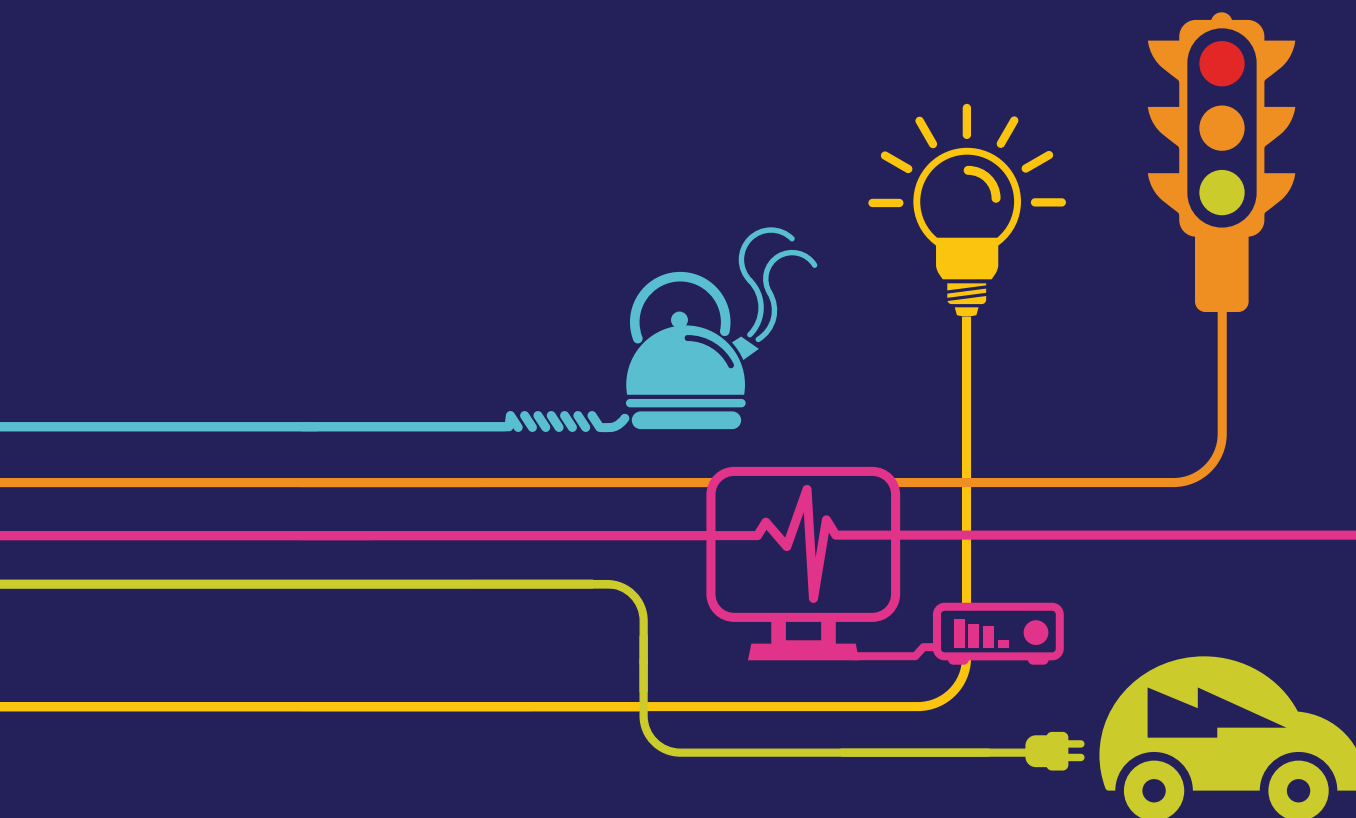


Environmental Statement Transport Assessment Appendices 22H Part 5

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)

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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

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		11.30	B

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	✓	1097.00	100.000
Ken Moor Drive	ONE HOUR	✓	92.00	100.000
Central Way south	ONE HOUR	✓	847.00	100.000

Turning Proportions

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

	To
--	----

From		A	B	C
	A	0.000	127.000	970.000
	B	77.000	0.000	15.000
	C	825.000	22.000	0.000

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

From	To			
		A	B	C
	A	0.00	0.12	0.88
	B	0.84	0.00	0.16
	C	0.97	0.03	0.00

Vehicle Mix

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

From	To			
		A	B	C
	A	1.000	1.008	1.017
	B	1.013	1.000	1.000

	C	1.019	1.046	1.000
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Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.000	0.790	1.650
	B	1.300	0.000	0.000
	C	1.940	4.550	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	0.03	7.01	0.03	A	13.76	20.65	2.22	6.46	0.02	2.22	6.46
B-A	0.24	13.07	0.31	B	71.58	107.36	19.31	10.79	0.21	19.31	10.79
C-AB	0.05	8.09	0.06	A	21.11	31.66	3.97	7.52	0.04	3.97	7.52
C-A	-	-	-	-	771.72	1157.58	-	-	-	-	-
A-B	-	-	-	-	117.46	176.19	-	-	-	-	-

A-C	-	-	-	-	904.78	1357.16	-	-	-	-	-
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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	11.29	2.82	11.22	0.00	615.63	0.018	0.00	0.02	5.956	A
B-A	58.72	14.68	58.15	0.00	472.78	0.124	0.00	0.14	8.784	A
C-AB	17.32	4.33	17.18	0.00	559.74	0.031	0.00	0.03	6.935	A
C-A	633.15	158.29	633.15	0.00	-	-	-	-	-	-
A-B	96.37	24.09	96.37	0.00	-	-	-	-	-	-
A-C	742.32	185.58	742.32	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	13.48	3.37	13.46	0.00	580.30	0.023	0.02	0.02	6.350	A

B-A	70.12	17.53	69.90	0.00	427.46	0.164	0.14	0.20	10.192	B
C-AB	20.68	5.17	20.64	0.00	530.78	0.039	0.03	0.04	7.377	A
C-A	756.05	189.01	756.05	0.00	-	-	-	-	-	-
A-B	115.07	28.77	115.07	0.00	-	-	-	-	-	-
A-C	886.40	221.60	886.40	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	16.52	4.13	16.48	0.00	530.33	0.031	0.02	0.03	7.005	A
B-A	85.88	21.47	85.44	0.00	364.84	0.235	0.20	0.31	13.031	B
C-AB	25.32	6.33	25.27	0.00	490.75	0.052	0.04	0.06	8.085	A
C-A	925.96	231.49	925.96	0.00	-	-	-	-	-	-
A-B	140.93	35.23	140.93	0.00	-	-	-	-	-	-
A-C	1085.61	271.40	1085.61	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	16.52	4.13	16.51	0.00	530.16	0.031	0.03	0.03	7.007	A

