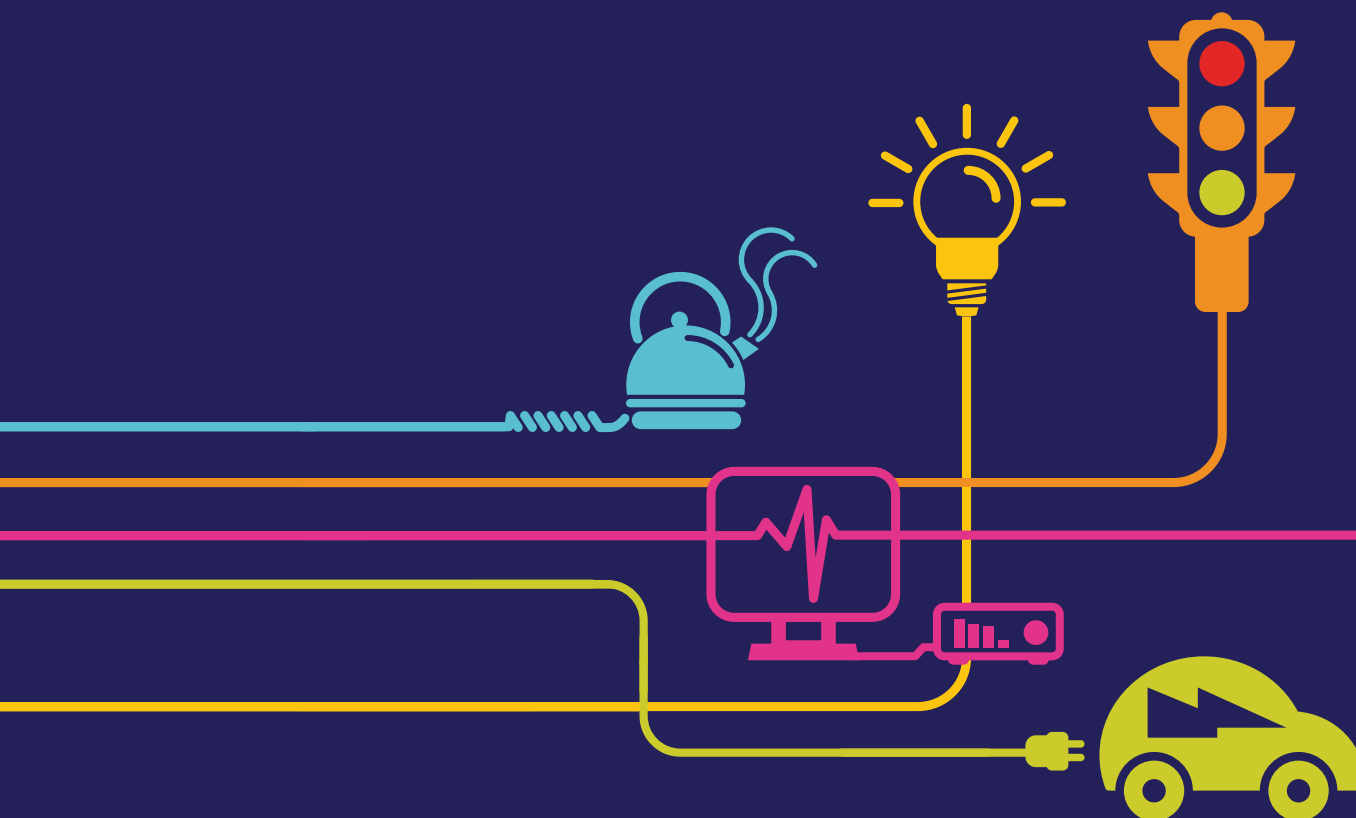


Environmental Statement Transport Assessment Appendices 22H Part 4

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)

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09/05/14	A	Live	Final version for DCO submission

Appendix 22H – Capacity Model Outputs and Queue Length Data

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	189.66	187.95	0.00	645.34	0.294	0.43	8.164	A
C-AB	239.61	237.10	0.00	658.26	0.364	0.63	8.846	A
C-A	39.83	39.83	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	65.53	65.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	226.47	225.95	0.00	642.34	0.353	0.56	8.988	A
C-AB	292.06	291.11	0.00	663.65	0.440	0.86	10.037	B
C-A	41.61	41.61	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	78.25	78.25	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	277.37	276.47	0.00	638.20	0.435	0.78	10.332	B
C-AB	367.67	365.80	0.00	671.06	0.548	1.33	12.229	B

C-A	40.99	40.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.83	95.83	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	277.37	277.34	0.00	638.20	0.435	0.79	10.383	B
C-AB	367.92	367.83	0.00	671.28	0.548	1.35	12.385	B
C-A	40.74	40.74	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.83	95.83	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	226.47	227.34	0.00	642.34	0.353	0.58	9.050	A
C-AB	292.37	294.18	0.00	663.99	0.440	0.90	10.204	B
C-A	41.30	41.30	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	78.25	78.25	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	189.66	190.21	0.00	645.34	0.294	0.44	8.243	A
C-AB	239.95	240.96	0.00	658.53	0.364	0.65	9.003	A
C-A	39.49	39.49	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	65.53	65.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.78	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
High Street	High Street		Major
Rodway	Rodway		Minor
Fore Street	Fore Street		Major

Major Arm Geometry

Name	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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Fore Street	7.84		0.00		2.20	100.00	✓	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

Name	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)
Rodway	One lane	3.48										27	10

Pedestrian Crossings

Name	Crossing Type
High Street	None
Rodway	None
Fore Street	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515.071	0.086	0.218	0.137	0.312
1	B-C	660.771	0.093	0.236	-	-

1	C-B	631.874	0.225	0.225	-	-
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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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	0.00	100.000
Rodway	ONE HOUR	✓	379.00	100.000
Fore Street	ONE HOUR	✓	291.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	379.000
	C	91.000	200.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
		A	B	C
From	A	0.33	0.33	0.33
	B	0.00	0.00	1.00
	C	0.31	0.69	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
--	----

From		A	B	C
	A	1.000	1.000	1.000
	B	1.032	1.000	1.016
	C	1.010	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.000
	B	3.200	0.000	1.600
	C	1.000	2.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	15.41	1.78	C
C-AB	0.38	8.44	0.68	A
C-A	-	-	-	-

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

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	289.90	286.78	0.00	660.77	0.439	0.78	9.701	A
C-AB	170.80	169.32	0.00	676.71	0.252	0.37	7.213	A
C-A	51.97	51.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	346.16	344.92	0.00	660.77	0.524	1.09	11.532	B
C-AB	208.69	208.24	0.00	685.59	0.304	0.48	7.682	A

C-A	57.33	57.33	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	423.96	421.36	0.00	660.77	0.642	1.74	15.105	C
C-AB	262.96	262.20	0.00	697.69	0.377	0.67	8.415	A
C-A	62.84	62.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	423.96	423.82	0.00	660.77	0.642	1.78	15.409	C
C-AB	263.07	263.05	0.00	697.79	0.377	0.68	8.444	A
C-A	62.73	62.73	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	346.16	348.69	0.00	660.77	0.524	1.15	11.815	B
C-AB	208.83	209.56	0.00	685.75	0.305	0.50	7.719	A
C-A	57.19	57.19	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	289.90	291.25	0.00	660.77	0.439	0.81	9.934	A
C-AB	171.00	171.47	0.00	676.87	0.253	0.38	7.266	A
C-A	51.78	51.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM**Data Errors and Warnings***No errors or warnings*

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Base, AM	2016 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.82	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
High Street	High Street		Major
Rodway	Rodway		Minor
Fore Street	Fore Street		Major

Major Arm Geometry

Name	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)
Fore Street	7.84		0.00		2.20	100.00	✓	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

Name	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)
Rodway	One lane	3.48										27	10

Pedestrian Crossings

Name	Crossing Type
High Street	None
Rodway	None

Fore Street	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515.071	0.086	0.218	0.137	0.312
1	B-C	660.771	0.093	0.236	-	-
1	C-B	631.874	0.225	0.225	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	160.00	100.000
Rodway	ONE HOUR	✓	248.00	100.000
Fore Street	ONE HOUR	✓	364.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	73.000	87.000
	B	0.000	0.000	248.000
	C	79.000	285.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.00	0.46	0.54
	B	0.00	0.00	1.00
	C	0.22	0.78	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.480	1.020
	B	1.360	1.000	1.040
	C	1.080	1.040	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	48.000	2.000
	B	36.000	0.000	4.000
	C	8.000	4.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	10.92	0.85	B
C-AB	0.59	14.26	1.62	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.18	192.38	0.00	637.46	0.305	0.45	8.379	A
C-AB	247.97	245.20	0.00	641.38	0.387	0.69	9.430	A
C-A	39.41	39.41	0.00	-	-	-	-	-

A-B	81.34	81.34	0.00	-	-	-	-	-
A-C	66.81	66.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	231.86	231.29	0.00	632.93	0.366	0.59	9.309	A
C-AB	302.83	301.69	0.00	643.69	0.470	0.98	10.969	B
C-A	40.33	40.33	0.00	-	-	-	-	-
A-B	97.13	97.13	0.00	-	-	-	-	-
A-C	79.78	79.78	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	283.98	282.97	0.00	626.68	0.453	0.84	10.860	B
C-AB	382.35	379.92	0.00	646.90	0.591	1.59	14.008	B
C-A	37.93	37.93	0.00	-	-	-	-	-
A-B	118.95	118.95	0.00	-	-	-	-	-
A-C	97.70	97.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	283.98	283.94	0.00	626.68	0.453	0.85	10.919	B
C-AB	382.70	382.57	0.00	647.21	0.591	1.62	14.263	B
C-A	37.58	37.58	0.00	-	-	-	-	-
A-B	118.95	118.95	0.00	-	-	-	-	-
A-C	97.70	97.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	231.86	232.83	0.00	632.93	0.366	0.61	9.382	A
C-AB	303.26	305.61	0.00	644.14	0.471	1.03	11.218	B
C-A	39.90	39.90	0.00	-	-	-	-	-
A-B	97.13	97.13	0.00	-	-	-	-	-
A-C	79.78	79.78	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.18	194.77	0.00	637.46	0.305	0.46	8.470	A
C-AB	248.38	249.62	0.00	641.72	0.387	0.72	9.632	A

C-A	39.00	39.00	0.00	-	-	-	-	-
A-B	81.34	81.34	0.00	-	-	-	-	-
A-C	66.81	66.81	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Base, PM	2016 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C	14.26	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
High Street	High Street		Major
Rodway	Rodway		Minor
Fore Street	Fore Street		Major

Major Arm Geometry

Name	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)
Fore Street	7.84		0.00		2.20	100.00	✓	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

Name	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)
Rodway	One lane	3.48										27	10

Pedestrian Crossings

Name	Crossing Type
High Street	None
Rodway	None
Fore Street	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515.071	0.086	0.218	0.137	0.312
1	B-C	660.771	0.093	0.236	-	-
1	C-B	631.874	0.225	0.225	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	60.00	100.000
Rodway	ONE HOUR	✓	390.00	100.000
Fore Street	ONE HOUR	✓	300.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	60.000	0.000
	B	0.000	0.000	390.000
	C	94.000	206.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	1.00	0.00
	B	0.00	0.00	1.00
	C	0.31	0.69	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.930	1.000
	B	1.460	1.000	1.020
	C	1.010	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	93.000	0.000
	B	46.000	0.000	2.000
	C	1.000	2.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	17.35	2.06	C
C-AB	0.41	9.21	0.78	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	299.48	296.10	0.00	652.65	0.459	0.85	10.206	B
C-AB	177.41	175.79	0.00	659.40	0.269	0.40	7.564	A
C-A	52.26	52.26	0.00	-	-	-	-	-
A-B	87.18	87.18	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	357.61	356.17	0.00	651.07	0.549	1.21	12.387	B
C-AB	216.90	216.37	0.00	665.04	0.326	0.54	8.173	A
C-A	57.34	57.34	0.00	-	-	-	-	-
A-B	104.10	104.10	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	437.99	434.78	0.00	648.89	0.675	2.01	16.888	C

C-AB	274.20	273.27	0.00	672.83	0.408	0.77	9.169	A
C-A	61.67	61.67	0.00	-	-	-	-	-
A-B	127.50	127.50	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	437.99	437.78	0.00	648.89	0.675	2.06	17.347	C
C-AB	274.34	274.31	0.00	672.97	0.408	0.78	9.210	A
C-A	61.54	61.54	0.00	-	-	-	-	-
A-B	127.50	127.50	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	357.61	360.74	0.00	651.07	0.549	1.28	12.782	B
C-AB	217.08	217.97	0.00	665.24	0.326	0.55	8.222	A
C-A	57.16	57.16	0.00	-	-	-	-	-
A-B	104.10	104.10	0.00	-	-	-	-	-

A-C	0.00	0.00	0.00	-	-	-	-	-
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Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	299.48	301.07	0.00	652.65	0.459	0.88	10.491	B
C-AB	177.65	178.19	0.00	659.59	0.269	0.42	7.633	A
C-A	52.02	52.02	0.00	-	-	-	-	-
A-B	87.18	87.18	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
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2016 Dev, AM	2016 Dev	AM		ONE HOUR	07:45	09:15	90	15		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.71	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
High Street	High Street		Major
Rodway	Rodway		Minor
Fore Street	Fore Street		Major

Major Arm Geometry

Name	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)
Fore Street	7.84		0.00		2.20	100.00	✓	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

Name	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)
Rodway	One lane	3.48										27	10

Pedestrian Crossings

Name	Crossing Type
High Street	None
Rodway	None
Fore Street	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515.071	0.086	0.218	0.137	0.312

1	B-C	660.771	0.093	0.236	-	-
1	C-B	631.874	0.225	0.225	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	242.00	100.000
Rodway	ONE HOUR	✓	248.00	100.000
Fore Street	ONE HOUR	✓	364.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	155.000	87.000
	B	0.000	0.000	248.000
	C	79.000	285.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.64	0.36
	B	0.00	0.00	1.00
	C	0.22	0.78	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
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From		A	B	C
	A	1.000	1.260	1.020
	B	1.410	1.000	1.040
	C	1.080	1.040	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	26.000	2.000
	B	41.000	0.000	4.000
	C	8.000	4.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	11.21	0.88	B
C-AB	0.61	15.60	1.78	C
C-A	-	-	-	-

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

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.18	192.35	0.00	631.34	0.308	0.46	8.495	A
C-AB	248.60	245.71	0.00	627.11	0.396	0.72	9.792	A
C-A	38.78	38.78	0.00	-	-	-	-	-
A-B	147.03	147.03	0.00	-	-	-	-	-
A-C	66.81	66.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	231.86	231.28	0.00	625.62	0.371	0.60	9.480	A
C-AB	303.97	302.70	0.00	626.79	0.485	1.04	11.571	B

C-A	39.19	39.19	0.00	-	-	-	-	-
A-B	175.57	175.57	0.00	-	-	-	-	-
A-C	79.78	79.78	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	283.98	282.92	0.00	617.72	0.460	0.87	11.147	B
C-AB	384.55	381.74	0.00	626.42	0.614	1.74	15.260	C
C-A	35.73	35.73	0.00	-	-	-	-	-
A-B	215.03	215.03	0.00	-	-	-	-	-
A-C	97.70	97.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	283.98	283.94	0.00	617.72	0.460	0.88	11.213	B
C-AB	384.97	384.80	0.00	626.79	0.614	1.78	15.604	C
C-A	35.31	35.31	0.00	-	-	-	-	-
A-B	215.03	215.03	0.00	-	-	-	-	-
A-C	97.70	97.70	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	231.86	232.88	0.00	625.62	0.371	0.62	9.559	A
C-AB	304.46	307.20	0.00	627.33	0.485	1.10	11.886	B
C-A	38.69	38.69	0.00	-	-	-	-	-
A-B	175.57	175.57	0.00	-	-	-	-	-
A-C	79.78	79.78	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	194.18	194.79	0.00	631.34	0.308	0.47	8.588	A
C-AB	249.04	250.42	0.00	627.48	0.397	0.75	10.021	B
C-A	38.34	38.34	0.00	-	-	-	-	-
A-B	147.03	147.03	0.00	-	-	-	-	-
A-C	66.81	66.81	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, PM**Data Errors and Warnings***No errors or warnings*

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Dev, PM	2016 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.26	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
High Street	High Street		Major
Rodway	Rodway		Minor
Fore Street	Fore Street		Major

Major Arm Geometry

Name	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)
Fore Street	7.84		0.00		2.20	100.00	✓	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

Name	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)
Rodway	One lane	3.48										27	10

Pedestrian Crossings

Name	Crossing Type
High Street	None
Rodway	None

Fore Street	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	515.071	0.086	0.218	0.137	0.312
1	B-C	660.771	0.093	0.236	-	-
1	C-B	631.874	0.225	0.225	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	60.00	100.000
Rodway	ONE HOUR	✓	379.00	100.000
Fore Street	ONE HOUR	✓	300.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	60.000	0.000
	B	0.000	0.000	379.000
	C	94.000	206.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C

	A	0.00	1.00	0.00
	B	0.00	0.00	1.00
	C	0.31	0.69	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.310	1.000	1.020
	C	1.010	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.000
	B	31.000	0.000	2.000
	C	1.000	2.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	15.99	1.85	C
C-AB	0.40	8.90	0.75	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	291.04	287.85	0.00	656.56	0.443	0.80	9.876	A
C-AB	177.12	175.53	0.00	668.49	0.265	0.40	7.423	A
C-A	52.55	52.55	0.00	-	-	-	-	-

A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	347.53	346.23	0.00	655.75	0.530	1.12	11.810	B
C-AB	216.38	215.88	0.00	675.80	0.320	0.52	7.972	A
C-A	57.86	57.86	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	425.63	422.87	0.00	654.62	0.650	1.81	15.650	C
C-AB	273.23	272.36	0.00	685.86	0.398	0.74	8.862	A
C-A	62.65	62.65	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	425.63	425.47	0.00	654.62	0.650	1.85	15.993	C
C-AB	273.36	273.33	0.00	685.98	0.398	0.75	8.896	A
C-A	62.52	62.52	0.00	-	-	-	-	-
A-B	66.06	66.06	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	347.53	350.21	0.00	655.75	0.530	1.18	12.123	B
C-AB	216.55	217.39	0.00	675.98	0.320	0.54	8.016	A
C-A	57.69	57.69	0.00	-	-	-	-	-
A-B	53.94	53.94	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	291.04	292.45	0.00	656.56	0.443	0.83	10.123	B
C-AB	177.34	177.86	0.00	668.67	0.265	0.41	7.486	A

C-A	52.32	52.32	0.00	-	-	-	-	-
A-B	45.17	45.17	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8							
PICADY 8 - Priority Intersection Module							
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Filename: J20 west High Street - Rodway.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J20 west

Report generation date: 18/02/2014 11:51:55

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-AC	0.10	7.55	0.09	A	0.00	0.00	0.00	A

Stream C-AB	0.23	6.09	0.12	A	0.39	5.50	0.17	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Base							
Stream B-AC	0.39	11.78	0.21	B	0.46	14.53	0.19	B
Stream C-AB	0.67	8.57	0.27	A	2.10	11.24	0.53	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2016 Dev							
Stream B-AC	0.75	12.74	0.38	B	0.52	14.92	0.21	B
Stream C-AB	0.79	9.14	0.30	A	5.21	21.83	0.77	C
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 18/02/2014 11:51:52

