000	4.000
	B	2.000	0.000	1.000
	C	8.000	7.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.20	11.20	0.25	B	67.90	101.86	15.45	9.10	0.17	15.45	9.10
B-A	1.01	180.99	9.97	F	168.84	253.26	288.43	68.33	3.20	288.48	68.34
C-AB	0.41	6.65	1.55	A	253.51	380.27	83.68	13.20	0.93	83.68	13.20
C-A	-	-	-	-	393.41	590.11	-	-	-	-	-
A-B	-	-	-	-	137.64	206.46	-	-	-	-	-
A-C	-	-	-	-	691.88	1037.83	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	55.71	13.93	55.27	0.00	559.41	0.100	0.00	0.11	7.135	A
B-A	138.52	34.63	135.77	0.00	332.96	0.416	0.00	0.69	18.020	C
C-AB	156.76	39.19	154.93	0.00	820.56	0.191	0.00	0.46	5.407	A
C-A	374.00	93.50	374.00	0.00	-	-	-	-	-	-
A-B	112.93	28.23	112.93	0.00	-	-	-	-	-	-
A-C	567.65	141.91	567.65	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	66.52	16.63	66.35	0.00	498.76	0.133	0.11	0.15	8.321	A
B-A	165.41	41.35	162.72	0.00	277.85	0.595	0.69	1.36	30.557	D
C-AB	227.13	56.78	226.00	0.00	859.73	0.264	0.46	0.74	5.694	A
C-A	406.65	101.66	406.65	0.00	-	-	-	-	-	-

A-B	134.85	33.71	134.85	0.00	-	-	-	-	-	-
A-C	677.83	169.46	677.83	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	81.48	20.37	81.09	0.00	402.74	0.202	0.15	0.25	11.178	B
B-A	202.59	50.65	180.37	0.00	202.10	1.002	1.36	6.92	113.721	F
C-AB	373.86	93.46	370.74	0.00	921.92	0.406	0.74	1.52	6.569	A
C-A	402.36	100.59	402.36	0.00	-	-	-	-	-	-
A-B	165.15	41.29	165.15	0.00	-	-	-	-	-	-
A-C	830.17	207.54	830.17	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	81.48	20.37	81.47	0.00	402.74	0.202	0.25	0.25	11.205	B
B-A	202.59	50.65	190.39	0.00	201.40	1.006	6.92	9.97	180.987	F
C-AB	375.99	94.00	375.86	0.00	923.75	0.407	1.52	1.55	6.653	A
C-A	400.23	100.06	400.23	0.00	-	-	-	-	-	-

A-B	165.15	41.29	165.15	0.00	-	-	-	-	-	-
A-C	830.17	207.54	830.17	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	66.52	16.63	66.88	0.00	478.75	0.139	0.25	0.16	8.747	A
B-A	165.41	41.35	198.69	0.00	276.86	0.597	9.97	1.65	59.611	F
C-AB	229.01	57.25	232.10	0.00	862.15	0.266	1.55	0.78	5.777	A
C-A	404.77	101.19	404.77	0.00	-	-	-	-	-	-
A-B	134.85	33.71	134.85	0.00	-	-	-	-	-	-
A-C	677.83	169.46	677.83	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	55.71	13.93	55.91	0.00	556.16	0.100	0.16	0.11	7.201	A
B-A	138.52	34.63	142.15	0.00	332.14	0.417	1.65	0.74	19.284	C
C-AB	158.32	39.58	159.53	0.00	821.90	0.193	0.78	0.48	5.462	A
C-A	372.44	93.11	372.44	0.00	-	-	-	-	-	-

A-B	112.93	28.23	112.93	0.00	-	-	-	-	-	-
A-C	567.65	141.91	567.65	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.59	0.11	7.135	A	A
B-A	9.49	0.63	18.020	C	B
C-AB	6.74	0.45	5.407	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.23	0.15	8.321	A	A
B-A	18.40	1.23	30.557	D	C
C-AB	11.18	0.75	5.694	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.61	0.24	11.178	B	B
B-A	70.28	4.69	113.721	F	F
C-AB	22.78	1.52	6.569	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.76	0.25	11.205	B	B
B-A	127.83	8.52	180.987	F	F
C-AB	23.70	1.58	6.653	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.53	0.17	8.747	A	A
B-A	50.33	3.36	59.611	F	E
C-AB	12.03	0.80	5.777	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.73	0.12	7.201	A	A
B-A	12.09	0.81	19.284	C	B
C-AB	7.23	0.48	5.462	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: Woolavington Hill - Old Mill Road.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J7

Report generation date: 28/01/2014 15:31:13

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.06	7.11	0.05	A	0.03	6.59	0.03	A