B-A	85.88	21.47	85.87	0.00	364.83	0.235	0.31	0.31	13.072	B
C-AB	25.32	6.33	25.32	0.00	490.75	0.052	0.06	0.06	8.086	A
C-A	925.96	231.49	925.96	0.00	-	-	-	-	-	-
A-B	140.93	35.23	140.93	0.00	-	-	-	-	-	-
A-C	1085.61	271.40	1085.61	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	13.48	3.37	13.52	0.00	580.07	0.023	0.03	0.02	6.356	A
B-A	70.12	17.53	70.55	0.00	427.43	0.164	0.31	0.20	10.230	B
C-AB	20.68	5.17	20.73	0.00	530.78	0.039	0.06	0.04	7.379	A
C-A	756.05	189.01	756.05	0.00	-	-	-	-	-	-
A-B	115.07	28.77	115.07	0.00	-	-	-	-	-	-
A-C	886.40	221.60	886.40	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	11.29	2.82	11.31	0.00	615.36	0.018	0.02	0.02	5.961	A

B-A	58.72	14.68	58.95	0.00	472.73	0.124	0.20	0.15	8.819	A
C-AB	17.32	4.33	17.35	0.00	559.74	0.031	0.04	0.03	6.938	A
C-A	633.15	158.29	633.15	0.00	-	-	-	-	-	-
A-B	96.37	24.09	96.37	0.00	-	-	-	-	-	-
A-C	742.32	185.58	742.32	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	0.27	0.02	5.956	A	A
B-A	2.05	0.14	8.784	A	A
C-AB	0.49	0.03	6.935	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
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B-C	0.35	0.02	6.350	A	A
B-A	2.86	0.19	10.192	B	B
C-AB	0.63	0.04	7.377	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	0.47	0.03	7.005	A	A
B-A	4.41	0.29	13.031	B	B
C-AB	0.85	0.06	8.085	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
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B-C	0.48	0.03	7.007	A	A
B-A	4.62	0.31	13.072	B	B
C-AB	0.85	0.06	8.086	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	0.37	0.02	6.356	A	A
B-A	3.13	0.21	10.230	B	B
C-AB	0.64	0.04	7.379	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
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B-C	0.29	0.02	5.961	A	A
B-A	2.24	0.15	8.819	A	A
C-AB	0.50	0.03	6.938	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
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2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		14.19	B

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	✓	656.00	100.000
Ken Moor Drive	ONE HOUR	✓	195.00	100.000

Central Way south	ONE HOUR	✓	1137.00	100.000
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Turning Proportions

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

	To			
		A	B	C
From	A	0.000	27.000	629.000
	B	161.000	0.000	34.000
	C	1131.000	6.000	0.000

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

	To			
		A	B	C
From	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	1.050
	B	1.000	1.000	1.000
	C	1.050	1.160	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	5.000
	B	0.000	0.000	0.000
	C	5.000	16.000	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	0.07	6.74	0.07	A	31.20	46.80	4.86	6.24	0.05	4.86	6.24

B-A	0.44	16.05	0.78	C	147.74	221.60	46.10	12.48	0.51	46.11	12.48
C-AB	0.01	7.37	0.02	A	6.39	9.58	1.13	7.10	0.01	1.13	7.10
C-A	-	-	-	-	1089.72	1634.57	-	-	-	-	-
A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
A-C	-	-	-	-	606.04	909.06	-	-	-	-	-

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	25.60	6.40	25.43	0.00	647.90	0.040	0.00	0.04	5.782	A
B-A	121.21	30.30	119.94	0.00	497.65	0.244	0.00	0.32	9.501	A
C-AB	5.24	1.31	5.20	0.00	616.86	0.008	0.00	0.01	6.826	A
C-A	894.05	223.51	894.05	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	497.22	124.31	497.22	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	30.57	7.64	30.52	0.00	616.94	0.050	0.04	0.05	6.138	A
B-A	144.74	36.18	144.19	0.00	457.18	0.317	0.32	0.46	11.480	B
C-AB	6.26	1.56	6.25	0.00	598.99	0.010	0.01	0.01	7.044	A
C-A	1067.58	266.90	1067.58	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	593.73	148.43	593.73	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	37.43	9.36	37.36	0.00	571.78	0.065	0.05	0.07	6.736	A
B-A	177.26	44.32	176.01	0.00	401.25	0.442	0.46	0.77	15.893	C
C-AB	7.66	1.92	7.65	0.00	574.29	0.013	0.01	0.02	7.369	A
C-A	1307.52	326.88	1307.52	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	727.17	181.79	727.17	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	37.43	9.36	37.43	0.00	571.28	0.066	0.07	0.07	6.742	A
B-A	177.26	44.32	177.22	0.00	401.24	0.442	0.77	0.78	16.054	C
C-AB	7.66	1.92	7.66	0.00	574.29	0.013	0.02	0.02	7.369	A
C-A	1307.52	326.88	1307.52	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	727.17	181.79	727.17	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	30.57	7.64	30.63	0.00	616.26	0.050	0.07	0.05	6.147	A
B-A	144.74	36.18	145.97	0.00	457.18	0.317	0.78	0.47	11.612	B
C-AB	6.26	1.56	6.27	0.00	598.99	0.010	0.02	0.01	7.044	A
C-A	1067.58	266.90	1067.58	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	593.73	148.43	593.73	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	25.60	6.40	25.64	0.00	647.25	0.040	0.05	0.04	5.791	A
B-A	121.21	30.30	121.79	0.00	497.63	0.244	0.47	0.33	9.594	A
C-AB	5.24	1.31	5.25	0.00	616.86	0.008	0.01	0.01	6.827	A
C-A	894.05	223.51	894.05	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	497.22	124.31	497.22	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	0.60	0.04	5.782	A	A
B-A	4.55	0.30	9.501	A	A
C-AB	0.15	0.01	6.826	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	0.76	0.05	6.138	A	A
B-A	6.58	0.44	11.480	B	B
C-AB	0.18	0.01	7.044	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	1.02	0.07	6.736	A	A
B-A	10.87	0.72	15.893	C	B
C-AB	0.23	0.02	7.369	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	1.05	0.07	6.742	A	A
B-A	11.62	0.77	16.054	C	B
C-AB	0.24	0.02	7.369	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	0.80	0.05	6.147	A	A
B-A	7.41	0.49	11.612	B	B
C-AB	0.18	0.01	7.044	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	0.63	0.04	5.791	A	A
B-A	5.07	0.34	9.594	A	A
C-AB	0.15	0.01	6.827	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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	Model Time Period	Time Segment	Results For	Single Time	Locked	Run Automatically	Use Relationship	Relationship
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						Time (HH:mm)	Length (min)	Length (min)	Central Hour Only	Segment Only				
2019 Base, PM	2019 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		12.96	B

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
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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 (%)
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Central Way north	ONE HOUR	✓	1204.00	100.000
Ken Moor Drive	ONE HOUR	✓	100.00	100.000
Central Way south	ONE HOUR	✓	929.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	139.000	1065.000
	B	84.000	0.000	16.000
	C	905.000	24.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.84	0.00	0.16
	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	1.010	1.020
	B	1.010	1.000	1.000
	C	1.020	1.040	1.000