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

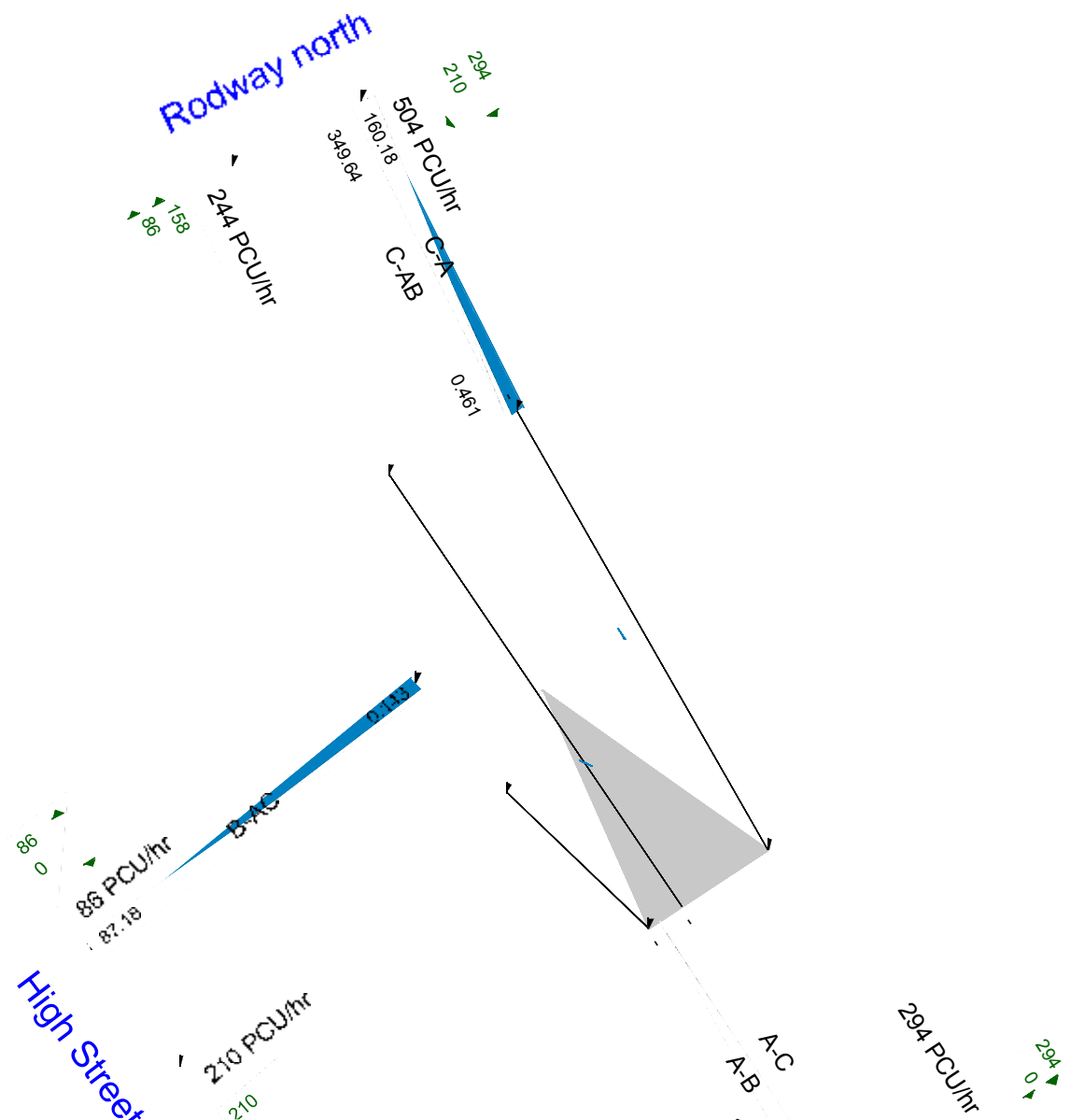
Analysis Options

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



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	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.65	A

Junction Network Options

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None
Rodway north	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306
1	B-C	646.637	0.092	0.232	-	-
1	C-B	587.283	0.210	0.210	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	278.00	100.000
High Street	ONE HOUR	✓	41.00	100.000
Rodway north	ONE HOUR	✓	287.00	100.000

Turning Proportions

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

	To		
	A	B	C
From	A	0.000	0.000
	B	0.000	0.000

	C	242.000	45.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.036
	B	1.000	1.000	1.098
	C	1.040	1.059	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
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From		A	B	C
	A	0.000	0.000	3.600
	B	0.000	0.000	9.800
	C	4.000	5.900	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.55	0.10	A
C-AB	0.12	6.09	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.89	33.63	0.00	596.40	0.057	0.07	7.020	A
C-AB	49.25	48.76	0.00	672.80	0.073	0.12	6.078	A
C-A	176.10	176.10	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	216.83	216.83	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.47	40.41	0.00	586.65	0.069	0.08	7.236	A
C-AB	63.67	63.51	0.00	691.90	0.092	0.17	6.035	A
C-A	205.42	205.42	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	258.91	258.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.57	49.48	0.00	573.17	0.086	0.10	7.548	A
C-AB	85.38	85.11	0.00	717.07	0.119	0.23	5.999	A

C-A	244.20	244.20	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	317.10	317.10	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.57	49.56	0.00	573.17	0.086	0.10	7.548	A
C-AB	85.46	85.45	0.00	717.17	0.119	0.23	5.998	A
C-A	244.12	244.12	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	317.10	317.10	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.47	40.56	0.00	586.65	0.069	0.08	7.238	A
C-AB	63.78	64.03	0.00	692.06	0.092	0.17	6.036	A
C-A	205.32	205.32	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	258.91	258.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	33.89	33.95	0.00	596.40	0.057	0.07	7.027	A
C-AB	49.43	49.59	0.00	672.95	0.073	0.13	6.086	A
C-A	175.93	175.93	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	216.83	216.83	0.00	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Rodway south	Rodway south		Major
High Street	High Street		Minor
Rodway north	Rodway north		Major

Major Arm Geometry

Name	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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Rodway north	7.73		0.00		2.20	23.00	✓	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

Name	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)
High Street	One lane	3.26										26	10

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None
Rodway north	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306
1	B-C	646.637	0.092	0.232	-	-

1	C-B	587.283	0.210	0.210	-	-
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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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	200.00	100.000
High Street	ONE HOUR	✓	0.00	100.000
Rodway north	ONE HOUR	✓	442.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	200.000
	B	0.000	0.000	0.000
	C	379.000	63.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
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From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.000
	C	1.015	1.040	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	0.000
	C	1.500	4.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.17	5.50	0.39	A
C-A	-	-	-	-

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

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	495.44	0.000	0.00	0.000	A
C-AB	79.60	78.80	0.00	754.59	0.105	0.20	5.488	A
C-A	259.34	259.34	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	153.58	153.58	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	480.96	0.000	0.00	0.000	A
C-AB	104.31	104.03	0.00	787.93	0.132	0.27	5.424	A

C-A	300.41	300.41	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	183.39	183.39	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	460.73	0.000	0.00	0.000	A
C-AB	144.34	143.86	0.00	833.85	0.173	0.39	5.370	A
C-A	351.35	351.35	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	224.61	224.61	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	460.66	0.000	0.00	0.000	A
C-AB	144.52	144.50	0.00	834.06	0.173	0.39	5.375	A
C-A	351.17	351.17	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	224.61	224.61	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	480.85	0.000	0.00	0.000	A
C-AB	104.55	105.01	0.00	788.26	0.133	0.28	5.428	A
C-A	300.18	300.18	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	183.39	183.39	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	495.25	0.000	0.00	0.000	A
C-AB	79.99	80.28	0.00	754.92	0.106	0.21	5.502	A
C-A	258.95	258.95	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	153.58	153.58	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Base, AM	2016 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Rodway south	Rodway south		Major
High Street	High Street		Minor
Rodway north	Rodway north		Major

Major Arm Geometry

Name	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)
Rodway north	7.73		0.00		2.20	23.00	✓	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

Name	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)
High Street	One lane	3.26										26	10

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None

Rodway north	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306
1	B-C	646.637	0.092	0.232	-	-
1	C-B	587.283	0.210	0.210	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	285.00	100.000
High Street	ONE HOUR	✓	73.00	100.000
Rodway north	ONE HOUR	✓	323.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	285.000
	B	0.000	0.000	73.000
	C	248.000	75.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.040
	B	1.000	1.000	1.480
	C	1.040	1.420	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	4.000
	B	0.000	0.000	48.000
	C	4.000	42.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	11.78	0.39	B
C-AB	0.27	8.57	0.67	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.34	80.41	0.00	594.94	0.137	0.23	10.336	B
C-AB	112.31	110.93	0.00	676.06	0.166	0.35	8.180	A
C-A	162.04	162.04	0.00	-	-	-	-	-

A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.15	223.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.13	96.89	0.00	584.90	0.166	0.29	10.911	B
C-AB	143.84	143.37	0.00	694.62	0.207	0.47	8.345	A
C-A	183.76	183.76	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	266.46	266.46	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	118.95	118.58	0.00	571.03	0.208	0.38	11.766	B
C-AB	193.37	192.56	0.00	720.54	0.268	0.67	8.572	A
C-A	207.86	207.86	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	326.34	326.34	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	118.95	118.94	0.00	571.03	0.208	0.39	11.785	B
C-AB	193.64	193.63	0.00	720.84	0.269	0.67	8.502	A
C-A	207.59	207.59	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	326.34	326.34	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.13	97.48	0.00	584.90	0.166	0.30	10.940	B
C-AB	144.17	144.97	0.00	695.09	0.207	0.47	8.192	A
C-A	183.43	183.43	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	266.46	266.46	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.34	81.58	0.00	594.94	0.137	0.24	10.385	B
C-AB	112.82	113.29	0.00	676.50	0.167	0.35	8.143	A

C-A	161.53	161.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.15	223.15	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Base, PM	2016 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C	11.96	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Rodway south	Rodway south		Major
High Street	High Street		Minor
Rodway north	Rodway north		Major

Major Arm Geometry

Name	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)
Rodway north	7.73		0.00		2.20	23.00	✓	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

Name	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)
High Street	One lane	3.26										26	10

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None
Rodway north	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306
1	B-C	646.637	0.092	0.232	-	-
1	C-B	587.283	0.210	0.210	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	206.00	100.000
High Street	ONE HOUR	✓	54.00	100.000
Rodway north	ONE HOUR	✓	521.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	0.000	206.000
	B	0.000	0.000	54.000
	C	390.000	131.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.75	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.930
	C	1.010	1.510	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	93.000
	C	1.000	51.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	14.53	0.46	B
C-AB	0.53	11.24	2.10	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	78.46	77.34	0.00	609.99	0.129	0.28	13.017	B
C-AB	243.02	239.67	0.00	758.51	0.320	0.84	8.771	A
C-A	202.45	202.45	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	158.19	158.19	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.69	93.42	0.00	602.87	0.155	0.35	13.631	B
C-AB	322.17	320.56	0.00	794.53	0.405	1.24	9.583	A
C-A	209.77	209.77	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	188.89	188.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.75	114.33	0.00	593.04	0.193	0.45	14.500	B

C-AB	450.12	446.71	0.00	843.28	0.534	2.09	11.239	B
C-A	201.36	201.36	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.35	231.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.75	114.73	0.00	593.04	0.193	0.46	14.525	B
C-AB	451.83	451.79	0.00	844.74	0.535	2.10	11.174	B
C-A	199.65	199.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.35	231.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.69	94.08	0.00	602.87	0.155	0.36	13.666	B
C-AB	324.06	327.49	0.00	796.65	0.407	1.25	9.358	A
C-A	207.87	207.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-

A-C	188.89	188.89	0.00	-	-	-	-	-
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Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	78.46	78.75	0.00	609.99	0.129	0.29	13.085	B
C-AB	244.87	246.43	0.00	760.04	0.322	0.86	8.748	A
C-A	200.60	200.60	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	158.19	158.19	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
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2016 Dev, AM	2016 Dev	AM		ONE HOUR	07:45	09:15	90	15		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.00	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Rodway south	Rodway south		Major
High Street	High Street		Minor
Rodway north	Rodway north		Major

Major Arm Geometry

Name	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)
Rodway north	7.73		0.00		2.20	23.00	✓	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

Name	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)
High Street	One lane	3.26										26	10

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None
Rodway north	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306

1	B-C	646.637	0.092	0.232	-	-
1	C-B	587.283	0.210	0.210	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	285.00	100.000
High Street	ONE HOUR	✓	155.00	100.000
Rodway north	ONE HOUR	✓	329.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	285.000
	B	0.000	0.000	155.000
	C	248.000	81.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.75	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
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From		A	B	C
	A	1.000	1.000	1.040
	B	1.000	1.000	1.260
	C	1.040	1.470	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	4.000
	B	0.000	0.000	26.000
	C	4.000	47.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	12.74	0.75	B
C-AB	0.30	9.14	0.79	A
C-A	-	-	-	-

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

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	147.03	145.40	0.00	594.94	0.247	0.41	10.055	B
C-AB	125.57	123.97	0.00	676.06	0.186	0.40	8.560	A
C-A	158.25	158.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.15	223.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.57	175.07	0.00	584.90	0.300	0.53	11.054	B
C-AB	160.84	160.28	0.00	694.67	0.232	0.54	8.796	A

C-A	178.07	178.07	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	266.46	266.46	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.03	214.18	0.00	571.03	0.377	0.75	12.678	B
C-AB	216.24	215.26	0.00	720.61	0.300	0.78	9.138	A
C-A	198.84	198.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	326.34	326.34	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.03	215.00	0.00	571.03	0.377	0.75	12.738	B
C-AB	216.56	216.55	0.00	720.97	0.300	0.79	9.056	A
C-A	198.51	198.51	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	326.34	326.34	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	175.57	176.38	0.00	584.90	0.300	0.55	11.125	B
C-AB	161.24	162.20	0.00	695.22	0.232	0.55	8.618	A
C-A	177.67	177.67	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	266.46	266.46	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	147.03	147.55	0.00	594.94	0.247	0.42	10.152	B
C-AB	126.16	126.71	0.00	676.58	0.186	0.41	8.518	A
C-A	157.66	157.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.15	223.15	0.00	-	-	-	-	-

(Default Analysis Set) - 2016 Dev, PM**Data Errors and Warnings***No errors or warnings*

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2016 Dev, PM	2016 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	20.59	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Rodway south	Rodway south		Major
High Street	High Street		Minor
Rodway north	Rodway north		Major

Major Arm Geometry

Name	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)
Rodway north	7.73		0.00		2.20	23.00	✓	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

Name	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)
High Street	One lane	3.26										26	10

Pedestrian Crossings

Name	Crossing Type
Rodway south	None
High Street	None

Rodway north	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503.727	0.085	0.214	0.135	0.306
1	B-C	646.637	0.092	0.232	-	-
1	C-B	587.283	0.210	0.210	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	206.00	100.000
High Street	ONE HOUR	✓	60.00	100.000
Rodway north	ONE HOUR	✓	603.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	206.000
	B	0.000	0.000	60.000
	C	390.000	213.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.65	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.930
	C	1.010	1.330	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	93.000
	C	1.000	33.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	14.92	0.52	B
C-AB	0.77	21.83	5.21	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.18	85.91	0.00	609.99	0.143	0.32	13.226	B
C-AB	349.64	344.26	0.00	759.15	0.461	1.35	10.212	B
C-A	160.18	160.18	0.00	-	-	-	-	-

A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	158.19	158.19	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.10	103.78	0.00	602.87	0.173	0.40	13.913	B
C-AB	461.77	458.29	0.00	795.09	0.581	2.22	12.700	B
C-A	147.01	147.01	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	188.89	188.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.50	127.01	0.00	593.04	0.215	0.52	14.891	B
C-AB	646.05	635.06	0.00	844.50	0.765	4.96	20.260	C
C-A	99.55	99.55	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.35	231.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.50	127.48	0.00	593.04	0.215	0.52	14.923	B
C-AB	652.43	651.44	0.00	848.85	0.769	5.21	21.826	C
C-A	93.17	93.17	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	231.35	231.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.10	104.55	0.00	602.87	0.173	0.41	13.955	B
C-AB	468.35	479.79	0.00	801.16	0.585	2.35	13.343	B
C-A	140.43	140.43	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	188.89	188.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.18	87.51	0.00	609.99	0.143	0.33	13.308	B
C-AB	353.30	357.04	0.00	762.11	0.464	1.41	10.489	B

C-A	156.53	156.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	158.19	158.19	0.00	-	-	-	-	-

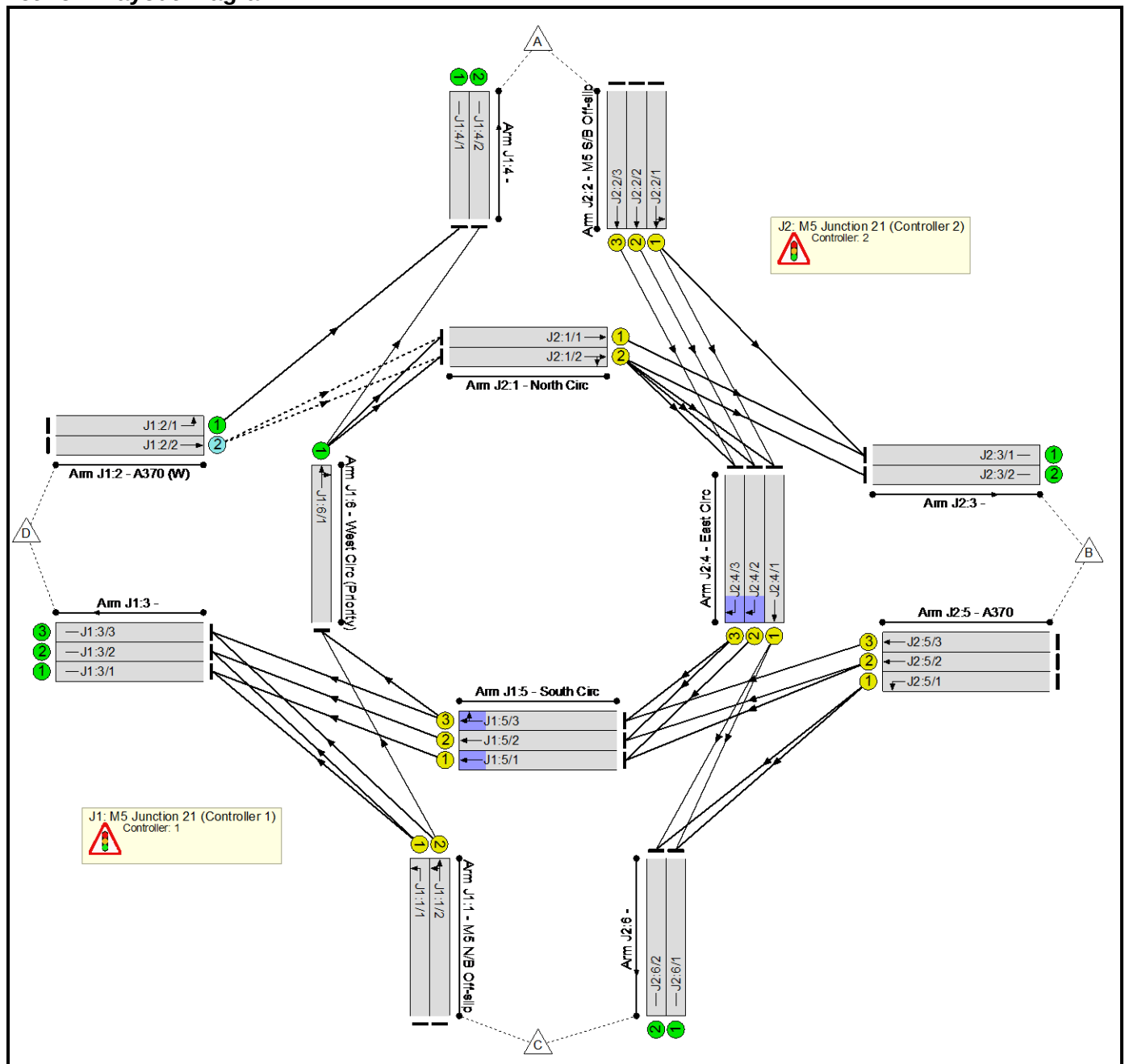
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	M5 Junction 21
Location:	
File name:	M5 Junction 21.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 2018' (FG1: 'AM BASE 2018', 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 21	-	-	-		-	-	-	-	-	-	87.4%	737	0	0	36.5	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	87.4%	737	0	0	10.9	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	16	-	174	1965	371	46.9%	-	-	-	2.0	41.6	4.3
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	16	-	200	2120	400	49.9%	-	-	-	2.3	41.6	4.9
2/2	A370 (W) Ahead	O	-		-	-	-	737	1900	843	87.4%	737	0	0	3.6	17.6	14.1
5/1	South Circ Ahead	U	C1:A		1	63	-	735	1925	1369	53.7%	-	-	-	0.9	4.2	8.2
5/2	South Circ Ahead	U	C1:A		1	63	-	774	2080	1479	52.3%	-	-	-	1.0	4.7	5.3
5/3	South Circ Ahead Right	U	C1:A		1	63	-	718	2055	1461	49.1%	-	-	-	1.1	5.5	4.6
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	62.2%	0	0	0	25.6	-	-
1/1	North Circ Ahead	U	C2:A		1	33	-	401	1955	739	54.3%	-	-	-	3.0	27.2	8.9
1/2	North Circ Ahead Right	U	C2:A		1	33	-	447	2080	786	56.9%	-	-	-	3.3	26.4	9.6
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	46	-	98	2105	1099	8.9%	-	-	-	0.3	12.6	1.3
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	46	-	608	2165	1131	53.8%	-	-	-	3.0	17.7	10.5
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	46	-	630	2120	1107	56.9%	-	-	-	3.2	18.4	11.3
4/1	East Circ Ahead	U	C2:C		1	42	-	301	1990	951	31.7%	-	-	-	2.9	34.2	7.8