Stream B-A	0.21	9.97	0.17	A	0.19	10.44	0.16	B
Stream C-AB	0.03	5.86	0.02	A	0.12	6.18	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-C	0.06	7.13	0.06	A	0.03	6.60	0.03	A
Stream B-A	0.21	10.02	0.18	B	0.19	10.51	0.16	B
Stream C-AB	0.03	5.85	0.02	A	0.12	6.19	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-C	0.06	7.45	0.06	A	0.03	6.65	0.03	A
Stream B-A	0.23	10.68	0.19	B	0.20	11.04	0.17	B
Stream C-AB	0.03	5.95	0.02	A	0.15	5.81	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM" model duration: 07:45 - 09:15

"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15

"D3 - 2016 Base, AM" model duration: 07:45 - 09:15

"D4 - 2016 Base, PM" model duration: 16:45 - 18:15

"D5 - 2016 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2016 Dev, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 28/01/2014 15:31:12

File summary

File Description

Title	Old Mill Road / B3141
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	Veh	perHour	s	-Min	perMin
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(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		8.46	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B3141 (S)		Major
B	Old Mill Road		Minor
C	B3141 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
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C	6.78		0.00		2.20	90.00	✓	0.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.85	4.25	3.00	2.90	2.90	✓	1.00	26	22

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.175	0.093	0.234	0.148	0.335
1	B-C	692.062	0.102	0.259	-	-

1	C-B	626.083	0.234	0.234	-	-
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The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	271.00	100.000
B	ONE HOUR	✓	75.00	100.000
C	ONE HOUR	✓	281.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	95.000	176.000
	B	61.000	0.000	14.000
	C	249.000	32.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.35	0.65
	B	0.81	0.00	0.19
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To
--	----

From		A	B	C
	A	1.000	1.030	1.100
	B	1.050	1.000	1.070
	C	1.020	1.100	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	3.000	10.000
	B	5.000	0.000	7.000
	C	2.000	10.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.03	6.65	0.03	A	12.85	19.27	2.06	6.41	0.02	2.06	6.41
B-A	0.17	11.04	0.20	B	55.97	83.96	14.20	10.15	0.16	14.20	10.15

C-AB	0.08	5.81	0.15	A	44.59	66.88	10.17	9.13	0.11	10.17	9.13
C-A	-	-	-	-	213.26	319.90	-	-	-	-	-
A-B	-	-	-	-	87.17	130.76	-	-	-	-	-
A-C	-	-	-	-	161.50	242.25	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	10.54	2.63	10.47	0.00	587.46	0.018	0.00	0.02	6.239	A
B-A	45.92	11.48	45.45	0.00	427.69	0.107	0.00	0.12	9.407	A
C-AB	33.30	8.32	32.99	0.00	652.68	0.051	0.00	0.08	5.809	A
C-A	178.26	44.56	178.26	0.00	-	-	-	-	-	-
A-B	71.52	17.88	71.52	0.00	-	-	-	-	-	-
A-C	132.50	33.13	132.50	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	12.59	3.15	12.57	0.00	574.84	0.022	0.02	0.02	6.402	A
B-A	54.84	13.71	54.71	0.00	413.15	0.133	0.12	0.15	10.040	B
C-AB	42.37	10.59	42.26	0.00	669.46	0.063	0.08	0.10	5.751	A
C-A	210.24	52.56	210.24	0.00	-	-	-	-	-	-
A-B	85.40	21.35	85.40	0.00	-	-	-	-	-	-
A-C	158.22	39.56	158.22	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	15.41	3.85	15.39	0.00	556.75	0.028	0.02	0.03	6.649	A
B-A	67.16	16.79	66.95	0.00	393.13	0.171	0.15	0.20	11.030	B
C-AB	57.97	14.49	57.78	0.00	696.59	0.083	0.10	0.15	5.651	A
C-A	251.41	62.85	251.41	0.00	-	-	-	-	-	-
A-B	104.60	26.15	104.60	0.00	-	-	-	-	-	-
A-C	193.78	48.44	193.78	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	15.41	3.85	15.41	0.00	556.64	0.028	0.03	0.03	6.650	A
B-A	67.16	16.79	67.16	0.00	393.09	0.171	0.20	0.20	11.044	B
C-AB	58.03	14.51	58.03	0.00	696.72	0.083	0.15	0.15	5.640	A
C-A	251.36	62.84	251.36	0.00	-	-	-	-	-	-
A-B	104.60	26.15	104.60	0.00	-	-	-	-	-	-
A-C	193.78	48.44	193.78	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	12.59	3.15	12.61	0.00	574.69	0.022	0.03	0.02	6.406	A
B-A	54.84	13.71	55.04	0.00	413.07	0.133	0.20	0.15	10.060	B
C-AB	42.44	10.61	42.63	0.00	669.68	0.063	0.15	0.11	5.726	A
C-A	210.17	52.54	210.17	0.00	-	-	-	-	-	-
A-B	85.40	21.35	85.40	0.00	-	-	-	-	-	-
A-C	158.22	39.56	158.22	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	10.54	2.63	10.56	0.00	587.20	0.018	0.02	0.02	6.244	A
B-A	45.92	11.48	46.06	0.00	427.56	0.107	0.15	0.12	9.441	A
C-AB	33.41	8.35	33.52	0.00	652.91	0.051	0.11	0.08	5.805	A
C-A	178.14	44.54	178.14	0.00	-	-	-	-	-	-
A-B	71.52	17.88	71.52	0.00	-	-	-	-	-	-
A-C	132.50	33.13	132.50	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	6.239	A	A
B-A	1.71	0.11	9.407	A	A
C-AB	1.15	0.08	5.809	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.33	0.02	6.402	A	A
B-A	2.21	0.15	10.040	B	B
C-AB	1.58	0.11	5.751	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	6.649	A	A
B-A	2.96	0.20	11.030	B	B
C-AB	2.32	0.15	5.651	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	6.650	A	A
B-A	3.06	0.20	11.044	B	B
C-AB	2.33	0.16	5.640	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.34	0.02	6.406	A	A
B-A	2.39	0.16	10.060	B	B
C-AB	1.61	0.11	5.726	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.28	0.02	6.244	A	A
B-A	1.87	0.12	9.441	A	A
C-AB	1.19	0.08	5.805	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8			
PICADY 8 - Priority Intersection Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: Woolavington Hill - Higher Road - Vicarage Road.arc8
Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J8
Report generation date: 28/01/2014 15:36:45