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

	To			
From		A	B	C
	A	0.000	1.000	2.000
	B	1.000	0.000	0.000
	C	2.000	4.000	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	0.04	7.43	0.04	A	14.68	22.02	2.48	6.76	0.03	2.48	6.76
B-A	0.28	15.32	0.39	C	77.85	116.78	23.60	12.13	0.26	23.61	12.13
C-AB	0.06	8.49	0.06	A	22.90	34.36	4.47	7.81	0.05	4.47	7.81
C-A	-	-	-	-	847.05	1270.58	-	-	-	-	-
A-B	-	-	-	-	128.82	193.24	-	-	-	-	-
A-C	-	-	-	-	996.81	1495.21	-	-	-	-	-

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	12.05	3.01	11.96	0.00	597.65	0.020	0.00	0.02	6.146	A
B-A	63.87	15.97	63.21	0.00	449.48	0.142	0.00	0.17	9.397	A
C-AB	18.79	4.70	18.64	0.00	544.65	0.035	0.00	0.04	7.116	A

C-A	694.96	173.74	694.96	0.00	-	-	-	-	-	-
A-B	105.69	26.42	105.69	0.00	-	-	-	-	-	-
A-C	817.82	204.46	817.82	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	14.38	3.60	14.36	0.00	558.35	0.026	0.02	0.03	6.617	A
B-A	76.27	19.07	75.99	0.00	399.64	0.191	0.17	0.23	11.225	B
C-AB	22.44	5.61	22.40	0.00	512.76	0.044	0.04	0.05	7.634	A
C-A	829.85	207.46	829.85	0.00	-	-	-	-	-	-
A-B	126.21	31.55	126.21	0.00	-	-	-	-	-	-
A-C	976.56	244.14	976.56	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	17.62	4.40	17.58	0.00	502.28	0.035	0.03	0.04	7.426	A
B-A	93.41	23.35	92.79	0.00	330.77	0.282	0.23	0.39	15.239	C
C-AB	27.48	6.87	27.41	0.00	468.68	0.059	0.05	0.06	8.484	A

C-A	1016.35	254.09	1016.35	0.00	-	-	-	-	-	-
A-B	154.57	38.64	154.57	0.00	-	-	-	-	-	-
A-C	1196.04	299.01	1196.04	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	17.62	4.40	17.62	0.00	502.03	0.035	0.04	0.04	7.430	A
B-A	93.41	23.35	93.39	0.00	330.75	0.282	0.39	0.39	15.316	C
C-AB	27.48	6.87	27.48	0.00	468.68	0.059	0.06	0.06	8.485	A
C-A	1016.35	254.09	1016.35	0.00	-	-	-	-	-	-
A-B	154.57	38.64	154.57	0.00	-	-	-	-	-	-
A-C	1196.04	299.01	1196.04	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	14.38	3.60	14.42	0.00	558.02	0.026	0.04	0.03	6.624	A
B-A	76.27	19.07	76.87	0.00	399.61	0.191	0.39	0.24	11.288	B
C-AB	22.44	5.61	22.50	0.00	512.76	0.044	0.06	0.05	7.636	A

C-A	829.85	207.46	829.85	0.00	-	-	-	-	-	-
A-B	126.21	31.55	126.21	0.00	-	-	-	-	-	-
A-C	976.56	244.14	976.56	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	12.05	3.01	12.07	0.00	597.31	0.020	0.03	0.02	6.153	A
B-A	63.87	15.97	64.16	0.00	449.43	0.142	0.24	0.17	9.446	A
C-AB	18.79	4.70	18.83	0.00	544.65	0.035	0.05	0.04	7.120	A
C-A	694.96	173.74	694.96	0.00	-	-	-	-	-	-
A-B	105.69	26.42	105.69	0.00	-	-	-	-	-	-
A-C	817.82	204.46	817.82	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	0.30	0.02	6.146	A	A
B-A	2.38	0.16	9.397	A	A

C-AB	0.55	0.04	7.116	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	0.39	0.03	6.617	A	A
B-A	3.41	0.23	11.225	B	B
C-AB	0.71	0.05	7.634	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	0.53	0.04	7.426	A	A
B-A	5.55	0.37	15.239	C	B

C-AB	0.96	0.06	8.484	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	0.54	0.04	7.430	A	A
B-A	5.87	0.39	15.316	C	B
C-AB	0.97	0.06	8.485	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	0.41	0.03	6.624	A	A
B-A	3.78	0.25	11.288	B	B

C-AB	0.72	0.05	7.636	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	0.32	0.02	6.153	A	A
B-A	2.62	0.17	9.446	A	A
C-AB	0.56	0.04	7.120	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
2019 Dev, AM	2019 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		14.92	B

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
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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
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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 (%)
Central Way north	ONE HOUR	✓	706.00	100.000
Ken Moor Drive	ONE HOUR	✓	195.00	100.000
Central Way south	ONE HOUR	✓	1140.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	27.000	679.000
	B	161.000	0.000	34.000
	C	1134.000	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	1.050
	B	1.000	1.000	1.000
	C	1.050	1.160	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	5.000

	B	0.000	0.000	0.000
	C	5.000	16.000	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	0.07	6.90	0.07	A	31.20	46.80	4.95	6.35	0.06	4.95	6.35
B-A	0.45	16.94	0.82	C	147.74	221.60	47.90	12.97	0.53	47.91	12.97
C-AB	0.01	7.50	0.02	A	6.39	9.58	1.15	7.21	0.01	1.15	7.21
C-A	-	-	-	-	1092.61	1638.91	-	-	-	-	-
A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
A-C	-	-	-	-	654.22	981.32	-	-	-	-	-