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM BASE 2018' (FG2: 'PM BASE 2018', 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 21	-	-	-		-	-	-	-	-	-	90.9%	834	0	0	59.1	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	90.9%	834	0	0	17.6	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	13	-	202	1965	306	66.1%	-	-	-	3.0	52.8	5.7
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	13	-	224	2120	330	67.9%	-	-	-	3.3	52.6	6.3
2/2	A370 (W) Ahead	O	-		-	-	-	834	1900	918	90.9%	834	0	0	4.6	19.8	13.8
5/1	South Circ Ahead	U	C1:A		1	66	-	1048	1925	1433	73.1%	-	-	-	3.7	12.6	26.5
5/2	South Circ Ahead	U	C1:A		1	66	-	1005	2080	1548	64.9%	-	-	-	1.5	5.5	8.1
5/3	South Circ Ahead Right	U	C1:A		1	66	-	986	2055	1530	64.5%	-	-	-	1.6	5.7	7.8
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	86.6%	0	0	0	41.5	-	-
1/1	North Circ Ahead	U	C2:A		1	26	-	442	1955	587	75.4%	-	-	-	4.9	39.8	11.6
1/2	North Circ Ahead Right	U	C2:A		1	26	-	478	2080	624	76.6%	-	-	-	5.3	40.1	12.4
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	53	-	162	2105	1263	12.8%	-	-	-	0.4	9.4	1.8
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	53	-	1001	2165	1299	77.1%	-	-	-	5.4	19.4	20.0
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	53	-	1081	2120	1272	85.0%	-	-	-	7.2	23.9	24.7
4/1	East Circ Ahead	U	C2:C		1	52	-	275	1990	1172	23.5%	-	-	-	2.1	27.6	7.0

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 3: 'AM BASE 2018+DEV' (FG3: 'AM BASE 2018+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 21	-	-	-		-	-	-	-	-	-	92.3%	737	0	0	42.3	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	92.3%	737	0	0	14.8	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	19	-	235	1965	437	53.8%	-	-	-	2.6	39.8	5.7
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	19	-	265	2120	471	56.3%	-	-	-	2.9	39.8	6.5
2/2	A370 (W) Ahead	O	-		-	-	-	737	1900	798	92.3%	737	0	0	5.9	28.8	19.1
5/1	South Circ Ahead	U	C1:A		1	60	-	720	1925	1305	55.2%	-	-	-	0.9	4.7	9.5
5/2	South Circ Ahead	U	C1:A		1	60	-	766	2080	1410	54.3%	-	-	-	1.1	5.3	4.8
5/3	South Circ Ahead Right	U	C1:A		1	60	-	751	2055	1393	53.9%	-	-	-	1.3	6.2	4.7
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	68.1%	0	0	0	27.5	-	-
1/1	North Circ Ahead	U	C2:A		1	40	-	458	1955	891	51.4%	-	-	-	2.7	21.2	9.5
1/2	North Circ Ahead Right	U	C2:A		1	40	-	516	2080	948	54.5%	-	-	-	2.9	20.0	9.7
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	39	-	224	2105	936	23.9%	-	-	-	1.1	18.1	3.6
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	39	-	596	2165	962	61.9%	-	-	-	4.0	24.1	12.1
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	39	-	642	2120	942	68.1%	-	-	-	4.6	25.9	13.7
4/1	East Circ Ahead	U	C2:C		1	43	-	301	1990	973	30.9%	-	-	-	3.0	35.9	7.7

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 4: 'PM BASE 2018+DEV' (FG4: 'PM BASE 2018+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 21	-	-	-		-	-	-	-	-	-	95.6%	834	0	0	68.4	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	95.6%	834	0	0	22.5	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	13	-	206	1965	306	67.4%	-	-	-	3.1	53.6	5.8
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	13	-	231	2120	330	70.0%	-	-	-	3.5	53.8	6.6
2/2	A370 (W) Ahead	O	-		-	-	-	834	1900	873	95.6%	834	0	0	8.3	35.8	23.5
5/1	South Circ Ahead	U	C1:A		1	66	-	1078	1925	1433	75.2%	-	-	-	4.2	14.1	26.7
5/2	South Circ Ahead	U	C1:A		1	66	-	1057	2080	1548	68.3%	-	-	-	1.7	5.8	9.2
5/3	South Circ Ahead Right	U	C1:A		1	66	-	1030	2055	1530	67.3%	-	-	-	1.7	6.0	7.6
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	88.4%	0	0	0	46.0	-	-
1/1	North Circ Ahead	U	C2:A		1	26	-	447	1955	587	76.2%	-	-	-	4.8	38.9	11.7
1/2	North Circ Ahead Right	U	C2:A		1	26	-	484	2080	624	77.6%	-	-	-	5.3	39.1	12.5
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	53	-	173	2105	1263	13.7%	-	-	-	0.5	9.5	2.0
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	53	-	999	2165	1299	76.9%	-	-	-	5.4	19.3	20.0
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	53	-	1083	2120	1272	85.1%	-	-	-	7.2	24.0	24.7
4/1	East Circ Ahead	U	C2:C		1	51	-	275	1990	1150	23.9%	-	-	-	1.9	24.5	7.0

Basic Results Summary

4/2	East Circ Right	U	C2:C		1	51	-	999	2125	1228	81.4%	-	-	-	2.9	10.4	3.8
4/3	East Circ Right	U	C2:C		1	51	-	1083	2120	1225	88.4%	-	-	-	4.4	14.5	5.4
5/1	A370 Left	U	C2:D		1	28	-	219	1985	640	34.2%	-	-	-	1.7	27.5	4.4
5/2	A370 Ahead	U	C2:D		1	28	-	547	2130	686	79.7%	-	-	-	6.1	40.4	14.4
5/3	A370 Ahead	U	C2:D		1	28	-	536	2115	682	78.7%	-	-	-	5.9	39.8	13.9
			C1	PRC for Signalled Lanes (%):			19.6	Total Delay for Signalled Lanes (pcuHr):				14.18	Cycle Time (s): 90				
			C2	Stream: 1 PRC for Signalled Lanes (%):			5.7	Total Delay for Signalled Lanes (pcuHr):				23.11	Cycle Time (s): 90				
			C2	Stream: 2 PRC for Signalled Lanes (%):			1.8	Total Delay for Signalled Lanes (pcuHr):				22.84	Cycle Time (s): 90				
				PRC Over All Lanes (%):			-6.2	Total Delay Over All Lanes(pcuHr):				68.42					

Basic Results Summary

Scenario 5: 'AM BASE 2018+DEV (Q DEV)' (FG5: 'AM BASE 2018+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: M5 Junction 21	-	-	-		-	-	-	-	-	-	92.9%	748	0	0	42.8	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	92.9%	748	0	0	15.2	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	19	-	230	1965	437	52.7%	-	-	-	2.5	39.5	5.6
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	19	-	260	2120	471	55.2%	-	-	-	2.9	39.5	6.3
2/2	A370 (W) Ahead	O	-		-	-	-	748	1900	805	92.9%	748	0	0	6.3	30.1	19.8
5/1	South Circ Ahead	U	C1:A		1	60	-	743	1925	1305	56.9%	-	-	-	1.1	5.4	14.1
5/2	South Circ Ahead	U	C1:A		1	60	-	778	2080	1410	55.2%	-	-	-	1.2	5.4	5.9
5/3	South Circ Ahead Right	U	C1:A		1	60	-	739	2055	1393	53.1%	-	-	-	1.3	6.1	4.8
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	66.2%	0	0	0	27.7	-	-
1/1	North Circ Ahead	U	C2:A		1	39	-	457	1955	869	52.6%	-	-	-	2.8	21.8	9.5
1/2	North Circ Ahead Right	U	C2:A		1	39	-	518	2080	924	56.0%	-	-	-	3.0	20.9	10.0
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	40	-	214	2105	959	22.3%	-	-	-	1.0	17.3	3.4
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	623	2165	986	63.2%	-	-	-	4.1	23.7	12.6
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	639	2120	966	66.2%	-	-	-	4.4	24.6	13.4
4/1	East Circ Ahead	U	C2:C		1	44	-	301	1990	995	30.3%	-	-	-	2.9	35.1	7.7

Basic Results Summary

4/2	East Circ Right	U	C2:C		1	44	-	623	2125	1063	58.6%	-	-	-	0.7	4.2	0.9
4/3	East Circ Right	U	C2:C		1	44	-	639	2120	1060	60.3%	-	-	-	0.8	4.3	0.8
5/1	A370 Left	U	C2:D		1	35	-	125	1985	794	15.7%	-	-	-	0.7	20.0	2.1
5/2	A370 Ahead	U	C2:D		1	35	-	507	2130	852	59.5%	-	-	-	3.7	26.5	10.6
5/3	A370 Ahead	U	C2:D		1	35	-	491	2115	846	58.0%	-	-	-	3.6	26.2	10.2
C1PRC for Signalled Lanes (%):58.0Total Delay for Signalled Lanes (pcuHr):8.92Cycle Time (s):90 C2Stream: 1 PRC for Signalled Lanes (%):36.0Total Delay for Signalled Lanes (pcuHr):15.25Cycle Time (s):90 C2Stream: 2 PRC for Signalled Lanes (%):49.3Total Delay for Signalled Lanes (pcuHr):12.41Cycle Time (s):90 PRC Over All Lanes (%):-3.2Total Delay Over All Lanes(pcuHr):42.84																	

Basic Results Summary

Scenario 6: 'PM BASE 2018+DEV (Q DEV)' (FG6: 'PM BASE 2018+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: M5 Junction 21	-	-	-		-	-	-	-	-	-	96.2%	846	0	0	80.6	-	-
J1: M5 Junction 21 (Controller 1)	-	-	-		-	-	-	-	-	-	96.2%	846	0	0	25.1	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	12	-	202	1965	284	71.2%	-	-	-	3.3	58.1	6.0
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	12	-	224	2120	306	73.1%	-	-	-	3.6	58.0	6.7
2/2	A370 (W) Ahead	O	-		-	-	-	846	1900	880	96.2%	846	0	0	9.0	38.2	24.8
5/1	South Circ Ahead	U	C1:A		1	67	-	1152	1925	1454	79.2%	-	-	-	5.4	17.0	30.0
5/2	South Circ Ahead	U	C1:A		1	67	-	1116	2080	1572	71.0%	-	-	-	1.8	5.9	8.9
5/3	South Circ Ahead Right	U	C1:A		1	67	-	1109	2055	1553	71.4%	-	-	-	2.0	6.4	8.7
J2: M5 Junction 21 (Controller 2)	-	-	-		-	-	-	-	-	-	93.0%	0	0	0	55.5	-	-
1/1	North Circ Ahead	U	C2:A		1	25	-	448	1955	565	79.3%	-	-	-	5.2	42.1	12.2
1/2	North Circ Ahead Right	U	C2:A		1	25	-	484	2080	601	80.5%	-	-	-	5.7	42.4	13.1
2/1	M5 S/B Off-slip Left Ahead	U	C2:B		1	54	-	162	2105	1286	12.6%	-	-	-	0.4	9.0	1.7
2/2	M5 S/B Off-slip Ahead	U	C2:B		1	54	-	1110	2165	1323	83.9%	-	-	-	6.9	22.2	24.4
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	54	-	1161	2120	1296	89.6%	-	-	-	8.9	27.7	28.9
4/1	East Circ Ahead	U	C2:C		1	52	-	275	1990	1172	23.5%	-	-	-	1.8	23.6	7.0

Basic Results Summary

[illegible]

Junctions 8							
PICADY 8 - Priority Intersection Module							
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Filename: J22 A370 - Cowslip Lane.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J22

Report generation date: 24/02/2014 16:26:15

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-C	0.02	10.27	0.02	B	0.05	8.01	0.04	A

Stream B-C	0.02	10.51	0.02	B	0.06	9.10	0.05	A
Stream B-A	0.00	0.00	0.00	A	0.06	21.97	0.05	C
Stream C-AB	0.04	7.84	0.03	A	0.02	7.14	0.02	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 - 2018 Base, AM" model duration: 07:45 - 09:15
"D4 - 2018 Base, PM" model duration: 16:45 - 18:15
"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15
"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15
"D7 - 2018 Q Dev, AM" model duration: 07:45 - 09:15
"D8 - 2018 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 16:26:10

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	28/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

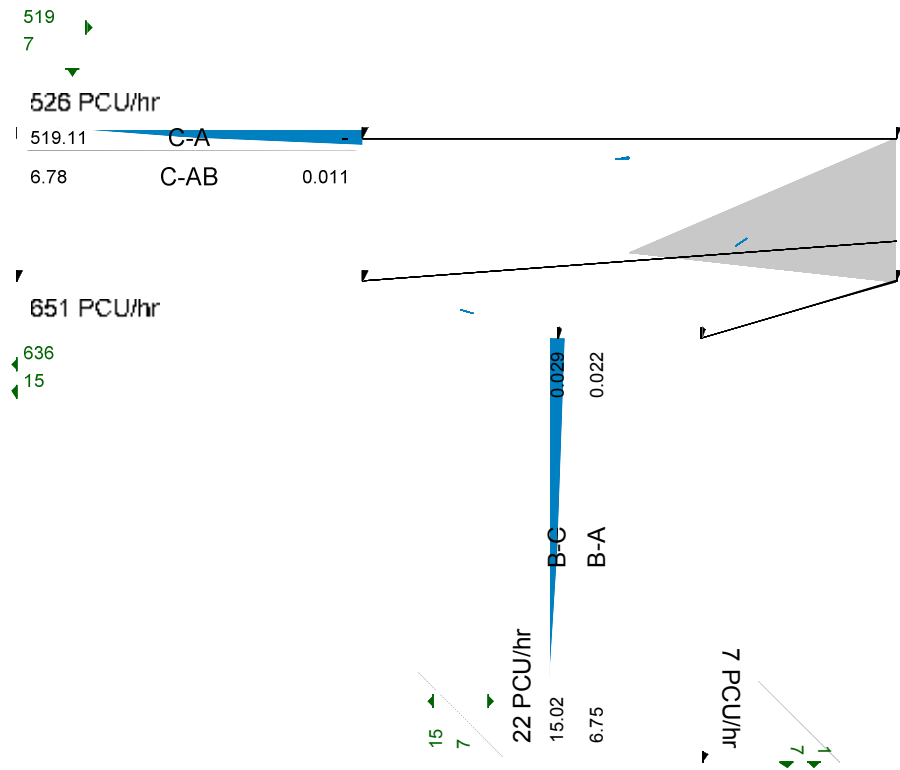
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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	PCU	perHour	s	-Min	perMin
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A370



Cowslip Lane

A370

20.00 m

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		ONE HOUR	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		8.46	A
------------	------------	---------	-------	--	------	---

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.832	0.095	0.239	0.151	0.342
1	B-C	712.812	0.109	0.276	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	662.00	100.000
Cowslip Lane	ONE HOUR	✓	5.00	100.000
A370	ONE HOUR	✓	483.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	661.000
	B	0.000	0.000	5.000
	C	470.000	13.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.067
	B	1.000	1.000	1.400
	C	1.083	1.154	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.660
	B	0.000	0.000	40.000
	C	8.300	15.400	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	10.27	0.02	B	6.42	9.64	1.54	9.56	0.02	1.54	9.56
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.03	7.62	0.03	A	13.77	20.65	2.45	7.13	0.03	2.45	7.13
C-A	-	-	-	-	467.08	700.61	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	646.94	970.41	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.22	0.00	566.14	0.009	0.00	0.01	8.985	A
B-A	0.00	0.00	0.00	0.00	331.18	0.000	0.00	0.00	0.000	A
C-AB	11.29	2.82	11.21	0.00	638.35	0.018	0.00	0.02	6.624	A
C-A	383.21	95.80	383.21	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	530.78	132.69	530.78	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.28	0.00	537.67	0.012	0.01	0.02	9.484	A
B-A	0.00	0.00	0.00	0.00	294.54	0.000	0.00	0.00	0.000	A
C-AB	13.49	3.37	13.46	0.00	606.21	0.022	0.02	0.03	7.008	A
C-A	457.59	114.40	457.59	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	633.80	158.45	633.80	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.69	0.00	498.31	0.015	0.02	0.02	10.272	B
B-A	0.00	0.00	0.00	0.00	243.90	0.000	0.00	0.00	0.000	A
C-AB	16.52	4.13	16.48	0.00	561.78	0.029	0.03	0.03	7.618	A
C-A	560.43	140.11	560.43	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	776.24	194.06	776.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	1.93	7.71	0.00	498.31	0.015	0.02	0.02	10.272	B
B-A	0.00	0.00	0.00	0.00	243.89	0.000	0.00	0.00	0.000	A
C-AB	16.52	4.13	16.52	0.00	561.78	0.029	0.03	0.03	7.618	A
C-A	560.43	140.11	560.43	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	776.24	194.06	776.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	1.57	6.31	0.00	537.67	0.012	0.02	0.02	9.486	A
B-A	0.00	0.00	0.00	0.00	294.52	0.000	0.00	0.00	0.000	A
C-AB	13.49	3.37	13.52	0.00	606.21	0.022	0.03	0.03	7.008	A
C-A	457.59	114.40	457.59	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	633.80	158.45	633.80	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	1.32	5.28	0.00	566.14	0.009	0.02	0.01	8.987	A
B-A	0.00	0.00	0.00	0.00	331.14	0.000	0.00	0.00	0.000	A
C-AB	11.29	2.82	11.32	0.00	638.35	0.018	0.03	0.02	6.627	A
C-A	383.21	95.80	383.21	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	530.78	132.69	530.78	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	8.985	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.31	0.02	6.624	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.24	0.02	9.484	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.39	0.03	7.008	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.32	0.02	10.272	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.52	0.03	7.618	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.33	0.02	10.272	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.52	0.03	7.618	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	9.486	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.40	0.03	7.008	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.20	0.01	8.987	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.31	0.02	6.627	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		ONE HOUR	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		9.58	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561.214	0.102	0.258	0.163	0.369
1	B-C	692.510	0.106	0.268	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	637.00	100.000
Cowslip Lane	ONE HOUR	✓	26.00	100.000
A370	ONE HOUR	✓	619.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	636.000
	B	8.000	0.000	18.000
	C	610.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.31	0.00	0.69
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.022
	B	1.125	1.000	1.056
	C	1.030	1.000	1.333

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.200
	B	12.500	0.000	5.560
	C	2.950	0.000	33.300