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-ACD	0.07	7.94	0.07	A	0.07	7.79	0.06	A

Stream A-BCD	0.06	5.86	0.04	A	0.09	6.52	0.06	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.22	9.37	0.18	A	0.60	12.24	0.38	B
Stream C-ABD	0.01	5.33	0.01	A	0.03	5.53	0.02	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-ACD	0.07	7.97	0.07	A	0.07	7.82	0.06	A
Stream A-BCD	0.07	5.86	0.04	A	0.10	6.52	0.06	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.23	9.46	0.19	A	0.63	12.57	0.39	B
Stream C-ABD	0.01	5.33	0.01	A	0.03	5.51	0.02	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-ACD	0.07	8.20	0.07	A	0.07	8.23	0.07	A
Stream A-BCD	0.07	6.05	0.05	A	0.12	6.09	0.07	A
Stream A-B	-	-	-	-	-	-	-	-

Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.23	9.96	0.19	A	0.66	13.19	0.40	B
Stream C-ABD	0.01	5.04	0.01	A	0.03	5.63	0.03	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2013 Obs, AM" model duration: 07:45 - 09:15

"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15

"D3 - 2016 Base, AM" model duration: 07:45 - 09:15

"D4 - 2016 Base, PM" model duration: 16:45 - 18:15

"D5 - 2016 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2016 Dev, PM " model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 28/01/2014 15:36:44

File summary

File Description

Title	Woolavington Hill / Higher Road / Vicarage Road
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	Veh	perHour	s	-Min	perMin
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(Default Analysis Set) - 2016 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Dev, PM	2016 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	Crossroads	Two-way	A,B,C,D		11.02	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B3141 (N)		Major
B	Vicarage Road		Minor
C	B3141 (S)		Major
D	Higher Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.75		0.00		2.20	70.00	✓	0.00

C	6.75		0.00		2.20	55.00	✓	0.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.25										18	19
D	One lane	4.10										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
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1	A-D	614.501	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
1	B-A	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	-	0.225	0.225	0.112
1	B-C	651.814	0.097	0.244	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	B-D, offside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	C-B	605.814	0.227	0.227	0.324	-	-	-	-	-	-	-	-	-
1	D-A	692.650	-	-	-	-	-	-	0.260	-	0.103	-	-	-
1	D-B, nearside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	530.477	-	0.149	0.338	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	252.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	198.00	100.000
D	ONE HOUR	✓	165.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	3.000	223.000	26.000
	B	7.000	0.000	13.000	8.000
	C	125.000	11.000	0.000	62.000

	D	43.000	7.000	115.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.88	0.10
	B	0.25	0.00	0.46	0.29
	C	0.63	0.06	0.00	0.31
	D	0.26	0.04	0.70	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.160
	B	1.000	1.000	1.000	1.000
	C	1.090	1.000	1.000	1.120
	D	1.000	1.140	1.040	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	2.000	16.000
	B	0.000	0.000	0.000	0.000
	C	9.000	0.000	0.000	12.000
	D	0.000	14.000	4.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	8.23	0.07	A	25.69	38.54	5.03	7.83	0.06	5.03	7.83
A-BCD	0.07	6.09	0.12	A	35.13	52.69	7.89	8.99	0.09	7.89	8.99
A-B	-	-	-	-	2.60	3.90	-	-	-	-	-
A-C	-	-	-	-	193.51	290.27	-	-	-	-	-
D-ABC	0.40	13.19	0.66	B	151.41	227.11	43.30	11.44	0.48	43.31	11.44
C-ABD	0.03	5.63	0.03	A	13.59	20.38	2.24	6.58	0.02	2.24	6.58