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	25.60	6.40	25.43	0.00	639.87	0.040	0.00	0.04	5.857	A
B-A	121.21	30.30	119.91	0.00	489.70	0.248	0.00	0.32	9.702	A
C-AB	5.24	1.31	5.20	0.00	609.83	0.009	0.00	0.01	6.906	A
C-A	896.42	224.11	896.42	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	536.75	134.19	536.75	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	30.57	7.64	30.52	0.00	607.20	0.050	0.04	0.05	6.242	A
B-A	144.74	36.18	144.16	0.00	447.69	0.323	0.32	0.47	11.838	B
C-AB	6.26	1.56	6.25	0.00	590.60	0.011	0.01	0.01	7.145	A
C-A	1070.41	267.60	1070.41	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	640.93	160.23	640.93	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	37.43	9.36	37.36	0.00	559.47	0.067	0.05	0.07	6.895	A
B-A	177.26	44.32	175.91	0.00	389.62	0.455	0.47	0.81	16.737	C
C-AB	7.66	1.92	7.65	0.00	564.00	0.014	0.01	0.02	7.505	A
C-A	1310.99	327.75	1310.99	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	784.97	196.24	784.97	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	37.43	9.36	37.43	0.00	558.92	0.067	0.07	0.07	6.902	A
B-A	177.26	44.32	177.21	0.00	389.61	0.455	0.81	0.82	16.937	C
C-AB	7.66	1.92	7.66	0.00	564.00	0.014	0.02	0.02	7.505	A
C-A	1310.99	327.75	1310.99	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	784.97	196.24	784.97	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	30.57	7.64	30.64	0.00	606.47	0.050	0.07	0.05	6.254	A
B-A	144.74	36.18	146.07	0.00	447.68	0.323	0.82	0.49	11.987	B
C-AB	6.26	1.56	6.27	0.00	590.60	0.011	0.02	0.01	7.145	A
C-A	1070.41	267.60	1070.41	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	640.93	160.23	640.93	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	25.60	6.40	25.64	0.00	639.19	0.040	0.05	0.04	5.867	A
B-A	121.21	30.30	121.82	0.00	489.68	0.248	0.49	0.33	9.804	A
C-AB	5.24	1.31	5.25	0.00	609.83	0.009	0.01	0.01	6.909	A
C-A	896.42	224.11	896.42	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	536.75	134.19	536.75	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	0.60	0.04	5.857	A	A
B-A	4.64	0.31	9.702	A	A
C-AB	0.15	0.01	6.906	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	0.78	0.05	6.242	A	A
B-A	6.77	0.45	11.838	B	B
C-AB	0.19	0.01	7.145	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	1.04	0.07	6.895	A	A
B-A	11.41	0.76	16.737	C	B
C-AB	0.24	0.02	7.505	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	1.07	0.07	6.902	A	A
B-A	12.24	0.82	16.937	C	B
C-AB	0.24	0.02	7.505	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	0.82	0.05	6.254	A	A
B-A	7.66	0.51	11.987	B	B
C-AB	0.19	0.01	7.145	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	0.64	0.04	5.867	A	A
B-A	5.18	0.35	9.804	A	A
C-AB	0.15	0.01	6.909	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
2019 Dev, PM	2019 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		13.48	B

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)
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Ken Moor Drive	Two lanes		4.87	4.87								113	66
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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	✓	1206.00	100.000
Ken Moor Drive	ONE HOUR	✓	100.00	100.000
Central Way south	ONE HOUR	✓	1008.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	139.000	1067.000

	B	84.000	0.000	16.000
	C	984.000	24.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.84	0.00	0.16
	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	1.010	1.020
	B	1.010	1.000	1.000
	C	1.020	1.040	1.000

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

	To			
From		A	B	C
	A	0.000	1.000	2.000
	B	1.000	0.000	0.000
	C	2.000	4.000	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	0.04	7.46	0.04	A	14.68	22.02	2.49	6.78	0.03	2.49	6.78
B-A	0.29	16.08	0.41	C	77.85	116.78	24.46	12.57	0.27	24.46	12.57
C-AB	0.06	8.49	0.06	A	22.90	34.36	4.48	7.82	0.05	4.48	7.82
C-A	-	-	-	-	920.99	1381.49	-	-	-	-	-
A-B	-	-	-	-	128.82	193.24	-	-	-	-	-
A-C	-	-	-	-	998.68	1498.02	-	-	-	-	-

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	12.05	3.01	11.96	0.00	596.97	0.020	0.00	0.02	6.153	A
B-A	63.87	15.97	63.20	0.00	441.79	0.145	0.00	0.17	9.589	A
C-AB	18.79	4.70	18.64	0.00	544.38	0.035	0.00	0.04	7.119	A
C-A	755.62	188.91	755.62	0.00	-	-	-	-	-	-
A-B	105.69	26.42	105.69	0.00	-	-	-	-	-	-
A-C	819.36	204.84	819.36	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	14.38	3.60	14.36	0.00	557.34	0.026	0.02	0.03	6.629	A
B-A	76.27	19.07	75.98	0.00	390.45	0.195	0.17	0.24	11.552	B
C-AB	22.44	5.61	22.40	0.00	512.44	0.044	0.04	0.05	7.639	A
C-A	902.29	225.57	902.29	0.00	-	-	-	-	-	-

A-B	126.21	31.55	126.21	0.00	-	-	-	-	-	-
A-C	978.40	244.60	978.40	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	17.62	4.40	17.58	0.00	500.50	0.035	0.03	0.04	7.454	A
B-A	93.41	23.35	92.75	0.00	319.51	0.292	0.24	0.41	15.986	C
C-AB	27.48	6.87	27.41	0.00	468.28	0.059	0.05	0.06	8.491	A
C-A	1105.07	276.27	1105.07	0.00	-	-	-	-	-	-
A-B	154.57	38.64	154.57	0.00	-	-	-	-	-	-
A-C	1198.28	299.57	1198.28	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	17.62	4.40	17.62	0.00	500.22	0.035	0.04	0.04	7.458	A
B-A	93.41	23.35	93.39	0.00	319.49	0.292	0.41	0.41	16.077	C
C-AB	27.48	6.87	27.48	0.00	468.28	0.059	0.06	0.06	8.493	A
C-A	1105.07	276.27	1105.07	0.00	-	-	-	-	-	-

A-B	154.57	38.64	154.57	0.00	-	-	-	-	-	-
A-C	1198.28	299.57	1198.28	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	14.38	3.60	14.42	0.00	556.97	0.026	0.04	0.03	6.635	A
B-A	76.27	19.07	76.92	0.00	390.42	0.195	0.41	0.25	11.621	B
C-AB	22.44	5.61	22.50	0.00	512.44	0.044	0.06	0.05	7.644	A
C-A	902.29	225.57	902.29	0.00	-	-	-	-	-	-
A-B	126.21	31.55	126.21	0.00	-	-	-	-	-	-
A-C	978.40	244.60	978.40	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	12.05	3.01	12.07	0.00	596.62	0.020	0.03	0.02	6.158	A
B-A	63.87	15.97	64.18	0.00	441.73	0.145	0.25	0.17	9.639	A
C-AB	18.79	4.70	18.83	0.00	544.38	0.035	0.05	0.04	7.126	A
C-A	755.62	188.91	755.62	0.00	-	-	-	-	-	-

A-B	105.69	26.42	105.69	0.00	-	-	-	-	-	-
A-C	819.36	204.84	819.36	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	0.30	0.02	6.153	A	A
B-A	2.42	0.16	9.589	A	A
C-AB	0.55	0.04	7.119	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	0.39	0.03	6.629	A	A
B-A	3.50	0.23	11.552	B	B
C-AB	0.71	0.05	7.639	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	0.53	0.04	7.454	A	A
B-A	5.81	0.39	15.986	C	B
C-AB	0.96	0.06	8.491	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	0.54	0.04	7.458	A	A
B-A	6.15	0.41	16.077	C	B
C-AB	0.97	0.06	8.493	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	0.41	0.03	6.635	A	A
B-A	3.90	0.26	11.621	B	B
C-AB	0.72	0.05	7.644	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	0.32	0.02	6.158	A	A
B-A	2.68	0.18	9.639	A	A
C-AB	0.56	0.04	7.126	A	A