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	8.01	0.05	A	17.44	26.15	3.25	7.46	0.04	3.25	7.46
B-A	0.04	16.18	0.04	C	8.26	12.39	2.83	13.73	0.03	2.83	13.73
C-AB	0.02	6.31	0.02	A	8.26	12.39	1.23	5.96	0.01	1.23	5.96
C-A	-	-	-	-	576.26	864.39	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	596.44	894.67	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	14.30	3.58	14.19	0.00	558.45	0.026	0.00	0.03	6.980	A
B-A	6.78	1.69	6.69	0.00	355.35	0.019	0.00	0.02	11.613	B
C-AB	6.78	1.69	6.73	0.00	651.25	0.010	0.00	0.01	5.585	A
C-A	472.79	118.20	472.79	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	489.35	122.34	489.35	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.08	4.27	17.05	0.00	532.10	0.032	0.03	0.03	7.377	A
B-A	8.09	2.02	8.06	0.00	315.44	0.026	0.02	0.03	13.173	B
C-AB	8.09	2.02	8.08	0.00	621.62	0.013	0.01	0.01	5.867	A
C-A	564.55	141.14	564.55	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	584.33	146.08	584.33	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	20.92	5.23	20.87	0.00	495.46	0.042	0.03	0.05	8.006	A
B-A	9.91	2.48	9.85	0.00	260.18	0.038	0.03	0.04	16.176	C
C-AB	9.91	2.48	9.89	0.00	580.65	0.017	0.01	0.02	6.306	A
C-A	691.44	172.86	691.44	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	715.65	178.91	715.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	20.92	5.23	20.92	0.00	495.40	0.042	0.05	0.05	8.008	A
B-A	9.91	2.48	9.91	0.00	260.22	0.038	0.04	0.04	16.179	C
C-AB	9.91	2.48	9.91	0.00	580.65	0.017	0.02	0.02	6.306	A
C-A	691.44	172.86	691.44	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	715.65	178.91	715.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.08	4.27	17.13	0.00	531.99	0.032	0.05	0.04	7.380	A
B-A	8.09	2.02	8.15	0.00	315.53	0.026	0.04	0.03	13.179	B
C-AB	8.09	2.02	8.11	0.00	621.62	0.013	0.02	0.01	5.869	A
C-A	564.55	141.14	564.55	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	584.33	146.08	584.33	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	14.30	3.58	14.33	0.00	558.32	0.026	0.04	0.03	6.988	A
B-A	6.78	1.69	6.81	0.00	355.47	0.019	0.03	0.02	11.616	B
C-AB	6.78	1.69	6.79	0.00	651.25	0.010	0.01	0.01	5.585	A
C-A	472.79	118.20	472.79	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	489.35	122.34	489.35	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.40	0.03	6.980	A	A
B-A	0.31	0.02	11.613	B	B
C-AB	0.16	0.01	5.585	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.51	0.03	7.377	A	A
B-A	0.42	0.03	13.173	B	B
C-AB	0.20	0.01	5.867	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.68	0.05	8.006	A	A
B-A	0.63	0.04	16.176	C	B
C-AB	0.26	0.02	6.306	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.69	0.05	8.008	A	A
B-A	0.66	0.04	16.179	C	B
C-AB	0.26	0.02	6.306	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.54	0.04	7.380	A	A
B-A	0.47	0.03	13.179	B	B
C-AB	0.20	0.01	5.869	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.43	0.03	6.988	A	A
B-A	0.34	0.02	11.616	B	B
C-AB	0.16	0.01	5.585	A	A

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

(Default Analysis Set) - 2018 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
2018 Base, AM	2018 Base	AM		ONE HOUR	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		8.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.832	0.095	0.239	0.151	0.342
1	B-C	712.812	0.109	0.276	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	702.00	100.000
Cowslip Lane	ONE HOUR	✓	5.00	100.000
A370	ONE HOUR	✓	512.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	701.000
	B	0.000	0.000	5.000
	C	498.000	14.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.390
	C	1.080	1.150	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.000
	B	0.000	0.000	39.000
	C	8.000	15.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	10.44	0.02	B	6.38	9.57	1.54	9.68	0.02	1.54	9.68
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.03	7.80	0.04	A	14.77	22.16	2.68	7.26	0.03	2.68	7.26
C-A	-	-	-	-	493.53	740.30	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	681.84	1022.77	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.18	0.00	558.23	0.009	0.00	0.01	9.048	A
B-A	0.00	0.00	0.00	0.00	320.78	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.03	0.00	629.43	0.019	0.00	0.02	6.705	A
C-A	404.91	101.23	404.91	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	559.41	139.85	559.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.23	0.00	528.23	0.012	0.01	0.02	9.586	A
B-A	0.00	0.00	0.00	0.00	282.11	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.45	0.00	595.56	0.024	0.02	0.03	7.123	A
C-A	483.51	120.88	483.51	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	668.00	167.00	668.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.63	0.00	486.74	0.016	0.02	0.02	10.444	B
B-A	0.00	0.00	0.00	0.00	228.68	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.69	0.00	548.74	0.032	0.03	0.04	7.796	A
C-A	592.17	148.04	592.17	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	818.12	204.53	818.12	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.65	0.00	486.74	0.016	0.02	0.02	10.444	B
B-A	0.00	0.00	0.00	0.00	228.67	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.73	0.00	548.74	0.032	0.04	0.04	7.796	A
C-A	592.17	148.04	592.17	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	818.12	204.53	818.12	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.27	0.00	528.23	0.012	0.02	0.02	9.588	A
B-A	0.00	0.00	0.00	0.00	282.09	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.51	0.00	595.56	0.024	0.04	0.03	7.124	A
C-A	483.51	120.88	483.51	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	668.00	167.00	668.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.25	0.00	558.23	0.009	0.02	0.01	9.048	A
B-A	0.00	0.00	0.00	0.00	320.74	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.15	0.00	629.43	0.019	0.03	0.02	6.708	A
C-A	404.91	101.23	404.91	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	559.41	139.85	559.41	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	9.048	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.33	0.02	6.705	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.24	0.02	9.586	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.43	0.03	7.123	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.32	0.02	10.444	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.57	0.04	7.796	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.33	0.02	10.444	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.58	0.04	7.796	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	9.588	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.43	0.03	7.124	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.20	0.01	9.048	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.34	0.02	6.708	A	A

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

(Default Analysis Set) - 2018 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
2018 Base, PM	2018 Base	PM		ONE HOUR	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		10.12	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559.734	0.102	0.258	0.162	0.368
1	B-C	693.236	0.106	0.269	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	680.00	100.000
Cowslip Lane	ONE HOUR	✓	27.00	100.000
A370	ONE HOUR	✓	698.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	679.000
	B	8.000	0.000	19.000
	C	689.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.120	1.000	1.050
	C	1.030	1.000	1.330

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	12.000	0.000	5.000
	C	3.000	0.000	33.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	8.20	0.05	A	18.31	27.46	3.47	7.59	0.04	3.47	7.59
B-A	0.04	18.08	0.05	C	8.22	12.33	3.07	14.93	0.03	3.07	14.93
C-AB	0.02	6.47	0.02	A	8.26	12.39	1.26	6.08	0.01	1.26	6.08
C-A	-	-	-	-	651.21	976.81	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	635.52	953.29	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	14.90	0.00	550.33	0.027	0.00	0.03	7.057	A
B-A	6.75	1.69	6.66	0.00	336.18	0.020	0.00	0.02	12.233	B
C-AB	6.78	1.69	6.73	0.00	641.26	0.011	0.00	0.01	5.673	A
C-A	534.28	133.57	534.28	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	521.41	130.35	521.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.90	0.00	522.19	0.034	0.03	0.04	7.495	A
B-A	8.05	2.01	8.02	0.00	292.84	0.028	0.02	0.03	14.154	B
C-AB	8.09	2.02	8.08	0.00	609.70	0.013	0.01	0.01	5.983	A
C-A	637.98	159.49	637.98	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	622.62	155.65	622.62	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.92	0.00	482.96	0.045	0.04	0.05	8.197	A
B-A	9.87	2.47	9.80	0.00	232.83	0.042	0.03	0.05	18.072	C
C-AB	9.91	2.48	9.89	0.00	566.05	0.018	0.01	0.02	6.472	A
C-A	781.36	195.34	781.36	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	762.54	190.64	762.54	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.96	0.00	482.88	0.045	0.05	0.05	8.200	A
B-A	9.87	2.47	9.86	0.00	232.87	0.042	0.05	0.05	18.079	C
C-AB	9.91	2.48	9.91	0.00	566.05	0.018	0.02	0.02	6.472	A
C-A	781.36	195.34	781.36	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	762.54	190.64	762.54	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.98	0.00	522.06	0.034	0.05	0.04	7.501	A
B-A	8.05	2.01	8.12	0.00	292.95	0.028	0.05	0.03	14.161	B
C-AB	8.09	2.02	8.11	0.00	609.70	0.013	0.02	0.01	5.986	A
C-A	637.98	159.49	637.98	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	622.62	155.65	622.62	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	15.05	0.00	550.18	0.027	0.04	0.03	7.066	A
B-A	6.75	1.69	6.78	0.00	336.31	0.020	0.03	0.02	12.236	B
C-AB	6.78	1.69	6.79	0.00	641.26	0.011	0.01	0.01	5.675	A
C-A	534.28	133.57	534.28	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	521.41	130.35	521.41	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	7.057	A	A
B-A	0.32	0.02	12.233	B	B
C-AB	0.16	0.01	5.673	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.54	0.04	7.495	A	A
B-A	0.45	0.03	14.154	B	B
C-AB	0.20	0.01	5.983	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.73	0.05	8.197	A	A
B-A	0.70	0.05	18.072	C	B
C-AB	0.27	0.02	6.472	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.75	0.05	8.200	A	A
B-A	0.73	0.05	18.079	C	B
C-AB	0.27	0.02	6.472	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.58	0.04	7.501	A	A
B-A	0.50	0.03	14.161	B	B
C-AB	0.20	0.01	5.986	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.45	0.03	7.066	A	A
B-A	0.36	0.02	12.236	B	B
C-AB	0.16	0.01	5.675	A	A

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

(Default Analysis Set) - 2018 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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	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		8.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.832	0.095	0.239	0.151	0.342
1	B-C	712.812	0.109	0.276	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	708.00	100.000
Cowslip Lane	ONE HOUR	✓	5.00	100.000
A370	ONE HOUR	✓	644.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	707.000
	B	0.000	0.000	5.000
	C	630.000	14.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.070
	B	1.000	1.000	1.390
	C	1.070	1.150	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	7.000
	B	0.000	0.000	39.000
	C	7.000	15.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	10.53	0.02	B	6.38	9.57	1.55	9.74	0.02	1.55	9.74
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.03	7.86	0.04	A	14.77	22.16	2.70	7.31	0.03	2.70	7.31
C-A	-	-	-	-	618.57	927.85	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	694.17	1041.25	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.18	0.00	555.44	0.009	0.00	0.01	9.094	A
B-A	0.00	0.00	0.00	0.00	302.91	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.03	0.00	626.28	0.019	0.00	0.02	6.740	A
C-A	507.50	126.87	507.50	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	569.53	142.38	569.53	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.23	0.00	524.89	0.012	0.01	0.02	9.647	A
B-A	0.00	0.00	0.00	0.00	260.78	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.45	0.00	591.80	0.024	0.02	0.03	7.170	A
C-A	606.00	151.50	606.00	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	680.07	170.02	680.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.63	0.00	482.66	0.016	0.02	0.02	10.534	B
B-A	0.00	0.00	0.00	0.00	202.56	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.69	0.00	544.13	0.033	0.03	0.04	7.864	A
C-A	742.20	185.55	742.20	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	832.91	208.23	832.91	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.65	0.00	482.66	0.016	0.02	0.02	10.534	B
B-A	0.00	0.00	0.00	0.00	202.54	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.73	0.00	544.13	0.033	0.04	0.04	7.864	A
C-A	742.20	185.55	742.20	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	832.91	208.23	832.91	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.27	0.00	524.89	0.012	0.02	0.02	9.648	A
B-A	0.00	0.00	0.00	0.00	260.76	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.51	0.00	591.80	0.024	0.04	0.03	7.171	A
C-A	606.00	151.50	606.00	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	680.07	170.02	680.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.25	0.00	555.44	0.009	0.02	0.01	9.094	A
B-A	0.00	0.00	0.00	0.00	302.87	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.15	0.00	626.28	0.019	0.03	0.02	6.740	A
C-A	507.50	126.87	507.50	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	569.53	142.38	569.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	9.094	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.34	0.02	6.740	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.24	0.02	9.647	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.43	0.03	7.170	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.32	0.02	10.534	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.58	0.04	7.864	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.33	0.02	10.534	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.58	0.04	7.864	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	9.648	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.44	0.03	7.171	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.21	0.01	9.094	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.34	0.02	6.740	A	A

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

(Default Analysis Set) - 2018 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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	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		11.77	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559.734	0.102	0.258	0.162	0.368
1	B-C	693.236	0.106	0.269	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	834.00	100.000
Cowslip Lane	ONE HOUR	✓	27.00	100.000
A370	ONE HOUR	✓	677.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	833.000
	B	8.000	0.000	19.000
	C	668.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.120	1.000	1.050
	C	1.040	1.000	1.330

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	12.000	0.000	5.000
	C	4.000	0.000	33.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	9.13	0.06	A	18.31	27.46	3.79	8.27	0.04	3.79	8.27
B-A	0.05	22.26	0.06	C	8.22	12.33	3.58	17.43	0.04	3.58	17.43
C-AB	0.02	7.17	0.02	A	8.26	12.39	1.36	6.61	0.02	1.36	6.61
C-A	-	-	-	-	637.49	956.23	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	779.66	1169.49	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	14.90	0.00	518.48	0.029	0.00	0.03	7.504	A
B-A	6.75	1.69	6.65	0.00	307.53	0.022	0.00	0.02	13.396	B
C-AB	6.78	1.69	6.73	0.00	604.43	0.011	0.00	0.01	6.022	A
C-A	523.02	130.76	523.02	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	639.67	159.92	639.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.90	0.00	484.06	0.037	0.03	0.04	8.109	A
B-A	8.05	2.01	8.01	0.00	258.62	0.031	0.02	0.04	16.086	C
C-AB	8.09	2.02	8.08	0.00	565.71	0.014	0.01	0.01	6.455	A
C-A	624.54	156.13	624.54	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	763.83	190.96	763.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.90	0.00	435.92	0.050	0.04	0.06	9.129	A
B-A	9.87	2.47	9.77	0.00	190.92	0.052	0.04	0.06	22.244	C
C-AB	9.91	2.48	9.89	0.00	512.18	0.019	0.01	0.02	7.166	A
C-A	764.90	191.23	764.90	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	935.49	233.87	935.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.96	0.00	435.81	0.050	0.06	0.06	9.133	A
B-A	9.87	2.47	9.86	0.00	190.98	0.052	0.06	0.06	22.261	C
C-AB	9.91	2.48	9.91	0.00	512.18	0.019	0.02	0.02	7.166	A
C-A	764.90	191.23	764.90	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	935.49	233.87	935.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.99	0.00	483.88	0.037	0.06	0.04	8.115	A
B-A	8.05	2.01	8.15	0.00	258.76	0.031	0.06	0.04	16.094	C
C-AB	8.09	2.02	8.11	0.00	565.71	0.014	0.02	0.01	6.458	A
C-A	624.54	156.13	624.54	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	763.83	190.96	763.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	15.06	0.00	518.31	0.029	0.04	0.03	7.513	A
B-A	6.75	1.69	6.79	0.00	307.67	0.022	0.04	0.03	13.404	B
C-AB	6.78	1.69	6.79	0.00	604.43	0.011	0.01	0.01	6.023	A
C-A	523.02	130.76	523.02	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	639.67	159.92	639.67	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.45	0.03	7.504	A	A
B-A	0.35	0.02	13.396	B	B
C-AB	0.17	0.01	6.022	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.59	0.04	8.109	A	A
B-A	0.51	0.03	16.086	C	B
C-AB	0.22	0.01	6.455	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.81	0.05	9.129	A	A
B-A	0.85	0.06	22.244	C	C
C-AB	0.29	0.02	7.166	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.83	0.06	9.133	A	A
B-A	0.90	0.06	22.261	C	C
C-AB	0.30	0.02	7.166	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.63	0.04	8.115	A	A
B-A	0.58	0.04	16.094	C	B
C-AB	0.22	0.01	6.458	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.48	0.03	7.513	A	A
B-A	0.40	0.03	13.404	B	B
C-AB	0.17	0.01	6.023	A	A

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

(Default Analysis Set) - 2018 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
2018 Q Dev, AM	2018 Q Dev	AM		ONE HOUR	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		8.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.832	0.095	0.239	0.151	0.342
1	B-C	712.812	0.109	0.276	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	711.00	100.000
Cowslip Lane	ONE HOUR	✓	5.00	100.000
A370	ONE HOUR	✓	639.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	710.000
	B	0.000	0.000	5.000
	C	625.000	14.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.390
	C	1.060	1.150	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.000
	B	0.000	0.000	39.000
	C	6.000	15.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.02	10.51	0.02	B	6.38	9.57	1.55	9.72	0.02	1.55	9.72
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.03	7.84	0.04	A	14.77	22.16	2.70	7.30	0.03	2.70	7.30
C-A	-	-	-	-	607.92	911.88	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	690.60	1035.90	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.18	0.00	556.25	0.009	0.00	0.01	9.081	A
B-A	0.00	0.00	0.00	0.00	304.93	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.03	0.00	627.19	0.019	0.00	0.02	6.730	A
C-A	498.76	124.69	498.76	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	566.60	141.65	566.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.23	0.00	525.86	0.012	0.01	0.02	9.629	A
B-A	0.00	0.00	0.00	0.00	263.19	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.45	0.00	592.89	0.024	0.02	0.03	7.156	A
C-A	595.57	148.89	595.57	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	676.57	169.14	676.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.63	0.00	483.84	0.016	0.02	0.02	10.507	B
B-A	0.00	0.00	0.00	0.00	205.50	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.69	0.00	545.47	0.033	0.03	0.04	7.844	A
C-A	729.43	182.36	729.43	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	828.63	207.16	828.63	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	7.65	1.91	7.65	0.00	483.84	0.016	0.02	0.02	10.507	B
B-A	0.00	0.00	0.00	0.00	205.49	0.000	0.00	0.00	0.000	A
C-AB	17.73	4.43	17.73	0.00	545.47	0.033	0.04	0.04	7.844	A
C-A	729.43	182.36	729.43	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	828.63	207.16	828.63	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	6.25	1.56	6.27	0.00	525.86	0.012	0.02	0.02	9.632	A
B-A	0.00	0.00	0.00	0.00	263.16	0.000	0.00	0.00	0.000	A
C-AB	14.47	3.62	14.51	0.00	592.89	0.024	0.04	0.03	7.160	A
C-A	595.57	148.89	595.57	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	676.57	169.14	676.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	5.23	1.31	5.25	0.00	556.25	0.009	0.02	0.01	9.081	A
B-A	0.00	0.00	0.00	0.00	304.89	0.000	0.00	0.00	0.000	A
C-AB	12.12	3.03	12.15	0.00	627.19	0.019	0.03	0.02	6.733	A
C-A	498.76	124.69	498.76	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	566.60	141.65	566.60	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.19	0.01	9.081	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.33	0.02	6.730	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.24	0.02	9.629	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.43	0.03	7.156	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.32	0.02	10.507	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.58	0.04	7.844	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.33	0.02	10.507	B	B
B-A	0.00	0.00	0.000	A	A
C-AB	0.58	0.04	7.844	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.26	0.02	9.632	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.44	0.03	7.160	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.20	0.01	9.081	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.34	0.02	6.733	A	A

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

(Default Analysis Set) - 2018 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
2018 Q Dev, PM	2018 Q Dev	PM		ONE HOUR	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		11.68	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370	A370		Major
Cowslip Lane	Cowslip Lane		Minor
A370	A370		Major

Major Arm Geometry

Name	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)
A370	6.00		0.00	✓	3.50	225.00	✓	7.00

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

Minor Arm Geometry

Name	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)
Cowslip Lane	One lane plus flare				10.00	4.70	3.00	2.70	2.70		1.00	98	75

Pedestrian Crossings

Name	Crossing Type
A370	None
Cowslip Lane	None
A370	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559.734	0.102	0.258	0.162	0.368
1	B-C	693.236	0.106	0.269	-	-
1	C-B	803.905	0.311	0.311	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370	ONE HOUR	✓	829.00	100.000
Cowslip Lane	ONE HOUR	✓	27.00	100.000
A370	ONE HOUR	✓	672.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	1.000	828.000
	B	8.000	0.000	19.000
	C	663.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.30	0.00	0.70
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.120	1.000	1.050
	C	1.040	1.000	1.330