C-D	-	-	-	-	55.73	83.60	-	-	-	-	-
C-A	-	-	-	-	112.37	168.55	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	21.08	5.27	20.91	0.00	499.15	0.042	0.00	0.04	7.526	A
A-BCD	26.68	6.67	26.43	0.00	617.37	0.043	0.00	0.06	6.091	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	160.88	40.22	160.88	0.00	-	-	-	-	-	-
D-ABC	124.22	31.06	122.86	0.00	483.69	0.257	0.00	0.34	9.942	A
C-ABD	10.48	2.62	10.41	0.00	651.43	0.016	0.00	0.02	5.616	A
C-D	45.95	11.49	45.95	0.00	-	-	-	-	-	-
C-A	92.64	23.16	92.64	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	25.17	6.29	25.13	0.00	486.14	0.052	0.04	0.05	7.809	A
A-BCD	33.82	8.45	33.74	0.00	634.67	0.053	0.06	0.08	6.005	A
A-B	2.56	0.64	2.56	0.00	-	-	-	-	-	-
A-C	190.17	47.54	190.17	0.00	-	-	-	-	-	-
D-ABC	148.33	37.08	147.89	0.00	471.45	0.315	0.34	0.45	11.110	B
C-ABD	13.12	3.28	13.10	0.00	660.84	0.020	0.02	0.02	5.548	A
C-D	54.66	13.67	54.66	0.00	-	-	-	-	-	-
C-A	110.21	27.55	110.21	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	30.83	7.71	30.77	0.00	468.11	0.066	0.05	0.07	8.230	A
A-BCD	44.79	11.20	44.66	0.00	658.39	0.068	0.08	0.12	5.886	A
A-B	3.09	0.77	3.09	0.00	-	-	-	-	-	-
A-C	229.58	57.39	229.58	0.00	-	-	-	-	-	-
D-ABC	181.67	45.42	180.87	0.00	454.56	0.400	0.45	0.65	13.113	B

C-ABD	17.14	4.29	17.11	0.00	674.24	0.025	0.02	0.03	5.467	A
C-D	66.60	16.65	66.60	0.00	-	-	-	-	-	-
C-A	134.27	33.57	134.27	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	30.83	7.71	30.83	0.00	468.03	0.066	0.07	0.07	8.233	A
A-BCD	44.83	11.21	44.83	0.00	658.50	0.068	0.12	0.12	5.869	A
A-B	3.09	0.77	3.09	0.00	-	-	-	-	-	-
A-C	229.54	57.38	229.54	0.00	-	-	-	-	-	-
D-ABC	181.67	45.42	181.64	0.00	454.51	0.400	0.65	0.66	13.188	B
C-ABD	17.15	4.29	17.15	0.00	674.18	0.025	0.03	0.03	5.478	A
C-D	66.59	16.65	66.59	0.00	-	-	-	-	-	-
C-A	134.26	33.57	134.26	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	25.17	6.29	25.23	0.00	486.01	0.052	0.07	0.06	7.815	A

A-BCD	33.87	8.47	34.00	0.00	634.88	0.053	0.12	0.08	5.971	A
A-B	2.56	0.64	2.56	0.00	-	-	-	-	-	-
A-C	190.12	47.53	190.12	0.00	-	-	-	-	-	-
D-ABC	148.33	37.08	149.09	0.00	471.37	0.315	0.66	0.47	11.198	B
C-ABD	13.14	3.28	13.17	0.00	660.71	0.020	0.03	0.02	5.573	A
C-D	54.66	13.67	54.66	0.00	-	-	-	-	-	-
C-A	110.20	27.55	110.20	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	21.08	5.27	21.12	0.00	498.97	0.042	0.06	0.04	7.533	A
A-BCD	26.76	6.69	26.84	0.00	617.63	0.043	0.08	0.06	6.079	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	160.79	40.20	160.79	0.00	-	-	-	-	-	-
D-ABC	124.22	31.06	124.69	0.00	483.54	0.257	0.47	0.35	10.046	B
C-ABD	10.50	2.62	10.52	0.00	651.23	0.016	0.02	0.02	5.629	A
C-D	45.94	11.49	45.94	0.00	-	-	-	-	-	-
C-A	92.62	23.16	92.62	0.00	-	-	-	-	-	-