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

Junctions 8							
PICADY 8 - Priority Intersection Module							
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Filename: J27 Central Way - Tutton way.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J27

Report generation date: 27/01/2014 15:41:45

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2013 Obs								
Stream B-AC	0.41	12.15	0.29	B	0.42	16.69	0.29	C

Stream C-AB	0.11	8.27	0.10	A	0.15	9.64	0.13	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-AC	0.57	15.34	0.36	C	0.70	26.09	0.41	D
Stream C-AB	0.13	8.67	0.11	A	0.18	10.57	0.15	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-AC	0.64	17.34	0.39	C	0.87	32.45	0.47	D
Stream C-AB	0.13	8.98	0.11	A	0.18	10.59	0.15	B
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 15:41:41

File summary

File Description

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

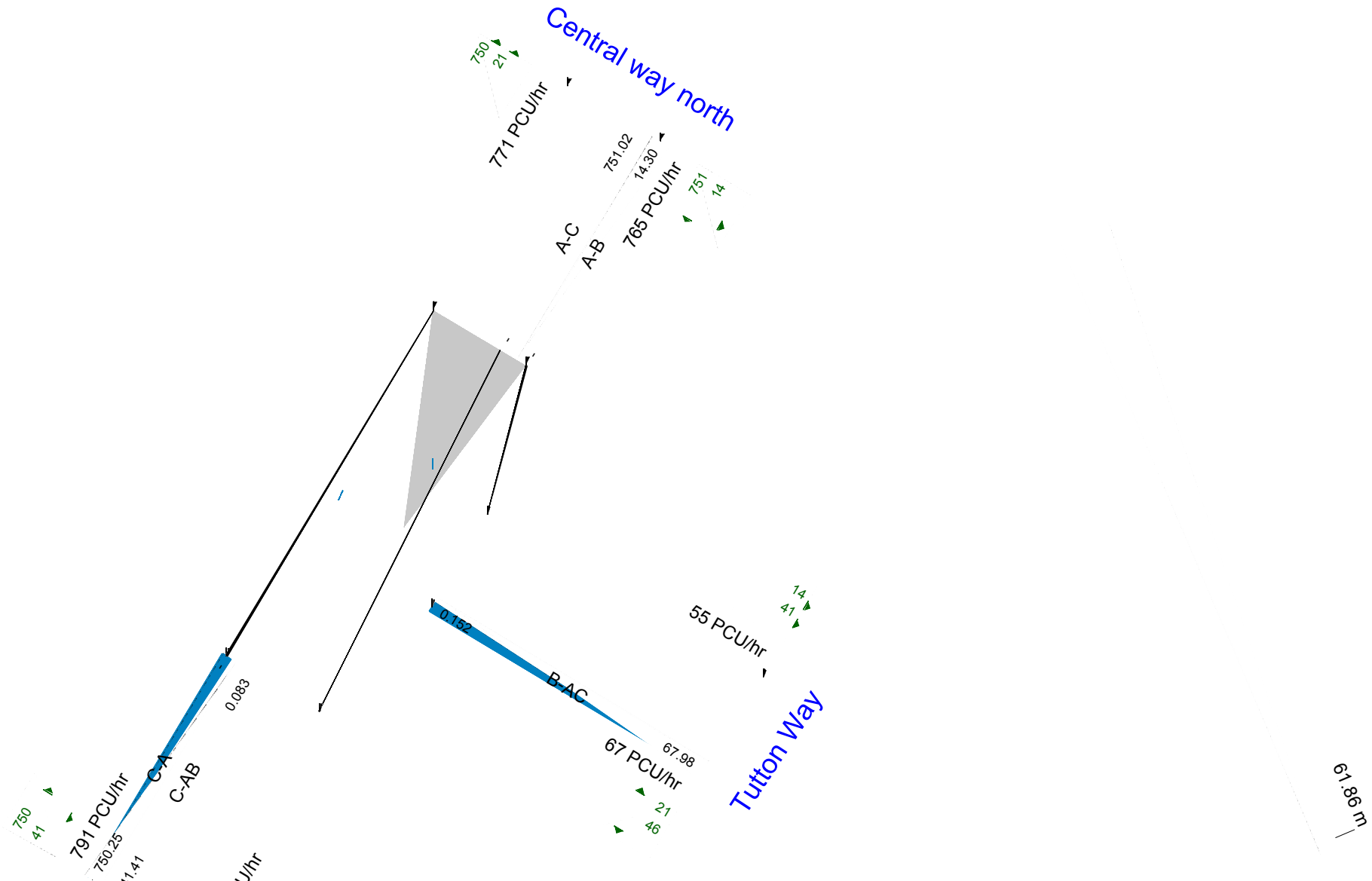
Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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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	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		11.03	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
Tutton Way	Tutton Way		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	6.00		0.00	✓	3.00	132.00	✓	9.00

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)
Tutton Way	One lane	3.50										239	250

Pedestrian Crossings

Name	Crossing Type
Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-
1	C-B	707.035	0.274	0.274	-	-

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	✓	606.00	100.000
Tutton Way	ONE HOUR	✓	111.00	100.000
Central way south	ONE HOUR	✓	1033.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	11.000	595.000
	B	30.000	0.000	81.000
	C	991.000	42.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.27	0.00	0.73
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.000	1.045
	B	1.000	1.000	1.000
	C	1.056	1.071	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	4.540
	B	0.000	0.000	0.000
	C	5.550	7.140	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-AC	0.29	12.15	0.41	B	101.86	152.78	24.59	9.66	0.27	24.59	9.66
C-AB	0.10	8.27	0.11	A	41.29	61.94	7.95	7.70	0.09	7.95	7.70
C-A	-	-	-	-	959.83	1439.74	-	-	-	-	-
A-B	-	-	-	-	10.09	15.14	-	-	-	-	-
A-C	-	-	-	-	570.77	856.16	-	-	-	-	-