Heavy Vehicle Percentages - (untitled) (for whole period)

	To		
From	A	B	C
	0.000	0.000	2.000
	12.000	0.000	5.000
	4.000	0.000	33.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	9.10	0.06	A	18.31	27.46	3.77	8.25	0.04	3.77	8.25
B-A	0.05	21.97	0.06	C	8.22	12.33	3.55	17.26	0.04	3.55	17.26
C-AB	0.02	7.14	0.02	A	8.26	12.39	1.36	6.59	0.02	1.36	6.59
C-A	-	-	-	-	632.72	949.07	-	-	-	-	-
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	774.98	1162.47	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	14.90	0.00	519.52	0.029	0.00	0.03	7.488	A
B-A	6.75	1.69	6.65	0.00	309.16	0.022	0.00	0.02	13.324	B
C-AB	6.78	1.69	6.73	0.00	605.63	0.011	0.00	0.01	6.010	A
C-A	519.11	129.78	519.11	0.00	-	-	-	-	-	-
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	635.83	158.96	635.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.90	0.00	485.31	0.037	0.03	0.04	8.087	A
B-A	8.05	2.01	8.01	0.00	260.56	0.031	0.02	0.04	15.962	C
C-AB	8.09	2.02	8.08	0.00	567.14	0.014	0.01	0.01	6.438	A
C-A	619.86	154.97	619.86	0.00	-	-	-	-	-	-

A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	759.24	189.81	759.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.91	0.00	437.48	0.050	0.04	0.05	9.094	A
B-A	9.87	2.47	9.77	0.00	193.30	0.051	0.04	0.06	21.959	C
C-AB	9.91	2.48	9.89	0.00	513.93	0.019	0.01	0.02	7.141	A
C-A	759.18	189.79	759.18	0.00	-	-	-	-	-	-
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	929.88	232.47	929.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	21.97	5.49	21.96	0.00	437.37	0.050	0.05	0.06	9.099	A
B-A	9.87	2.47	9.86	0.00	193.35	0.051	0.06	0.06	21.973	C
C-AB	9.91	2.48	9.91	0.00	513.93	0.019	0.02	0.02	7.141	A
C-A	759.18	189.79	759.18	0.00	-	-	-	-	-	-

A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	929.88	232.47	929.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	17.93	4.48	17.99	0.00	485.14	0.037	0.06	0.04	8.092	A
B-A	8.05	2.01	8.15	0.00	260.70	0.031	0.06	0.04	15.970	C
C-AB	8.09	2.02	8.11	0.00	567.14	0.014	0.02	0.01	6.439	A
C-A	619.86	154.97	619.86	0.00	-	-	-	-	-	-
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	759.24	189.81	759.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	15.02	3.75	15.06	0.00	519.35	0.029	0.04	0.03	7.498	A
B-A	6.75	1.69	6.79	0.00	309.29	0.022	0.04	0.03	13.329	B
C-AB	6.78	1.69	6.79	0.00	605.63	0.011	0.01	0.01	6.013	A
C-A	519.11	129.78	519.11	0.00	-	-	-	-	-	-

A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	635.83	158.96	635.83	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.45	0.03	7.488	A	A
B-A	0.35	0.02	13.324	B	B
C-AB	0.17	0.01	6.010	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.59	0.04	8.087	A	A
B-A	0.51	0.03	15.962	C	B
C-AB	0.22	0.01	6.438	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.80	0.05	9.094	A	A
B-A	0.84	0.06	21.959	C	C
C-AB	0.29	0.02	7.141	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.83	0.06	9.099	A	A
B-A	0.89	0.06	21.973	C	C
C-AB	0.29	0.02	7.141	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.63	0.04	8.092	A	A
B-A	0.57	0.04	15.970	C	B
C-AB	0.22	0.01	6.439	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.48	0.03	7.498	A	A
B-A	0.39	0.03	13.329	B	B
C-AB	0.17	0.01	6.013	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: J23 A370 - Maysgreen Lane.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J23

Report generation date: 24/02/2014 16:40:40

Summary of junction performance

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

Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.00	0.00	0.00	A	0.01	8.72	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 - 2018 Base, AM" model duration: 07:45 - 09:15
 "D4 - 2018 Base, PM" model duration: 16:45 - 18:15
 "D5 - 2018 Dev, AM" model duration: 07:45 - 09:15
 "D6 - 2018 Dev, PM" model duration: 16:45 - 18:15
 "D7 - 2018 Q Dev, AM" model duration: 07:45 - 09:15
 "D8 - 2018 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 16:40:36

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	28/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

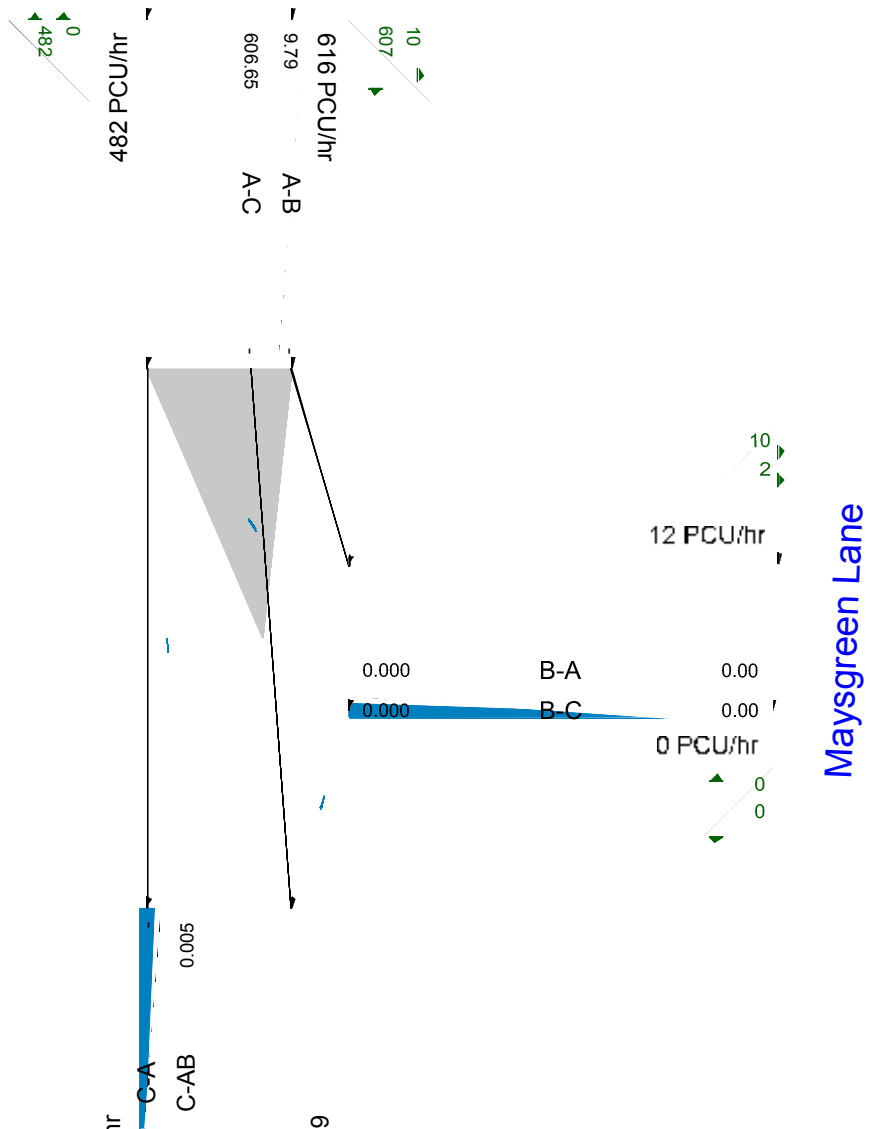
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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	PCU	perHour	s	-Min	perMin
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A370 north



Maysgreen Lane

20.00 m

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		ONE HOUR	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		0.00	F
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	622.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	478.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	9.000	613.000
	B	0.000	0.000	0.000
	C	478.000	0.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.01	0.99
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.067
	B	1.000	1.000	1.000
	C	1.071	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.690
	B	0.000	0.000	0.000
	C	7.110	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	469.81	704.71	-	-	-	-	-
A-B	-	-	-	-	8.26	12.39	-	-	-	-	-
A-C	-	-	-	-	600.13	900.20	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	612.46	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	354.73	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	814.93	0.000	0.00	0.00	0.000	A
C-A	385.45	96.36	385.45	0.00	-	-	-	-	-	-
A-B	6.78	1.69	6.78	0.00	-	-	-	-	-	-
A-C	492.37	123.09	492.37	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	584.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	320.10	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	786.09	0.000	0.00	0.00	0.000	A
C-A	460.26	115.07	460.26	0.00	-	-	-	-	-	-

A-B	8.09	2.02	8.09	0.00	-	-	-	-	-	-
A-C	587.94	146.99	587.94	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	546.43	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	272.21	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	745.17	0.000	0.00	0.00	0.000	A
C-A	563.71	140.93	563.71	0.00	-	-	-	-	-	-
A-B	9.91	2.48	9.91	0.00	-	-	-	-	-	-
A-C	720.08	180.02	720.08	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	546.43	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	272.21	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	745.17	0.000	0.00	0.00	0.000	A
C-A	563.71	140.93	563.71	0.00	-	-	-	-	-	-

A-B	9.91	2.48	9.91	0.00	-	-	-	-	-	-
A-C	720.08	180.02	720.08	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	584.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	320.10	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	786.09	0.000	0.00	0.00	0.000	A
C-A	460.26	115.07	460.26	0.00	-	-	-	-	-	-
A-B	8.09	2.02	8.09	0.00	-	-	-	-	-	-
A-C	587.94	146.99	587.94	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	612.46	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	354.73	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	814.93	0.000	0.00	0.00	0.000	A
C-A	385.45	96.36	385.45	0.00	-	-	-	-	-	-

A-B	6.78	1.69	6.78	0.00	-	-	-	-	-	-
A-C	492.37	123.09	492.37	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	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		ONE HOUR	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		7.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	638.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	580.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	12.000	626.000
	B	0.000	0.000	0.000
	C	577.000	3.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.33	0.33	0.33
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.027
	B	1.000	1.000	1.000
	C	1.030	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.720
	B	0.000	0.000	0.000
	C	2.950	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	7.88	0.01	A	2.75	4.13	0.51	7.46	0.01	0.51	7.46
C-A	-	-	-	-	545.08	817.63	-	-	-	-	-
A-B	-	-	-	-	11.01	16.52	-	-	-	-	-
A-C	-	-	-	-	590.05	885.08	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	614.59	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	346.34	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.24	0.00	515.23	0.004	0.00	0.00	7.017	A
C-A	447.21	111.80	447.21	0.00	-	-	-	-	-	-
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	484.10	121.03	484.10	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	587.29	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	310.07	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.69	0.00	492.04	0.005	0.00	0.01	7.355	A
C-A	534.01	133.50	534.01	0.00	-	-	-	-	-	-

A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	578.07	144.52	578.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	549.54	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	259.92	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	459.97	0.007	0.01	0.01	7.883	A
C-A	654.03	163.51	654.03	0.00	-	-	-	-	-	-
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	707.99	177.00	707.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	549.54	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	259.92	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	459.97	0.007	0.01	0.01	7.883	A
C-A	654.03	163.51	654.03	0.00	-	-	-	-	-	-

A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	707.99	177.00	707.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	587.29	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	310.06	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.70	0.00	492.04	0.005	0.01	0.01	7.356	A
C-A	534.01	133.50	534.01	0.00	-	-	-	-	-	-
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	578.07	144.52	578.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	614.59	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	346.33	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.26	0.00	515.23	0.004	0.01	0.00	7.019	A
C-A	447.21	111.80	447.21	0.00	-	-	-	-	-	-

A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	484.10	121.03	484.10	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.017	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	7.355	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	7.883	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	7.883	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	7.356	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.019	A	A

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

(Default Analysis Set) - 2018 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
2018 Base, AM	2018 Base	AM		ONE HOUR	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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	669.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	518.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	10.000	659.000
	B	0.000	0.000	0.000
	C	518.000	0.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.01	0.99
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.070	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.000
	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	508.60	762.90	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	640.99	961.49	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.71	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	341.71	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	804.56	0.000	0.00	0.00	0.000	A
C-A	417.28	104.32	417.28	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	525.90	131.47	525.90	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	573.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	304.54	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	773.48	0.000	0.00	0.00	0.000	A
C-A	498.27	124.57	498.27	0.00	-	-	-	-	-	-

A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	627.97	156.99	627.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	532.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	253.16	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	729.31	0.000	0.00	0.00	0.000	A
C-A	610.25	152.56	610.25	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	769.11	192.28	769.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	532.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	253.16	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	729.31	0.000	0.00	0.00	0.000	A
C-A	610.25	152.56	610.25	0.00	-	-	-	-	-	-

A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	769.11	192.28	769.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	573.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	304.54	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	773.48	0.000	0.00	0.00	0.000	A
C-A	498.27	124.57	498.27	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	627.97	156.99	627.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.71	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	341.71	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	804.56	0.000	0.00	0.00	0.000	A
C-A	417.28	104.32	417.28	0.00	-	-	-	-	-	-

A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	525.90	131.47	525.90	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

(Default Analysis Set) - 2018 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
2018 Base, PM	2018 Base	PM		ONE HOUR	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		8.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	714.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	631.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	13.000	701.000
	B	0.000	0.000	0.000
	C	628.000	3.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.000
	C	1.030	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	0.000
	C	3.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	8.23	0.01	A	2.75	4.13	0.53	7.73	0.01	0.53	7.73
C-A	-	-	-	-	593.55	890.33	-	-	-	-	-
A-B	-	-	-	-	11.93	17.89	-	-	-	-	-
A-C	-	-	-	-	656.11	984.17	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	598.87	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	327.10	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.24	0.00	501.91	0.005	0.00	0.00	7.204	A
C-A	486.98	121.74	486.98	0.00	-	-	-	-	-	-
A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	538.30	134.58	538.30	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	568.52	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	287.09	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.69	0.00	476.13	0.006	0.00	0.01	7.603	A
C-A	581.50	145.37	581.50	0.00	-	-	-	-	-	-

A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	642.79	160.70	642.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	526.55	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	231.79	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	440.49	0.008	0.01	0.01	8.234	A
C-A	712.18	178.05	712.18	0.00	-	-	-	-	-	-
A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	787.25	196.81	787.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	526.55	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	231.79	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	440.49	0.008	0.01	0.01	8.234	A
C-A	712.18	178.05	712.18	0.00	-	-	-	-	-	-

A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	787.25	196.81	787.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	568.52	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	287.09	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.70	0.00	476.13	0.006	0.01	0.01	7.603	A
C-A	581.50	145.37	581.50	0.00	-	-	-	-	-	-
A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	642.79	160.70	642.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	598.87	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	327.09	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.26	0.00	501.91	0.005	0.01	0.00	7.204	A
C-A	486.98	121.74	486.98	0.00	-	-	-	-	-	-

A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	538.30	134.58	538.30	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.204	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.08	0.01	7.603	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	8.234	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.11	0.01	8.234	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.09	0.01	7.603	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.204	A	A

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

(Default Analysis Set) - 2018 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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	674.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	639.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	10.000	664.000
	B	0.000	0.000	0.000
	C	639.000	0.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.01	0.99
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.070
	B	1.000	1.000	1.000
	C	1.060	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	7.000
	B	0.000	0.000	0.000
	C	6.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	621.54	932.31	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	651.95	977.92	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	600.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	325.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	799.74	0.000	0.00	0.00	0.000	A
C-A	509.94	127.48	509.94	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	534.89	133.72	534.89	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	570.00	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	285.11	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	768.09	0.000	0.00	0.00	0.000	A
C-A	608.91	152.23	608.91	0.00	-	-	-	-	-	-

A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	638.71	159.68	638.71	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	528.37	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	229.35	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	723.08	0.000	0.00	0.00	0.000	A
C-A	745.77	186.44	745.77	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	782.25	195.56	782.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	528.37	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	229.35	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	723.08	0.000	0.00	0.00	0.000	A
C-A	745.77	186.44	745.77	0.00	-	-	-	-	-	-

A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	782.25	195.56	782.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	570.00	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	285.11	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	768.09	0.000	0.00	0.00	0.000	A
C-A	608.91	152.23	608.91	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	638.71	159.68	638.71	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	600.12	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	325.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	799.74	0.000	0.00	0.00	0.000	A
C-A	509.94	127.48	509.94	0.00	-	-	-	-	-	-

A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	534.89	133.72	534.89	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

(Default Analysis Set) - 2018 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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	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		8.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	835.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	636.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	13.000	822.000
	B	0.000	0.000	0.000
	C	633.000	3.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

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

Heavy Vehicle Percentages - (untitled) (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	8.95	0.01	A	2.75	4.13	0.57	8.27	0.01	0.57	8.27
C-A	-	-	-	-	604.09	906.13	-	-	-	-	-
A-B	-	-	-	-	11.93	17.89	-	-	-	-	-
A-C	-	-	-	-	776.91	1165.37	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	570.29	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	301.81	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.24	0.00	477.89	0.005	0.00	0.00	7.567	A
C-A	495.62	123.90	495.62	0.00	-	-	-	-	-	-
A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	637.41	159.35	637.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	534.39	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	256.89	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.69	0.00	447.45	0.006	0.00	0.01	8.094	A
C-A	591.82	147.95	591.82	0.00	-	-	-	-	-	-

A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	761.13	190.28	761.13	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	484.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	194.80	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.29	0.00	405.36	0.008	0.01	0.01	8.953	A
C-A	724.82	181.21	724.82	0.00	-	-	-	-	-	-
A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	932.19	233.05	932.19	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	484.75	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	194.80	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	405.36	0.008	0.01	0.01	8.953	A
C-A	724.82	181.21	724.82	0.00	-	-	-	-	-	-

A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	932.19	233.05	932.19	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	534.39	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	256.89	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.71	0.00	447.45	0.006	0.01	0.01	8.094	A
C-A	591.82	147.95	591.82	0.00	-	-	-	-	-	-
A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	761.13	190.28	761.13	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	570.29	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	301.80	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.26	0.00	477.89	0.005	0.01	0.00	7.571	A
C-A	495.62	123.90	495.62	0.00	-	-	-	-	-	-

A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	637.41	159.35	637.41	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.567	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.09	0.01	8.094	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	8.953	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	8.953	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.09	0.01	8.094	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.571	A	A

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

(Default Analysis Set) - 2018 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
2018 Q Dev, AM	2018 Q Dev	AM		ONE HOUR	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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	669.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	634.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	10.000	659.000
	B	0.000	0.000	0.000
	C	634.000	0.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.01	0.99
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.060	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	6.000
	B	0.000	0.000	0.000
	C	6.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	616.68	925.01	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	640.99	961.49	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.71	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	328.21	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	802.41	0.000	0.00	0.00	0.000	A
C-A	505.95	126.49	505.95	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	525.90	131.47	525.90	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	573.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	288.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	771.35	0.000	0.00	0.00	0.000	A
C-A	604.15	151.04	604.15	0.00	-	-	-	-	-	-

A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	627.97	156.99	627.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	532.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	233.42	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	727.21	0.000	0.00	0.00	0.000	A
C-A	739.93	184.98	739.93	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	769.11	192.28	769.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	532.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	233.42	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	727.21	0.000	0.00	0.00	0.000	A
C-A	739.93	184.98	739.93	0.00	-	-	-	-	-	-

A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	769.11	192.28	769.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	573.10	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	288.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	771.35	0.000	0.00	0.00	0.000	A
C-A	604.15	151.04	604.15	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	627.97	156.99	627.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	602.71	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	328.21	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	802.41	0.000	0.00	0.00	0.000	A
C-A	505.95	126.49	505.95	0.00	-	-	-	-	-	-

A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	525.90	131.47	525.90	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A