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-AC	83.57	20.89	82.87	0.00	559.90	0.149	0.00	0.17	7.536	A
C-AB	33.88	8.47	33.61	0.00	576.48	0.059	0.00	0.07	7.101	A
C-A	787.48	196.87	787.48	0.00	-	-	-	-	-	-
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	468.28	117.07	468.28	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-AC	99.79	24.95	99.51	0.00	505.31	0.197	0.17	0.24	8.865	A
C-AB	40.45	10.11	40.38	0.00	551.14	0.073	0.07	0.08	7.551	A
C-A	940.33	235.08	940.33	0.00	-	-	-	-	-	-
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	559.18	139.79	559.18	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-AC	122.21	30.55	121.57	0.00	418.57	0.292	0.24	0.40	12.094	B
C-AB	49.54	12.39	49.43	0.00	516.11	0.096	0.08	0.11	8.263	A
C-A	1151.67	287.92	1151.67	0.00	-	-	-	-	-	-
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	684.85	171.21	684.85	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-AC	122.21	30.55	122.20	0.00	418.52	0.292	0.40	0.41	12.146	B
C-AB	49.54	12.39	49.54	0.00	516.11	0.096	0.11	0.11	8.266	A
C-A	1151.67	287.92	1151.67	0.00	-	-	-	-	-	-
A-B	12.11	3.03	12.11	0.00	-	-	-	-	-	-
A-C	684.85	171.21	684.85	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
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B-AC	99.79	24.95	100.42	0.00	505.25	0.198	0.41	0.25	8.908	A
C-AB	40.45	10.11	40.56	0.00	551.14	0.073	0.11	0.09	7.557	A
C-A	940.33	235.08	940.33	0.00	-	-	-	-	-	-
A-B	9.89	2.47	9.89	0.00	-	-	-	-	-	-
A-C	559.18	139.79	559.18	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-AC	83.57	20.89	83.85	0.00	559.81	0.149	0.25	0.18	7.567	A
C-AB	33.88	8.47	33.95	0.00	576.48	0.059	0.09	0.07	7.109	A
C-A	787.48	196.87	787.48	0.00	-	-	-	-	-	-
A-B	8.28	2.07	8.28	0.00	-	-	-	-	-	-
A-C	468.28	117.07	468.28	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-AC	2.51	0.17	7.536	A	A

C-AB	0.99	0.07	7.101	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-AC	3.55	0.24	8.865	A	A
C-AB	1.26	0.08	7.551	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-AC	5.82	0.39	12.094	B	B
C-AB	1.69	0.11	8.263	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-AC	6.11	0.41	12.146	B	B
C-AB	1.71	0.11	8.266	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-AC	3.87	0.26	8.908	A	A
C-AB	1.28	0.09	7.557	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-AC	2.73	0.18	7.567	A	A
C-AB	1.01	0.07	7.109	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							Length (min)							
2013 Obs, PM	2013 Obs	PM		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		14.04	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central way north	Central way north		Major
Tutton Way	Tutton Way		Minor

Central way south	Central way south		Major
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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	6.00		0.00	✓	3.00	132.00	✓	9.00

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)
Tutton Way	One lane	3.50										239	250

Pedestrian Crossings

Name	Crossing Type
Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-
1	C-B	707.035	0.274	0.274	-	-

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 (%)
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Central way north	ONE HOUR	✓	906.00	100.000
Tutton Way	ONE HOUR	✓	81.00	100.000
Central way south	ONE HOUR	✓	868.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	17.000	889.000
	B	25.000	0.000	56.000
	C	818.000	50.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.02	0.98
	B	0.31	0.00	0.69
	C	0.94	0.06	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.000	1.019
	B	1.040	1.000	1.018
	C	1.018	1.000	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	1.910
	B	4.000	0.000	1.790
	C	1.830	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-AC	0.29	16.69	0.42	C	76.16	114.25	23.26	12.21	0.26	23.26	12.22
C-AB	0.13	9.64	0.15	A	45.88	68.82	9.85	8.59	0.11	9.85	8.59
C-A	-	-	-	-	764.35	1146.52	-	-	-	-	-
A-B	-	-	-	-	15.60	23.40	-	-	-	-	-
A-C	-	-	-	-	831.34	1247.01	-	-	-	-	-

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-AC	62.49	15.62	61.90	0.00	489.45	0.128	0.00	0.15	8.615	A
C-AB	37.64	9.41	37.33	0.00	516.68	0.073	0.00	0.08	7.505	A
C-A	627.10	156.78	627.10	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-

A-C	682.07	170.52	682.07	0.00	-	-	-	-	-	-
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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-AC	74.62	18.65	74.34	0.00	421.28	0.177	0.15	0.22	10.624	B
C-AB	44.95	11.24	44.85	0.00	479.73	0.094	0.08	0.10	8.276	A
C-A	748.82	187.21	748.82	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	814.46	203.61	814.46	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-AC	91.39	22.85	90.60	0.00	312.38	0.293	0.22	0.41	16.575	C
C-AB	55.05	13.76	54.88	0.00	428.65	0.128	0.10	0.15	9.628	A
C-A	917.12	229.28	917.12	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	997.50	249.38	997.50	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-AC	91.39	22.85	91.37	0.00	312.29	0.293	0.41	0.42	16.694	C
C-AB	55.05	13.76	55.05	0.00	428.65	0.128	0.15	0.15	9.635	A
C-A	917.12	229.28	917.12	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	997.50	249.38	997.50	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-AC	74.62	18.65	75.40	0.00	421.18	0.177	0.42	0.22	10.691	B
C-AB	44.95	11.24	45.12	0.00	479.73	0.094	0.15	0.10	8.286	A
C-A	748.82	187.21	748.82	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	814.46	203.61	814.46	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-AC	62.49	15.62	62.78	0.00	489.33	0.128	0.22	0.15	8.655	A

C-AB	37.64	9.41	37.74	0.00	516.68	0.073	0.10	0.08	7.517	A
C-A	627.10	156.78	627.10	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-
A-C	682.07	170.52	682.07	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-AC	2.14	0.14	8.615	A	A
C-AB	1.16	0.08	7.505	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-AC	3.16	0.21	10.624	B	B
C-AB	1.54	0.10	8.276	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-AC	5.87	0.39	16.575	C	B
C-AB	2.18	0.15	9.628	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-AC	6.25	0.42	16.694	C	B
C-AB	2.21	0.15	9.635	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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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-AC	3.50	0.23	10.691	B	B
C-AB	1.57	0.10	8.286	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-AC	2.34	0.16	8.655	A	A
C-AB	1.19	0.08	7.517	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
2019 Base, AM	2019 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		13.42	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central way north	Central way north		Major
Tutton Way	Tutton Way		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	6.00		0.00	✓	3.00	132.00	✓	9.00

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)
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Tutton Way	One lane	3.50										239	250
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Pedestrian Crossings

Name	Crossing Type
Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-
1	C-B	707.035	0.274	0.274	-	-

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	✓	663.00	100.000
Tutton Way	ONE HOUR	✓	122.00	100.000
Central way south	ONE HOUR	✓	1129.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	12.000	651.000

	B	33.000	0.000	89.000
	C	1083.000	46.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.27	0.00	0.73
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.170	1.040
	B	1.000	1.000	1.000
	C	1.050	1.070	1.000

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

	To			
From		A	B	C
	A	0.000	17.000	4.000
	B	0.000	0.000	0.000
	C	5.000	7.000	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-AC	0.36	15.34	0.57	C	111.95	167.92	31.66	11.31	0.35	31.66	11.31
C-AB	0.11	8.67	0.13	A	45.17	67.75	9.03	8.00	0.10	9.03	8.00
C-A	-	-	-	-	1043.47	1565.20	-	-	-	-	-
A-B	-	-	-	-	12.88	19.33	-	-	-	-	-
A-C	-	-	-	-	621.26	931.90	-	-	-	-	-

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-AC	91.85	22.96	91.03	0.00	535.48	0.172	0.00	0.20	8.086	A
C-AB	37.06	9.26	36.76	0.00	564.51	0.066	0.00	0.07	7.296	A
C-A	856.11	214.03	856.11	0.00	-	-	-	-	-	-
A-B	10.57	2.64	10.57	0.00	-	-	-	-	-	-
A-C	509.71	127.43	509.71	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-AC	109.68	27.42	109.30	0.00	472.83	0.232	0.20	0.30	9.893	A
C-AB	44.25	11.06	44.16	0.00	536.84	0.082	0.07	0.10	7.818	A
C-A	1022.27	255.57	1022.27	0.00	-	-	-	-	-	-
A-B	12.62	3.16	12.62	0.00	-	-	-	-	-	-
A-C	608.65	152.16	608.65	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-AC	134.32	33.58	133.28	0.00	369.00	0.364	0.30	0.56	15.204	C
C-AB	54.19	13.55	54.06	0.00	498.59	0.109	0.10	0.13	8.662	A
C-A	1252.03	313.01	1252.03	0.00	-	-	-	-	-	-
A-B	15.46	3.86	15.46	0.00	-	-	-	-	-	-
A-C	745.43	186.36	745.43	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-AC	134.32	33.58	134.30	0.00	368.93	0.364	0.56	0.57	15.337	C
C-AB	54.19	13.55	54.19	0.00	498.59	0.109	0.13	0.13	8.667	A
C-A	1252.03	313.01	1252.03	0.00	-	-	-	-	-	-
A-B	15.46	3.86	15.46	0.00	-	-	-	-	-	-
A-C	745.43	186.36	745.43	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-AC	109.68	27.42	110.71	0.00	472.76	0.232	0.57	0.31	9.970	A

C-AB	44.25	11.06	44.38	0.00	536.84	0.082	0.13	0.10	7.825	A
C-A	1022.27	255.57	1022.27	0.00	-	-	-	-	-	-
A-B	12.62	3.16	12.62	0.00	-	-	-	-	-	-
A-C	608.65	152.16	608.65	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-AC	91.85	22.96	92.24	0.00	535.37	0.172	0.31	0.21	8.130	A
C-AB	37.06	9.26	37.14	0.00	564.51	0.066	0.10	0.08	7.304	A
C-A	856.11	214.03	856.11	0.00	-	-	-	-	-	-
A-B	10.57	2.64	10.57	0.00	-	-	-	-	-	-
A-C	509.71	127.43	509.71	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-AC	2.96	0.20	8.086	A	A
C-AB	1.11	0.07	7.296	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-AC	4.33	0.29	9.893	A	A
C-AB	1.43	0.10	7.818	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-AC	7.92	0.53	15.204	C	B
C-AB	1.94	0.13	8.662	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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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-AC	8.43	0.56	15.337	C	B
C-AB	1.96	0.13	8.667	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-AC	4.79	0.32	9.970	A	A
C-AB	1.46	0.10	7.825	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-AC	3.23	0.22	8.130	A	A
C-AB	1.14	0.08	7.304	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		20.22	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central way north	Central way north		Major
Tutton Way	Tutton Way		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	6.00		0.00	✓	3.00	132.00	✓	9.00

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)
Tutton Way	One lane	3.50										239	250

Pedestrian Crossings

Name	Crossing Type
Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-
1	C-B	707.035	0.274	0.274	-	-

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	✓	995.00	100.000
Tutton Way	ONE HOUR	✓	88.00	100.000

Central way south	ONE HOUR	✓	953.00	100.000
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Turning Proportions

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

	To			
From		A	B	C
	A	0.000	19.000	976.000
	B	27.000	0.000	61.000
	C	898.000	55.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.31	0.00	0.69
	C	0.94	0.06	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	1.040	1.000	1.020
	C	1.020	1.000	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	2.000
	B	4.000	0.000	2.000
	C	2.000	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-AC	0.41	26.09	0.70	D	82.86	124.29	33.87	16.35	0.38	33.88	16.35

C-AB	0.15	10.57	0.18	B	50.47	75.70	11.65	9.24	0.13	11.65	9.24
C-A	-	-	-	-	840.50	1260.75	-	-	-	-	-
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	913.51	1370.26	-	-	-	-	-

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-AC	67.98	17.00	67.27	0.00	456.16	0.149	0.00	0.18	9.482	A
C-AB	41.41	10.35	41.05	0.00	497.80	0.083	0.00	0.09	7.882	A
C-A	689.58	172.40	689.58	0.00	-	-	-	-	-	-
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	749.48	187.37	749.48	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-AC	81.18	20.29	80.78	0.00	376.80	0.215	0.18	0.28	12.464	B
C-AB	49.44	12.36	49.32	0.00	457.19	0.108	0.09	0.12	8.823	A
C-A	823.43	205.86	823.43	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	894.95	223.74	894.95	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-AC	99.42	24.86	97.78	0.00	240.92	0.413	0.28	0.69	25.523	D
C-AB	60.56	15.14	60.33	0.00	401.04	0.151	0.12	0.18	10.560	B
C-A	1008.49	252.12	1008.49	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	1096.09	274.02	1096.09	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-AC	99.42	24.86	99.36	0.00	240.77	0.413	0.69	0.70	26.090	D

C-AB	60.56	15.14	60.55	0.00	401.04	0.151	0.18	0.18	10.572	B
C-A	1008.49	252.12	1008.49	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	1096.09	274.02	1096.09	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-AC	81.18	20.29	82.85	0.00	376.66	0.216	0.70	0.29	12.643	B
C-AB	49.44	12.36	49.66	0.00	457.19	0.108	0.18	0.12	8.838	A
C-A	823.43	205.86	823.43	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	894.95	223.74	894.95	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-AC	67.98	17.00	68.40	0.00	456.01	0.149	0.29	0.18	9.540	A
C-AB	41.41	10.35	41.53	0.00	497.80	0.083	0.12	0.09	7.893	A
C-A	689.58	172.40	689.58	0.00	-	-	-	-	-	-

A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	749.48	187.37	749.48	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-AC	2.55	0.17	9.482	A	A
C-AB	1.34	0.09	7.882	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-AC	4.00	0.27	12.464	B	B
C-AB	1.80	0.12	8.823	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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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-AC	9.46	0.63	25.523	D	C
C-AB	2.63	0.18	10.560	B	B
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-AC	10.47	0.70	26.090	D	C
C-AB	2.67	0.18	10.572	B	B
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-AC	4.56	0.30	12.643	B	B
C-AB	1.84	0.12	8.838	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-AC	2.83	0.19	9.540	A	A
C-AB	1.37	0.09	7.893	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
2019 Dev, AM	2019 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		14.94	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central way north	Central way north		Major
Tutton Way	Tutton Way		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	6.00		0.00	✓	3.00	132.00	✓	9.00