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

(Default Analysis Set) - 2018 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
2018 Q Dev, PM	2018 Q Dev	PM		ONE HOUR	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		8.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
A370 north	A370 north		Major
Maysgreen Lane	Maysgreen Lane		Minor
A370 South	A370 South		Major

Major Arm Geometry

Name	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)
A370 South	6.33		0.00	✓	2.20	105.00	✓	2.00

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

Minor Arm Geometry

Name	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)
Maysgreen Lane	One lane plus flare				10.00	8.13	3.80	2.30	2.30	✓	1.00	20	49

Pedestrian Crossings

Name	Crossing Type
A370 north	None
Maysgreen Lane	None
A370 South	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	533.167	0.096	0.242	0.152	0.346
1	B-C	755.247	0.114	0.288	-	-
1	C-B	634.770	0.242	0.242	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A370 north	ONE HOUR	✓	803.00	100.000
Maysgreen Lane	ONE HOUR	✓	0.00	100.000
A370 South	ONE HOUR	✓	624.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	13.000	790.000
	B	0.000	0.000	0.000
	C	621.000	3.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.000
	C	1.030	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	0.000
	C	3.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	8.72	0.01	A	2.75	4.13	0.56	8.10	0.01	0.56	8.10
C-A	-	-	-	-	586.94	880.40	-	-	-	-	-
A-B	-	-	-	-	11.93	17.89	-	-	-	-	-
A-C	-	-	-	-	739.42	1109.12	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	579.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	311.39	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.24	0.00	485.35	0.005	0.00	0.00	7.451	A
C-A	481.55	120.39	481.55	0.00	-	-	-	-	-	-
A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	606.65	151.66	606.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	544.98	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	268.34	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.69	0.00	456.35	0.006	0.00	0.01	7.935	A
C-A	575.01	143.75	575.01	0.00	-	-	-	-	-	-

A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	724.40	181.10	724.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	497.73	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	208.82	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	416.27	0.008	0.01	0.01	8.717	A
C-A	704.25	176.06	704.25	0.00	-	-	-	-	-	-
A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	887.20	221.80	887.20	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	497.73	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	208.82	0.000	0.00	0.00	0.000	A
C-AB	3.30	0.83	3.30	0.00	416.27	0.008	0.01	0.01	8.717	A
C-A	704.25	176.06	704.25	0.00	-	-	-	-	-	-

A-B	14.31	3.58	14.31	0.00	-	-	-	-	-	-
A-C	887.20	221.80	887.20	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	544.98	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	268.33	0.000	0.00	0.00	0.000	A
C-AB	2.70	0.67	2.70	0.00	456.35	0.006	0.01	0.01	7.935	A
C-A	575.01	143.75	575.01	0.00	-	-	-	-	-	-
A-B	11.69	2.92	11.69	0.00	-	-	-	-	-	-
A-C	724.40	181.10	724.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	579.16	0.000	0.00	0.00	0.000	A
B-A	0.00	0.00	0.00	0.00	311.38	0.000	0.00	0.00	0.000	A
C-AB	2.26	0.56	2.26	0.00	485.35	0.005	0.01	0.00	7.451	A
C-A	481.55	120.39	481.55	0.00	-	-	-	-	-	-

A-B	9.79	2.45	9.79	0.00	-	-	-	-	-	-
A-C	606.65	151.66	606.65	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.451	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.09	0.01	7.935	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	8.717	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	8.717	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.09	0.01	7.935	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.07	0.00	7.451	A	A

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

Junctions 8								
ARCADY 8 - Roundabout Module								
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014								
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Filename: J24 M5 Jct 20.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J24

Report generation date: 18/02/2014 12:37:22

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
M5 southbound off slip	0.46	3.13	0.31	A	1.46	5.56	0.59	A

M5 northbound off slip	1.17	4.35	0.53	A	0.99	5.15	0.49	A
Ettlingen Way	1.40	3.08	0.58	A	1.02	2.59	0.50	A
	A1 - 2019 Base							
M5 southbound off slip	0.55	3.45	0.35	A	2.11	7.34	0.68	A
M5 northbound off slip	1.53	5.19	0.60	A	1.32	6.32	0.57	A
Ettlingen Way	1.76	3.53	0.63	A	1.20	2.80	0.54	A
	A1 - 2019 Dev							
M5 southbound off slip	0.78	4.04	0.42	A	3.15	10.82	0.76	B
M5 northbound off slip	2.42	7.50	0.70	A	1.60	7.31	0.61	A
Ettlingen Way	1.95	3.80	0.65	A	1.90	3.73	0.65	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 - 2019 Base, AM" model duration: 07:45 - 09:15

"D4 - 2019 Base, PM" model duration: 16:45 - 18:15

"D5 - 2019 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2019 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 18/02/2014 12:37:20

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	29/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

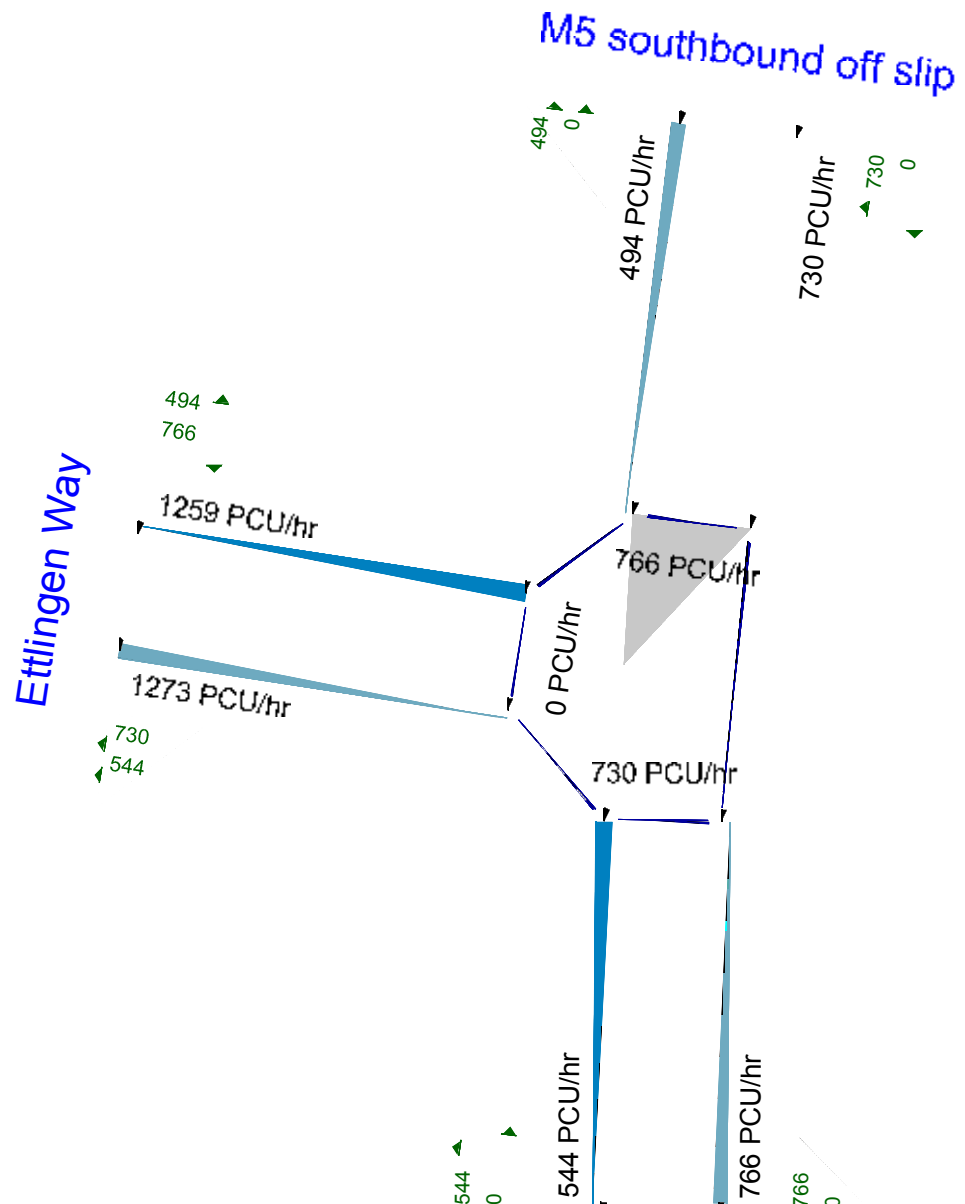
Analysis Options

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	PCU	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

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		3.48	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	764.00	116.00
M5 northbound off slip	530.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.888	2411.858
M5 northbound off slip		(calculated)	(calculated)	0.927	2318.132
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	459.00	100.000
M5 northbound off slip	ONE HOUR	✓	859.00	100.000
Ettlingen Way	ONE HOUR	✓	1448.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	459.000
	2	0.000	0.000	859.000
	3	780.000	668.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	1.000	1.000	1.050
	2	1.000	1.000	1.030
	3	1.030	1.030	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	0.000	0.000	5.000
	2	0.000	0.000	3.000
	3	3.000	3.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.31	3.13	0.46	A
M5 northbound off slip	0.53	4.35	1.17	A
Ettlingen Way	0.58	3.08	1.40	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	362.84	361.88	516.76	0.00	1953.05	0.186	0.24	2.374	A
M5 northbound off slip	666.10	664.03	361.88	0.00	1982.58	0.336	0.52	2.803	A
Ettlingen Way	1122.83	1120.16	0.00	0.00	2846.67	0.394	0.67	2.145	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	433.26	432.95	618.08	0.00	1863.09	0.233	0.32	2.643	A
M5 northbound off slip	795.39	794.56	432.95	0.00	1916.69	0.415	0.73	3.303	A
Ettlingen Way	1340.77	1339.80	0.00	0.00	2846.67	0.471	0.91	2.459	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	530.64	530.07	756.66	0.00	1740.05	0.305	0.46	3.122	A
M5 northbound off slip	974.15	972.39	530.07	0.00	1826.63	0.533	1.17	4.332	A
Ettlingen Way	1642.11	1640.18	0.00	0.00	2846.67	0.577	1.39	3.067	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	530.64	530.63	757.54	0.00	1739.27	0.305	0.46	3.126	A
M5 northbound off slip	974.15	974.12	530.63	0.00	1826.11	0.533	1.17	4.351	A
Ettlingen Way	1642.11	1642.08	0.00	0.00	2846.67	0.577	1.40	3.077	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	433.26	433.82	619.41	0.00	1861.91	0.233	0.32	2.647	A
M5 northbound off slip	795.39	797.13	433.82	0.00	1915.88	0.415	0.74	3.321	A
Ettlingen Way	1340.77	1342.68	0.00	0.00	2846.67	0.471	0.92	2.468	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	362.84	363.15	518.45	0.00	1951.55	0.186	0.24	2.381	A
M5 northbound off slip	666.10	666.95	363.15	0.00	1981.40	0.336	0.52	2.824	A

Ettlingen Way	1122.83	1123.83	0.00	0.00	2846.67	0.394	0.67	2.153	A
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(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		4.09	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	838.00	116.00
M5 northbound off slip	941.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.874	2394.690
M5 northbound off slip		(calculated)	(calculated)	0.852	2222.780
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	848.00	100.000
M5 northbound off slip	ONE HOUR	✓	622.00	100.000
Ettlingen Way	ONE HOUR	✓	1262.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	848.000
	2	0.000	0.000	622.000
	3	465.000	797.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.37	0.63	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	1.000	1.000	1.020
	2	1.000	1.000	1.020
	3	1.030	1.020	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	0.000	0.000	2.000
	2	0.000	0.000	2.000
	3	3.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.59	5.56	1.46	A
M5 northbound off slip	0.49	5.15	0.99	A
Ettlingen Way	0.50	2.59	1.02	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	651.19	649.00	610.69	0.00	1860.81	0.350	0.55	3.025	A
M5 northbound off slip	477.64	476.01	649.00	0.00	1669.96	0.286	0.41	3.071	A
Ettlingen Way	972.60	970.48	0.00	0.00	2846.67	0.342	0.53	1.963	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	777.58	776.55	730.38	0.00	1756.18	0.443	0.80	3.745	A
M5 northbound off slip	570.35	569.64	776.55	0.00	1561.32	0.365	0.58	3.701	A
Ettlingen Way	1161.38	1160.69	0.00	0.00	2846.67	0.408	0.70	2.184	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	952.34	949.76	894.27	0.00	1612.90	0.590	1.45	5.517	A
M5 northbound off slip	698.53	696.92	949.76	0.00	1413.77	0.494	0.99	5.111	A
Ettlingen Way	1422.40	1421.14	0.00	0.00	2846.67	0.500	1.02	2.582	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	952.34	952.29	895.06	0.00	1612.21	0.591	1.46	5.564	A
M5 northbound off slip	698.53	698.50	952.29	0.00	1411.62	0.495	0.99	5.148	A
Ettlingen Way	1422.40	1422.39	0.00	0.00	2846.67	0.500	1.02	2.586	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	777.58	780.15	731.60	0.00	1755.11	0.443	0.82	3.778	A
M5 northbound off slip	570.35	571.95	780.15	0.00	1558.24	0.366	0.59	3.728	A
Ettlingen Way	1161.38	1162.63	0.00	0.00	2846.67	0.408	0.71	2.189	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	651.19	652.25	612.47	0.00	1859.26	0.350	0.55	3.046	A
M5 northbound off slip	477.64	478.36	652.25	0.00	1667.20	0.286	0.41	3.092	A

Ettlingen Way	972.60	973.30	0.00	0.00	2846.67	0.342	0.53	1.967	A
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(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		4.03	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	764.00	116.00
M5 northbound off slip	530.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.888	2411.858
M5 northbound off slip		(calculated)	(calculated)	0.927	2318.132
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	502.00	100.000
M5 northbound off slip	ONE HOUR	✓	940.00	100.000
Ettlingen Way	ONE HOUR	✓	1585.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	502.000
	2	0.000	0.000	940.000
	3	854.000	731.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	1.000	1.000	1.050
	2	1.000	1.000	1.030
	3	1.030	1.030	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	0.000	0.000	5.000
	2	0.000	0.000	3.000
	3	3.000	3.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.35	3.45	0.55	A
M5 northbound off slip	0.60	5.19	1.53	A
Ettlingen Way	0.63	3.53	1.76	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	396.83	395.73	565.41	0.00	1909.86	0.208	0.27	2.495	A
M5 northbound off slip	728.91	726.47	395.73	0.00	1951.20	0.374	0.61	3.021	A
Ettlingen Way	1229.07	1225.95	0.00	0.00	2846.67	0.432	0.78	2.284	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	473.85	473.47	676.30	0.00	1811.40	0.262	0.37	2.825	A
M5 northbound off slip	870.39	869.31	473.47	0.00	1879.12	0.463	0.88	3.669	A
Ettlingen Way	1467.63	1466.39	0.00	0.00	2846.67	0.516	1.09	2.684	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	580.35	579.62	827.78	0.00	1676.91	0.346	0.55	3.443	A
M5 northbound off slip	1066.01	1063.48	579.62	0.00	1780.69	0.599	1.52	5.151	A
Ettlingen Way	1797.47	1794.84	0.00	0.00	2846.67	0.631	1.75	3.516	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	580.35	580.34	828.97	0.00	1675.84	0.346	0.55	3.449	A
M5 northbound off slip	1066.01	1065.96	580.34	0.00	1780.02	0.599	1.53	5.192	A
Ettlingen Way	1797.47	1797.44	0.00	0.00	2846.67	0.631	1.76	3.533	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	473.85	474.57	678.07	0.00	1809.82	0.262	0.37	2.834	A
M5 northbound off slip	870.39	872.91	474.57	0.00	1878.09	0.463	0.90	3.700	A
Ettlingen Way	1467.63	1470.24	0.00	0.00	2846.67	0.516	1.10	2.698	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	396.83	397.22	567.43	0.00	1908.06	0.208	0.28	2.504	A
M5 northbound off slip	728.91	730.02	397.22	0.00	1949.82	0.374	0.62	3.044	A

Ettlingen Way	1229.07	1230.34	0.00	0.00	2846.67	0.432	0.79	2.297	A
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(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		5.02	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	838.00	116.00
M5 northbound off slip	941.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.874	2394.690
M5 northbound off slip		(calculated)	(calculated)	0.852	2222.780
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	930.00	100.000
M5 northbound off slip	ONE HOUR	✓	682.00	100.000
Ettlingen Way	ONE HOUR	✓	1385.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	930.000
	2	0.000	0.000	682.000
	3	510.000	875.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.37	0.63	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	1.000	1.000	1.020
	2	1.000	1.000	1.010
	3	1.020	1.010	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

	To			
		1	2	3
From	1	0.000	0.000	2.000
	2	0.000	0.000	1.000
	3	2.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.68	7.34	2.11	A
M5 northbound off slip	0.57	6.32	1.32	A
Ettlingen Way	0.54	2.80	1.20	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	714.16	711.52	663.83	0.00	1814.36	0.394	0.66	3.321	A
M5 northbound off slip	518.58	516.68	711.52	0.00	1616.70	0.321	0.47	3.299	A
Ettlingen Way	1056.97	1054.58	0.00	0.00	2846.67	0.371	0.60	2.033	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	852.77	851.34	793.95	0.00	1700.60	0.501	1.02	4.317	A
M5 northbound off slip	619.24	618.31	851.34	0.00	1497.61	0.413	0.71	4.131	A
Ettlingen Way	1262.12	1261.29	0.00	0.00	2846.67	0.443	0.80	2.300	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	1044.43	1040.18	972.04	0.00	1544.91	0.676	2.08	7.215	A
M5 northbound off slip	758.40	756.02	1040.18	0.00	1336.75	0.567	1.30	6.234	A
Ettlingen Way	1545.78	1544.21	0.00	0.00	2846.67	0.543	1.20	2.798	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	1044.43	1044.32	973.02	0.00	1544.06	0.676	2.11	7.342	A
M5 northbound off slip	758.40	758.34	1044.32	0.00	1333.23	0.569	1.32	6.324	A
Ettlingen Way	1545.78	1545.76	0.00	0.00	2846.67	0.543	1.20	2.804	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	852.77	857.04	795.45	0.00	1699.29	0.502	1.04	4.381	A
M5 northbound off slip	619.24	621.63	857.04	0.00	1492.75	0.415	0.72	4.186	A
Ettlingen Way	1262.12	1263.68	0.00	0.00	2846.67	0.443	0.81	2.308	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	714.16	715.64	665.86	0.00	1812.58	0.394	0.67	3.351	A
M5 northbound off slip	518.58	519.54	715.64	0.00	1613.20	0.321	0.48	3.329	A

Ettlingen Way	1056.97	1057.81	0.00	0.00	2846.67	0.371	0.60	2.042	A
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(Default Analysis Set) - 2019 Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Dev, AM	2019 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		5.01	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	764.00	116.00
M5 northbound off slip	530.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.888	2411.858
M5 northbound off slip		(calculated)	(calculated)	0.927	2318.132
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	589.00	100.000
M5 northbound off slip	ONE HOUR	✓	1027.00	100.000
Ettlingen Way	ONE HOUR	✓	1615.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	589.000
	2	0.000	0.000	1027.000
	3	869.000	746.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	1.000	1.000	1.070
	2	1.000	1.000	1.040
	3	1.040	1.050	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

		To		
From		1	2	3
	1	0.000	0.000	7.000
	2	0.000	0.000	4.000
	3	4.000	5.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.42	4.04	0.78	A
M5 northbound off slip	0.70	7.50	2.42	A
Ettlingen Way	0.65	3.80	1.95	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	474.47	473.04	588.15	0.00	1889.66	0.251	0.36	2.717	A
M5 northbound off slip	804.11	801.02	473.04	0.00	1879.51	0.428	0.77	3.461	A
Ettlingen Way	1270.11	1266.76	0.00	0.00	2846.67	0.446	0.84	2.375	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	566.56	566.02	703.53	0.00	1787.22	0.317	0.49	3.152	A
M5 northbound off slip	960.18	958.53	566.02	0.00	1793.30	0.535	1.19	4.476	A
Ettlingen Way	1516.63	1515.25	0.00	0.00	2846.67	0.533	1.18	2.822	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	693.90	692.78	861.03	0.00	1647.39	0.421	0.77	4.029	A
M5 northbound off slip	1175.98	1171.19	692.78	0.00	1675.76	0.702	2.38	7.349	A
Ettlingen Way	1857.49	1854.47	0.00	0.00	2846.67	0.653	1.94	3.779	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	693.90	693.88	862.41	0.00	1646.16	0.422	0.78	4.044	A
M5 northbound off slip	1175.98	1175.84	693.88	0.00	1674.74	0.702	2.42	7.499	A
Ettlingen Way	1857.49	1857.44	0.00	0.00	2846.67	0.653	1.95	3.800	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	566.56	567.67	705.56	0.00	1785.42	0.317	0.50	3.167	A
M5 northbound off slip	960.18	965.00	567.67	0.00	1791.77	0.536	1.21	4.555	A
Ettlingen Way	1516.63	1519.64	0.00	0.00	2846.67	0.533	1.20	2.839	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	474.47	475.03	590.37	0.00	1887.70	0.251	0.36	2.729	A
M5 northbound off slip	804.11	805.82	475.03	0.00	1877.67	0.428	0.78	3.497	A

Ettlingen Way	1270.11	1271.52	0.00	0.00	2846.67	0.446	0.85	2.391	A
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(Default Analysis Set) - 2019 Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Ettlingen Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Dev, PM	2019 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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M5 Jct 20	Roundabout	1,2,3	✓		6.54	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
M5 southbound off slip	M5 southbound off slip	
M5 northbound off slip	M5 northbound off slip	
Ettlingen Way	Ettlingen Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
M5 southbound off slip	6.60	6.60	0.00	25.00	121.00	37.00	
M5 northbound off slip	6.30	6.30	0.00	28.00	117.00	32.00	
Ettlingen Way	3.80	7.80	36.00	47.00	117.00	34.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
M5 southbound off slip	838.00	116.00
M5 northbound off slip	941.00	162.00
Ettlingen Way	0.00	45.00

Pedestrian Crossings

Name	Crossing Type
M5 southbound off slip	None
M5 northbound off slip	None
Ettlingen Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
M5 southbound off slip		(calculated)	(calculated)	0.874	2394.690
M5 northbound off slip		(calculated)	(calculated)	0.852	2222.780
Ettlingen Way		(calculated)	(calculated)	1.073	2846.666

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
M5 southbound off slip	ONE HOUR	✓	945.00	100.000
M5 northbound off slip	ONE HOUR	✓	697.00	100.000
Ettlingen Way	ONE HOUR	✓	1616.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - M5 Jct 20 (for whole period)

	To		
From	1	2	3

	1	0.000	0.000	945.000
	2	0.000	0.000	697.000
	3	626.000	990.000	0.000

Turning Proportions (Veh) - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	0.00	0.00	1.00
	2	0.00	0.00	1.00
	3	0.39	0.61	0.00

Vehicle Mix

Average PCU Per Vehicle - M5 Jct 20 (for whole period)

	To			
From		1	2	3
	1	1.000	1.000	1.030
	2	1.000	1.000	1.040
	3	1.050	1.030	1.000

Heavy Vehicle Percentages - M5 Jct 20 (for whole period)

	To			
		1	2	3
From	1	0.000	0.000	3.000
	2	0.000	0.000	4.000
	3	5.000	3.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
M5 southbound off slip	0.76	10.82	3.15	B
M5 northbound off slip	0.61	7.31	1.60	A
Ettlingen Way	0.65	3.73	1.90	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	732.79	729.77	765.68	0.00	1725.32	0.425	0.76	3.714	A
M5 northbound off slip	545.73	543.59	729.77	0.00	1601.16	0.341	0.53	3.532	A
Ettlingen Way	1262.53	1259.24	0.00	0.00	2846.67	0.444	0.82	2.348	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	875.02	873.09	915.87	0.00	1594.02	0.549	1.24	5.130	A
M5 northbound off slip	651.65	650.54	873.09	0.00	1479.08	0.441	0.81	4.513	A
Ettlingen Way	1507.59	1506.24	0.00	0.00	2846.67	0.530	1.16	2.784	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	1071.68	1064.34	1120.93	0.00	1414.75	0.758	3.07	10.370	B
M5 northbound off slip	798.11	795.07	1064.34	0.00	1316.18	0.606	1.57	7.144	A
Ettlingen Way	1846.41	1843.48	0.00	0.00	2846.67	0.649	1.89	3.713	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	1071.68	1071.36	1122.68	0.00	1413.22	0.758	3.15	10.820	B
M5 northbound off slip	798.11	797.99	1071.36	0.00	1310.19	0.609	1.60	7.307	A
Ettlingen Way	1846.41	1846.37	0.00	0.00	2846.67	0.649	1.90	3.733	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	875.02	882.54	918.46	0.00	1591.75	0.550	1.27	5.281	A
M5 northbound off slip	651.65	654.72	882.54	0.00	1471.04	0.443	0.83	4.603	A
Ettlingen Way	1507.59	1510.50	0.00	0.00	2846.67	0.530	1.18	2.803	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
M5 southbound off slip	732.79	734.81	768.52	0.00	1722.83	0.425	0.77	3.759	A
M5 northbound off slip	545.73	546.89	734.81	0.00	1596.87	0.342	0.54	3.568	A

Ettlingen Way	1262.53	1263.91	0.00	0.00	2846.67	0.444	0.83	2.362	A
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Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: J25 M5 J20 - Central Way - Northern Way - Moor Lane.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J25

Report generation date: 18/02/2014 14:16:28

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
B3133	2.27	5.65	0.69	A	5.87	12.67	0.86	B

Central Way	4.16	12.62	0.81	B	1.65	6.40	0.62	A
Moor Lane	1.92	13.48	0.66	B	1.25	8.24	0.56	A
Northern Way	1.96	7.53	0.66	A	2.36	8.13	0.70	A
	A1 - 2019 Base							
B3133	3.23	7.41	0.76	A	16.45	33.08	0.96	D
Central Way	10.17	29.28	0.92	D	2.47	8.83	0.71	A
Moor Lane	3.82	25.24	0.80	D	1.86	11.26	0.65	B
Northern Way	2.97	10.58	0.75	B	3.84	12.33	0.80	B
	A1 - 2019 Dev							
B3133	4.50	9.69	0.82	A	21.67	41.91	0.98	E
Central Way	13.49	38.62	0.95	E	3.52	11.70	0.78	B
Moor Lane	4.55	30.35	0.83	D	2.22	13.52	0.69	B
Northern Way	3.33	11.61	0.77	B	6.13	19.19	0.87	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 - 2019 Base, AM" model duration: 07:45 - 09:15

"D4 - 2019 Base, PM" model duration: 16:45 - 18:15

"D5 - 2019 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2019 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 18/02/2014 14:16:25

File summary

File Description

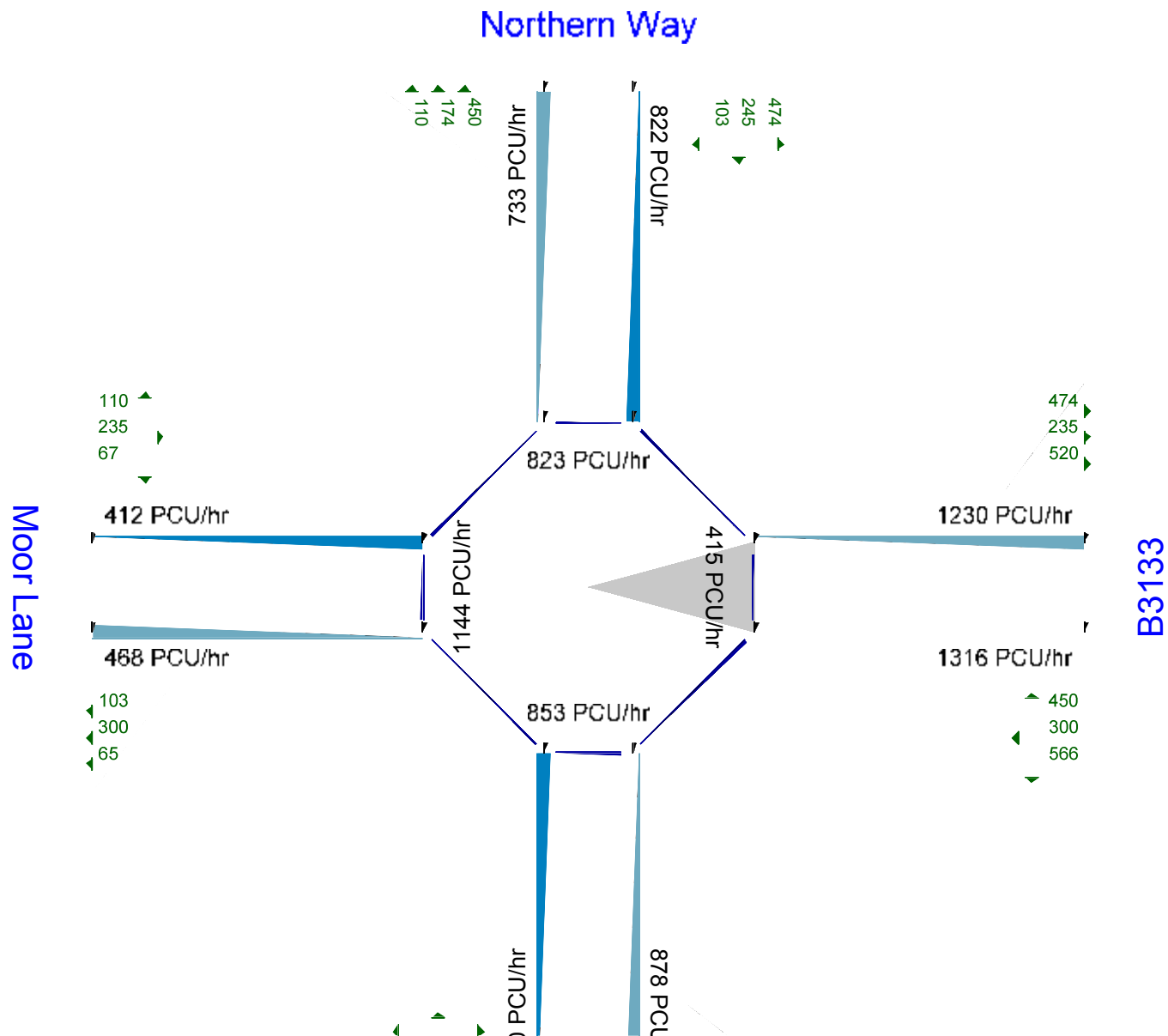
Title	(untitled)
Location	
Site Number	
Date	29/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

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	PCU	perHour	s	-Min	perMin



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	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			9.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	
Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	
Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None
Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087
Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1275.00	100.000
Central Way	ONE HOUR	✓	1069.00	100.000
Moor Lane	ONE HOUR	✓	463.00	100.000
Northern Way	ONE HOUR	✓	837.00	100.000

Turning Proportions

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

		To			
From		1	2	3	4
	1	0.000	405.000	262.000	608.000

	2	640.000	0.000	65.000	364.000
	3	329.000	21.000	0.000	113.000
	4	525.000	206.000	106.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.32	0.21	0.48
	2	0.60	0.00	0.06	0.34
	3	0.71	0.05	0.00	0.24
	4	0.63	0.25	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.030	1.030
	2	1.040	1.000	1.050	1.030

	3	1.020	1.100	1.000	1.030
	4	1.030	1.020	1.060	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	6.000	3.000	3.000
	2	4.000	0.000	5.000	3.000
	3	2.000	10.000	0.000	3.000
	4	3.000	2.000	6.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B3133	0.69	5.65	2.27	A
Central Way	0.81	12.62	4.16	B
Moor Lane	0.66	13.48	1.92	B
Northern Way	0.66	7.53	1.96	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	997.83	994.39	259.09	0.00	2196.89	0.454	0.86	3.103	A
Central Way	834.74	830.97	756.55	0.00	1746.10	0.478	0.94	4.064	A
Moor Lane	357.66	355.64	1249.66	0.00	1079.22	0.331	0.50	5.090	A
Northern Way	649.88	647.24	767.35	0.00	1658.26	0.392	0.66	3.663	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1191.51	1189.90	310.10	0.00	2165.30	0.550	1.26	3.830	A
Central Way	996.76	994.28	905.32	0.00	1648.76	0.605	1.56	5.683	A
Moor Lane	427.08	425.85	1495.30	0.00	960.34	0.445	0.81	6.896	A
Northern Way	776.03	774.66	918.39	0.00	1567.79	0.495	1.00	4.674	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1459.29	1455.36	378.91	0.00	2122.68	0.687	2.24	5.574	A
Central Way	1220.78	1210.98	1107.20	0.00	1516.68	0.805	4.01	11.851	B
Moor Lane	523.06	518.89	1824.08	0.00	801.23	0.653	1.85	12.897	B
Northern Way	950.43	946.73	1118.72	0.00	1447.80	0.656	1.93	7.356	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1459.29	1459.20	380.42	0.00	2121.74	0.688	2.27	5.646	A
Central Way	1220.78	1220.20	1110.25	0.00	1514.68	0.806	4.16	12.617	B
Moor Lane	523.06	522.81	1834.55	0.00	796.16	0.657	1.92	13.485	B
Northern Way	950.43	950.28	1127.22	0.00	1442.71	0.659	1.96	7.535	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1191.51	1195.43	312.27	0.00	2163.95	0.551	1.29	3.880	A
Central Way	996.76	1006.91	909.72	0.00	1645.88	0.606	1.62	5.935	A
Moor Lane	427.08	431.37	1509.76	0.00	953.34	0.448	0.84	7.135	A
Northern Way	776.03	779.76	930.14	0.00	1560.75	0.497	1.03	4.775	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	997.83	999.49	260.77	0.00	2195.85	0.454	0.87	3.131	A
Central Way	834.74	837.37	760.53	0.00	1743.50	0.479	0.96	4.132	A
Moor Lane	357.66	358.97	1258.07	0.00	1075.15	0.333	0.52	5.168	A
Northern Way	649.88	651.32	773.70	0.00	1654.45	0.393	0.67	3.708	A

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			9.60	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	
Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	
Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None
Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087

Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1551.00	100.000
Central Way	ONE HOUR	✓	830.00	100.000
Moor Lane	ONE HOUR	✓	495.00	100.000
Northern Way	ONE HOUR	✓	948.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	673.000	358.000	520.000
	2	542.000	0.000	77.000	211.000
	3	283.000	80.000	0.000	132.000
	4	528.000	295.000	125.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.43	0.23	0.34
	2	0.65	0.00	0.09	0.25
	3	0.57	0.16	0.00	0.27
	4	0.56	0.31	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.010	1.020	1.010
	2	1.030	1.000	1.040	1.000
	3	1.010	1.030	1.000	1.010
	4	1.020	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	1.000	2.000	1.000
	2	3.000	0.000	4.000	0.000
	3	1.000	3.000	0.000	1.000
	4	2.000	1.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
------	---------	---------------	-----------------	---------

B3133	0.86	12.67	5.87	B
Central Way	0.62	6.40	1.65	A
Moor Lane	0.56	8.24	1.25	A
Northern Way	0.70	8.13	2.36	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1182.05	1177.01	378.84	0.00	2122.72	0.557	1.26	3.834	A
Central Way	639.43	637.07	761.17	0.00	1743.08	0.367	0.59	3.324	A
Moor Lane	377.59	375.78	970.72	0.00	1214.22	0.311	0.45	4.342	A
Northern Way	723.88	720.89	694.63	0.00	1701.82	0.425	0.75	3.712	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1411.48	1408.08	453.45	0.00	2076.52	0.680	2.11	5.423	A

Central Way	763.54	762.38	910.65	0.00	1645.27	0.464	0.88	4.167	A
Moor Lane	450.88	450.00	1161.51	0.00	1121.88	0.402	0.67	5.422	A
Northern Way	864.38	862.77	831.49	0.00	1619.84	0.534	1.15	4.813	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1728.70	1714.67	553.98	0.00	2014.25	0.858	5.62	11.652	B
Central Way	935.14	932.17	1109.37	0.00	1515.26	0.617	1.62	6.288	A
Moor Lane	552.22	549.99	1417.85	0.00	997.83	0.553	1.23	8.105	A
Northern Way	1058.64	1053.97	1016.50	0.00	1509.03	0.702	2.32	7.936	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1728.70	1727.69	556.32	0.00	2012.80	0.859	5.87	12.666	B
Central Way	935.14	935.04	1117.34	0.00	1510.05	0.619	1.65	6.404	A
Moor Lane	552.22	552.14	1424.80	0.00	994.46	0.555	1.25	8.242	A
Northern Way	1058.64	1058.48	1019.96	0.00	1506.95	0.703	2.36	8.134	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B3133	1411.48	1426.18	456.74	0.00	2074.48	0.680	2.20	5.743	A
Central Way	763.54	766.52	921.74	0.00	1638.02	0.466	0.90	4.241	A
Moor Lane	450.88	453.11	1171.31	0.00	1117.14	0.404	0.69	5.510	A
Northern Way	864.38	869.09	836.49	0.00	1616.84	0.535	1.18	4.914	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1182.05	1185.68	381.34	0.00	2121.17	0.557	1.29	3.911	A
Central Way	639.43	640.64	766.70	0.00	1739.46	0.368	0.60	3.358	A
Moor Lane	377.59	378.51	976.85	0.00	1211.25	0.312	0.46	4.384	A
Northern Way	723.88	725.56	698.98	0.00	1699.21	0.426	0.76	3.755	A

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			16.82	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	

Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	
Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None
Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087
Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1394.00	100.000

Central Way	ONE HOUR	✓	1169.00	100.000
Moor Lane	ONE HOUR	✓	507.00	100.000
Northern Way	ONE HOUR	✓	915.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	442.000	286.000	666.000
	2	700.000	0.000	71.000	398.000
	3	360.000	23.000	0.000	124.000
	4	574.000	225.000	116.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.32	0.21	0.48
	2	0.60	0.00	0.06	0.34

	3	0.71	0.05	0.00	0.24
	4	0.63	0.25	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.060	1.030	1.030
	2	1.040	1.000	1.040	1.030
	3	1.020	1.090	1.000	1.030
	4	1.020	1.030	1.050	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	6.000	3.000	3.000
	2	4.000	0.000	4.000	3.000
	3	2.000	9.000	0.000	3.000

	4	2.000	3.000	5.000	0.000
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Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B3133	0.76	7.41	3.23	A
Central Way	0.92	29.28	10.17	D
Moor Lane	0.80	25.24	3.82	D
Northern Way	0.75	10.58	2.97	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1090.94	1086.82	283.73	0.00	2181.63	0.500	1.03	3.406	A
Central Way	912.29	907.54	826.71	0.00	1700.19	0.537	1.19	4.680	A

Moor Lane	391.48	388.96	1366.73	0.00	1022.56	0.383	0.63	5.804	A
Northern Way	706.95	703.78	838.65	0.00	1615.55	0.438	0.79	4.038	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1302.69	1300.48	339.56	0.00	2147.05	0.607	1.58	4.409	A
Central Way	1089.37	1085.38	989.26	0.00	1593.85	0.683	2.18	7.283	A
Moor Lane	467.46	465.56	1634.88	0.00	892.80	0.524	1.11	8.604	A
Northern Way	844.17	842.25	1003.27	0.00	1516.95	0.556	1.27	5.460	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1595.47	1589.10	414.06	0.00	2100.91	0.759	3.18	7.223	A
Central Way	1334.19	1307.24	1208.60	0.00	1450.34	0.920	8.92	22.781	C
Moor Lane	572.52	563.19	1979.85	0.00	725.85	0.789	3.44	21.580	C
Northern Way	1033.89	1027.63	1210.21	0.00	1393.00	0.742	2.84	9.943	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1595.47	1595.24	416.60	0.00	2099.34	0.760	3.23	7.414	A

Central Way	1334.19	1329.20	1213.50	0.00	1447.13	0.922	10.17	29.283	D
Moor Lane	572.52	571.01	2003.37	0.00	714.46	0.801	3.82	25.236	D
Northern Way	1033.89	1033.37	1229.30	0.00	1381.57	0.748	2.97	10.578	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1302.69	1309.12	343.32	0.00	2144.72	0.607	1.63	4.511	A
Central Way	1089.37	1120.77	996.19	0.00	1589.31	0.685	2.32	8.478	A
Moor Lane	467.46	477.91	1672.20	0.00	874.73	0.534	1.20	9.540	A
Northern Way	844.17	850.66	1033.85	0.00	1498.63	0.563	1.34	5.759	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1090.94	1093.26	285.95	0.00	2180.25	0.500	1.05	3.449	A
Central Way	912.29	916.69	831.76	0.00	1696.89	0.538	1.22	4.809	A
Moor Lane	391.48	393.69	1378.37	0.00	1016.93	0.385	0.65	5.946	A
Northern Way	706.95	709.08	847.71	0.00	1610.12	0.439	0.81	4.109	A

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			19.83	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	
Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	
Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None

Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087
Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1703.00	100.000
Central Way	ONE HOUR	✓	911.00	100.000
Moor Lane	ONE HOUR	✓	544.00	100.000
Northern Way	ONE HOUR	✓	1040.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	739.000	393.000	571.000
	2	595.000	0.000	84.000	232.000
	3	311.000	88.000	0.000	145.000
	4	579.000	324.000	137.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.43	0.23	0.34
	2	0.65	0.00	0.09	0.25
	3	0.57	0.16	0.00	0.27
	4	0.56	0.31	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.010	1.020	1.010
	2	1.030	1.000	1.040	1.000
	3	1.010	1.020	1.000	1.010
	4	1.010	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
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From		1	2	3	4
	1	0.000	1.000	2.000	1.000
	2	3.000	0.000	4.000	0.000
	3	1.000	2.000	0.000	1.000
	4	1.000	1.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B3133	0.96	33.08	16.45	D
Central Way	0.71	8.83	2.47	A
Moor Lane	0.65	11.26	1.86	B
Northern Way	0.80	12.33	3.84	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1297.89	1291.42	415.12	0.00	2100.25	0.618	1.62	4.470	A
Central Way	701.82	698.94	834.97	0.00	1694.79	0.414	0.72	3.688	A
Moor Lane	414.31	412.10	1065.46	0.00	1168.36	0.355	0.55	4.802	A
Northern Way	789.76	786.14	761.93	0.00	1661.50	0.475	0.91	4.132	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1549.80	1544.10	496.80	0.00	2049.67	0.756	3.04	7.127	A
Central Way	838.04	836.39	998.44	0.00	1587.84	0.528	1.13	4.891	A
Moor Lane	494.73	493.48	1274.55	0.00	1067.18	0.464	0.86	6.333	A
Northern Way	943.06	940.72	912.01	0.00	1571.61	0.600	1.49	5.733	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1898.12	1855.81	605.43	0.00	1982.38	0.957	13.62	23.475	C
Central Way	1026.38	1021.39	1202.02	0.00	1454.64	0.706	2.38	8.406	A
Moor Lane	605.91	602.17	1546.49	0.00	935.57	0.648	1.80	10.803	B
Northern Way	1155.00	1146.14	1113.40	0.00	1450.99	0.796	3.70	11.589	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1898.12	1886.80	609.68	0.00	1979.75	0.959	16.45	33.085	D
Central Way	1026.38	1026.01	1220.68	0.00	1442.44	0.712	2.47	8.831	A
Moor Lane	605.91	605.67	1561.05	0.00	928.52	0.653	1.86	11.263	B
Northern Way	1155.00	1154.45	1119.01	0.00	1447.63	0.798	3.84	12.328	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1549.80	1602.49	502.72	0.00	2046.00	0.757	3.27	9.152	A
Central Way	838.04	843.15	1033.05	0.00	1565.19	0.535	1.19	5.136	A
Moor Lane	494.73	498.54	1300.21	0.00	1054.76	0.469	0.91	6.593	A
Northern Way	943.06	952.24	920.17	0.00	1566.73	0.602	1.55	5.994	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1297.89	1304.33	418.41	0.00	2098.22	0.619	1.66	4.628	A
Central Way	701.82	703.66	843.09	0.00	1689.48	0.415	0.73	3.742	A
Moor Lane	414.31	415.68	1074.05	0.00	1164.21	0.356	0.56	4.873	A
Northern Way	789.76	792.26	767.66	0.00	1658.07	0.476	0.93	4.205	A

(Default Analysis Set) - 2019 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Dev, AM	2019 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			20.91	C

Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
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Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	
Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	
Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None
Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087
Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1481.00	100.000
Central Way	ONE HOUR	✓	1172.00	100.000
Moor Lane	ONE HOUR	✓	507.00	100.000
Northern Way	ONE HOUR	✓	928.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	493.000	286.000	702.000
	2	703.000	0.000	71.000	398.000
	3	360.000	23.000	0.000	124.000

	4	587.000	225.000	116.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.33	0.19	0.47
	2	0.60	0.00	0.06	0.34
	3	0.71	0.05	0.00	0.24
	4	0.63	0.24	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.030	1.050
	2	1.040	1.000	1.040	1.030
	3	1.020	1.090	1.000	1.030
	4	1.040	1.030	1.050	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	6.000	3.000	5.000
	2	4.000	0.000	4.000	3.000
	3	2.000	9.000	0.000	3.000
	4	4.000	3.000	5.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B3133	0.82	9.69	4.50	A
Central Way	0.95	38.62	13.49	E
Moor Lane	0.83	30.35	4.55	D
Northern Way	0.77	11.61	3.33	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1170.13	1165.32	283.69	0.00	2181.66	0.536	1.20	3.701	A
Central Way	914.64	909.71	864.78	0.00	1675.29	0.546	1.23	4.844	A
Moor Lane	391.48	388.88	1407.07	0.00	1003.04	0.390	0.65	5.987	A
Northern Way	725.77	722.41	840.82	0.00	1614.25	0.450	0.84	4.177	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1397.25	1394.36	339.50	0.00	2147.09	0.651	1.93	5.000	A
Central Way	1092.17	1087.76	1034.77	0.00	1564.07	0.698	2.33	7.762	A
Moor Lane	467.46	465.39	1682.92	0.00	869.55	0.538	1.17	9.089	A
Northern Way	866.64	864.54	1005.69	0.00	1515.50	0.572	1.37	5.726	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1711.27	1701.50	413.71	0.00	2101.13	0.814	4.37	9.234	A
Central Way	1337.63	1302.50	1262.62	0.00	1415.00	0.945	11.12	27.355	D
Moor Lane	572.52	561.36	2030.26	0.00	701.45	0.816	3.96	24.649	C

Northern Way	1061.42	1054.28	1207.32	0.00	1394.73	0.761	3.15	10.765	B
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Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1711.27	1710.77	416.50	0.00	2099.40	0.815	4.50	9.688	A
Central Way	1337.63	1328.15	1269.58	0.00	1410.44	0.948	13.49	38.618	E
Moor Lane	572.52	570.15	2058.75	0.00	687.66	0.833	4.55	30.348	D
Northern Way	1061.42	1060.71	1229.38	0.00	1381.52	0.768	3.33	11.607	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1397.25	1407.25	343.73	0.00	2144.47	0.652	1.99	5.193	A
Central Way	1092.17	1136.08	1044.54	0.00	1557.68	0.701	2.51	9.743	A
Moor Lane	467.46	480.45	1734.42	0.00	844.62	0.553	1.30	10.481	B
Northern Way	866.64	874.10	1046.13	0.00	1491.28	0.581	1.46	6.132	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1170.13	1173.20	286.05	0.00	2180.19	0.537	1.23	3.765	A
Central Way	914.64	919.60	870.74	0.00	1671.39	0.547	1.27	4.997	A

Moor Lane	391.48	394.00	1420.09	0.00	996.74	0.393	0.67	6.150	A
Northern Way	725.77	728.18	850.64	0.00	1608.37	0.451	0.86	4.261	A

(Default Analysis Set) - 2019 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2019 Dev, PM	2019 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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(untitled)	Roundabout	1,2,3,4			25.80	D
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B3133	B3133	
Central Way	Central Way	
Moor Lane	Moor Lane	
Northern Way	Northern Way	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B3133	7.80	7.80	0.00	36.00	68.00	37.00	
Central Way	7.30	7.30	0.00	34.00	60.00	32.00	

Moor Lane	3.00	7.40	23.00	29.00	73.00	43.00	
Northern Way	7.15	7.15	0.00	43.00	64.00	44.00	

Pedestrian Crossings

Name	Crossing Type
B3133	None
Central Way	None
Moor Lane	None
Northern Way	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B3133		(calculated)	(calculated)	0.619	2357.358
Central Way		(calculated)	(calculated)	0.654	2241.087
Moor Lane		(calculated)	(calculated)	0.484	1683.994
Northern Way		(calculated)	(calculated)	0.599	2117.869

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

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133	ONE HOUR	✓	1717.00	100.000
Central Way	ONE HOUR	✓	990.00	100.000
Moor Lane	ONE HOUR	✓	544.00	100.000
Northern Way	ONE HOUR	✓	1076.00	100.000

Turning Proportions

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

	To
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From		1	2	3	4
	1	0.000	741.000	393.000	583.000
	2	674.000	0.000	84.000	232.000
	3	311.000	88.000	0.000	145.000
	4	615.000	324.000	137.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.43	0.23	0.34
	2	0.68	0.00	0.08	0.23
	3	0.57	0.16	0.00	0.27
	4	0.57	0.30	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	From	To			
		1	2	3	4

	1	1.000	1.020	1.020	1.030
	2	1.030	1.000	1.040	1.000
	3	1.010	1.020	1.000	1.010
	4	1.030	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	2.000	2.000	3.000
	2	3.000	0.000	4.000	0.000
	3	1.000	2.000	0.000	1.000
	4	3.000	1.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B3133	0.98	41.91	21.67	E
Central Way	0.78	11.70	3.52	B

Moor Lane	0.69	13.52	2.22	B
Northern Way	0.87	19.19	6.13	C

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1322.89	1316.02	414.93	0.00	2100.37	0.630	1.72	4.658	A
Central Way	763.08	759.71	852.57	0.00	1683.27	0.453	0.84	3.976	A
Moor Lane	414.31	411.99	1143.96	0.00	1130.37	0.367	0.58	5.053	A
Northern Way	826.40	822.22	822.69	0.00	1625.11	0.509	1.04	4.551	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1579.66	1573.25	496.49	0.00	2049.86	0.771	3.32	7.628	A
Central Way	911.19	909.01	1019.32	0.00	1574.18	0.579	1.39	5.523	A
Moor Lane	494.73	493.30	1368.30	0.00	1021.80	0.484	0.94	6.873	A

Northern Way	986.80	983.69	984.62	0.00	1528.12	0.646	1.82	6.706	A
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Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1934.68	1881.00	602.65	0.00	1984.11	0.975	16.74	27.288	D
Central Way	1115.97	1108.21	1220.83	0.00	1442.34	0.774	3.33	10.787	B
Moor Lane	605.91	601.18	1655.51	0.00	882.81	0.686	2.12	12.722	B
Northern Way	1208.58	1193.10	1200.23	0.00	1398.98	0.864	5.69	16.720	C

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1934.68	1914.95	609.15	0.00	1980.08	0.977	21.67	41.908	E
Central Way	1115.97	1115.18	1241.88	0.00	1428.56	0.781	3.52	11.702	B
Moor Lane	605.91	605.52	1673.48	0.00	874.11	0.693	2.22	13.519	B
Northern Way	1208.58	1206.81	1208.19	0.00	1394.21	0.867	6.13	19.188	C

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1579.66	1651.82	505.95	0.00	2044.00	0.773	3.63	11.061	B
Central Way	911.19	919.29	1066.58	0.00	1543.26	0.590	1.50	5.980	A

Moor Lane	494.73	499.61	1404.54	0.00	1004.26	0.493	1.00	7.286	A
Northern Way	986.80	1003.64	996.29	0.00	1521.13	0.649	1.92	7.317	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B3133	1322.89	1330.33	418.79	0.00	2097.98	0.631	1.77	4.846	A
Central Way	763.08	765.63	861.67	0.00	1677.32	0.455	0.86	4.053	A
Moor Lane	414.31	415.92	1154.26	0.00	1125.39	0.368	0.59	5.144	A
Northern Way	826.40	829.81	829.63	0.00	1620.96	0.510	1.07	4.661	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: J26 Central Way - Ken Moor Drive.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J26

Report generation date: 27/01/2014 15:27:26

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-C	0.06	6.44	0.06	A	0.03	7.01	0.03	A

Stream B-A	0.60	13.58	0.38	B	0.31	13.07	0.24	B
Stream C-AB	0.02	7.27	0.01	A	0.06	8.09	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-C	0.07	6.74	0.07	A	0.04	7.43	0.04	A
Stream B-A	0.78	16.05	0.44	C	0.39	15.32	0.28	C
Stream C-AB	0.02	7.37	0.01	A	0.06	8.49	0.06	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-C	0.07	6.90	0.07	A	0.04	7.46	0.04	A
Stream B-A	0.82	16.94	0.45	C	0.41	16.08	0.29	C
Stream C-AB	0.02	7.50	0.01	A	0.06	8.49	0.06	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 - 2019 Base, AM" model duration: 07:45 - 09:15

"D4 - 2019 Base, PM" model duration: 16:45 - 18:15

"D5 - 2019 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2019 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 27/01/2014 15:27:22

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	28/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

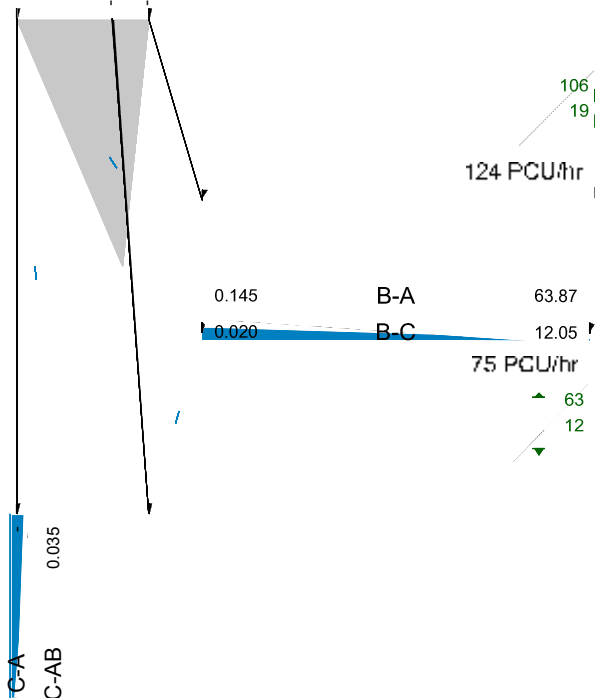
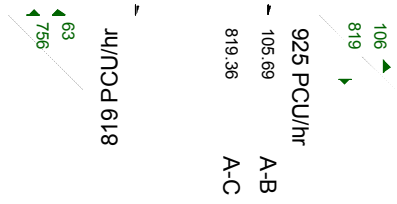
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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	PCU	perHour	s	-Min	perMin
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Central Way north



Ken Moor Drive

97.62 m

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		ONE HOUR	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		12.14	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central Way north	Central Way north		Major
Ken Moor Drive	Ken Moor Drive		Minor
Central Way south	Central Way south		Major

Major Arm Geometry

Name	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)
Central Way south	14.10	✓	3.85	✓	3.00	135.00	✓	12.00

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

Minor Arm Geometry

Name	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)
Ken Moor Drive	Two lanes		4.87	4.87								113	66

Pedestrian Crossings

Name	Crossing Type
Central Way north	None
Ken Moor Drive	None
Central Way south	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	706.068	0.077	0.194	0.122	0.277
1	B-C	790.077	0.078	0.198	-	-
1	C-B	708.923	0.178	0.178	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Central Way north	ONE HOUR	✓	600.00	100.000
Ken Moor Drive	ONE HOUR	✓	178.00	100.000
Central Way south	ONE HOUR	✓	1040.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	25.000	575.000
	B	147.000	0.000	31.000
	C	1034.000	6.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.04	0.96
	B	0.83	0.00	0.17
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.052
	B	1.000	1.000	1.000
	C	1.050	1.167	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	5.217
	B	0.000	0.000	0.000
	C	5.029	16.670	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	6.44	0.06	A	28.45	42.67	4.28	6.02	0.05	4.28	6.02
B-A	0.38	13.58	0.60	B	134.89	202.33	37.24	11.04	0.41	37.24	11.04
C-AB	0.01	7.27	0.02	A	6.42	9.64	1.13	7.02	0.01	1.13	7.02
C-A	-	-	-	-	996.53	1494.80	-	-	-	-	-
A-B	-	-	-	-	22.94	34.41	-	-	-	-	-
A-C	-	-	-	-	555.16	832.73	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	23.34	5.83	23.19	0.00	660.80	0.035	0.00	0.04	5.644	A
B-A	110.67	27.67	109.59	0.00	515.17	0.215	0.00	0.27	8.854	A
C-AB	5.27	1.32	5.23	0.00	624.56	0.008	0.00	0.01	6.781	A
C-A	817.60	204.40	817.60	0.00	-	-	-	-	-	-
A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	455.47	113.87	455.47	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.87	6.97	27.83	0.00	633.09	0.044	0.04	0.05	5.947	A
B-A	132.15	33.04	131.73	0.00	478.11	0.276	0.27	0.38	10.381	B
C-AB	6.29	1.57	6.28	0.00	608.18	0.010	0.01	0.01	6.977	A
C-A	976.29	244.07	976.29	0.00	-	-	-	-	-	-

A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-
A-C	543.88	135.97	543.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.13	8.53	34.07	0.00	593.12	0.058	0.05	0.06	6.439	A
B-A	161.85	40.46	160.97	0.00	426.87	0.379	0.38	0.60	13.492	B
C-AB	7.71	1.93	7.69	0.00	585.54	0.013	0.01	0.02	7.267	A
C-A	1195.71	298.93	1195.71	0.00	-	-	-	-	-	-
A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	666.11	166.53	666.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.13	8.53	34.13	0.00	592.78	0.058	0.06	0.06	6.443	A
B-A	161.85	40.46	161.82	0.00	426.87	0.379	0.60	0.60	13.576	B
C-AB	7.71	1.93	7.71	0.00	585.54	0.013	0.02	0.02	7.267	A
C-A	1195.71	298.93	1195.71	0.00	-	-	-	-	-	-

A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	666.11	166.53	666.11	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	27.87	6.97	27.93	0.00	632.61	0.044	0.06	0.05	5.955	A
B-A	132.15	33.04	133.01	0.00	478.10	0.276	0.60	0.39	10.459	B
C-AB	6.29	1.57	6.31	0.00	608.18	0.010	0.02	0.01	6.980	A
C-A	976.29	244.07	976.29	0.00	-	-	-	-	-	-
A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-
A-C	543.88	135.97	543.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	23.34	5.83	23.38	0.00	660.28	0.035	0.05	0.04	5.654	A
B-A	110.67	27.67	111.11	0.00	515.16	0.215	0.39	0.28	8.921	A
C-AB	5.27	1.32	5.28	0.00	624.56	0.008	0.01	0.01	6.781	A
C-A	817.60	204.40	817.60	0.00	-	-	-	-	-	-

A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	455.47	113.87	455.47	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.53	0.04	5.644	A	A
B-A	3.88	0.26	8.854	A	A
C-AB	0.15	0.01	6.781	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.67	0.04	5.947	A	A
B-A	5.46	0.36	10.381	B	B
C-AB	0.18	0.01	6.977	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.89	0.06	6.439	A	A
B-A	8.54	0.57	13.492	B	B
C-AB	0.23	0.02	7.267	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.91	0.06	6.443	A	A
B-A	9.01	0.60	13.576	B	B
C-AB	0.23	0.02	7.267	A	A

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

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.71	0.05	5.955	A	A
B-A	6.06	0.40	10.459	B	B
C-AB	0.18	0.01	6.980	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.56	0.04	5.654	A	A
B-A	4.29	0.29	8.921	A	A
C-AB	0.15	0.01	6.781	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		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network