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)
Tutton Way	One lane	3.50										239	250

Pedestrian Crossings

Name	Crossing Type
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Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-
1	C-B	707.035	0.274	0.274	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Central way north	ONE HOUR	✓	713.00	100.000
Tutton Way	ONE HOUR	✓	122.00	100.000
Central way south	ONE HOUR	✓	1132.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	12.000	701.000
	B	33.000	0.000	89.000
	C	1086.000	46.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.27	0.00	0.73
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.170	1.040
	B	1.000	1.000	1.000
	C	1.050	1.070	1.000

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

	To			
From		A	B	C
	A	0.000	17.000	4.000

	B	0.000	0.000	0.000
	C	5.000	7.000	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-AC	0.39	17.34	0.64	C	111.95	167.92	34.37	12.28	0.38	34.37	12.28
C-AB	0.11	8.98	0.13	A	45.17	67.75	9.29	8.23	0.10	9.29	8.23
C-A	-	-	-	-	1046.36	1569.54	-	-	-	-	-
A-B	-	-	-	-	12.88	19.33	-	-	-	-	-
A-C	-	-	-	-	668.98	1003.47	-	-	-	-	-

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-AC	91.85	22.96	91.00	0.00	521.13	0.176	0.00	0.21	8.354	A
C-AB	37.06	9.26	36.75	0.00	553.78	0.067	0.00	0.08	7.447	A
C-A	858.48	214.62	858.48	0.00	-	-	-	-	-	-
A-B	10.57	2.64	10.57	0.00	-	-	-	-	-	-
A-C	548.86	137.21	548.86	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-AC	109.68	27.42	109.27	0.00	454.42	0.241	0.21	0.31	10.417	B
C-AB	44.25	11.06	44.16	0.00	524.04	0.084	0.08	0.10	8.027	A
C-A	1025.11	256.28	1025.11	0.00	-	-	-	-	-	-
A-B	12.62	3.16	12.62	0.00	-	-	-	-	-	-
A-C	655.39	163.85	655.39	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-AC	134.32	33.58	133.07	0.00	341.86	0.393	0.31	0.63	17.139	C

C-AB	54.19	13.55	54.05	0.00	482.91	0.112	0.10	0.13	8.979	A
C-A	1255.49	313.87	1255.49	0.00	-	-	-	-	-	-
A-B	15.46	3.86	15.46	0.00	-	-	-	-	-	-
A-C	802.69	200.67	802.69	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-AC	134.32	33.58	134.29	0.00	341.78	0.393	0.63	0.64	17.340	C
C-AB	54.19	13.55	54.19	0.00	482.91	0.112	0.13	0.13	8.984	A
C-A	1255.49	313.87	1255.49	0.00	-	-	-	-	-	-
A-B	15.46	3.86	15.46	0.00	-	-	-	-	-	-
A-C	802.69	200.67	802.69	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-AC	109.68	27.42	110.93	0.00	454.33	0.241	0.64	0.32	10.522	B
C-AB	44.25	11.06	44.39	0.00	524.04	0.084	0.13	0.10	8.032	A
C-A	1025.11	256.28	1025.11	0.00	-	-	-	-	-	-

A-B	12.62	3.16	12.62	0.00	-	-	-	-	-	-
A-C	655.39	163.85	655.39	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-AC	91.85	22.96	92.27	0.00	521.01	0.176	0.32	0.22	8.406	A
C-AB	37.06	9.26	37.14	0.00	553.78	0.067	0.10	0.08	7.459	A
C-A	858.48	214.62	858.48	0.00	-	-	-	-	-	-
A-B	10.57	2.64	10.57	0.00	-	-	-	-	-	-
A-C	548.86	137.21	548.86	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-AC	3.05	0.20	8.354	A	A
C-AB	1.13	0.08	7.447	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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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-AC	4.54	0.30	10.417	B	B
C-AB	1.47	0.10	8.027	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-AC	8.85	0.59	17.139	C	B
C-AB	2.01	0.13	8.979	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-AC	9.51	0.63	17.340	C	B
C-AB	2.03	0.14	8.984	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-AC	5.07	0.34	10.522	B	B
C-AB	1.50	0.10	8.032	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-AC	3.35	0.22	8.406	A	A

C-AB	1.16	0.08	7.459	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 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
2019 Dev, PM	2019 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		24.17	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Central way north	Central way north		Major
Tutton Way	Tutton Way		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	6.00		0.00	✓	3.00	132.00	✓	9.00
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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)
Tutton Way	One lane	3.50										239	250

Pedestrian Crossings

Name	Crossing Type
Central way north	None
Tutton Way	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	727.356	0.132	0.335	0.211	0.478
1	B-C	820.431	0.126	0.318	-	-

1	C-B	707.035	0.274	0.274	-	-
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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 (%)
Central way north	ONE HOUR	✓	997.00	100.000
Tutton Way	ONE HOUR	✓	88.00	100.000
Central way south	ONE HOUR	✓	1032.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	19.000	978.000
	B	27.000	0.000	61.000
	C	977.000	55.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.31	0.00	0.69
	C	0.95	0.05	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	1.040	1.000	1.020
	C	1.020	1.000	1.000

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

From	To			
		A	B	C
	A	0.000	0.000	2.000
	B	4.000	0.000	2.000
	C	2.000	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-AC	0.47	32.45	0.87	D	82.86	124.29	38.80	18.73	0.43	38.80	18.73
C-AB	0.15	10.59	0.18	B	50.47	75.70	11.67	9.25	0.13	11.67	9.25

C-A	-	-	-	-	914.44	1371.66	-	-	-	-	-
A-B	-	-	-	-	17.43	26.15	-	-	-	-	-
A-C	-	-	-	-	915.38	1373.07	-	-	-	-	-

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-AC	67.98	17.00	67.26	0.00	446.77	0.152	0.00	0.18	9.715	A
C-AB	41.41	10.35	41.05	0.00	497.38	0.083	0.00	0.09	7.889	A
C-A	750.25	187.56	750.25	0.00	-	-	-	-	-	-
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-
A-C	751.02	187.75	751.02	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
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B-AC	81.18	20.29	80.74	0.00	362.67	0.224	0.18	0.29	13.103	B
C-AB	49.44	12.36	49.32	0.00	456.69	0.108	0.09	0.12	8.834	A
C-A	895.87	223.97	895.87	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	896.79	224.20	896.79	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-AC	99.42	24.86	97.21	0.00	213.05	0.467	0.29	0.84	31.326	D
C-AB	60.56	15.14	60.33	0.00	400.42	0.151	0.12	0.18	10.579	B
C-A	1097.21	274.30	1097.21	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	1098.33	274.58	1098.33	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-AC	99.42	24.86	99.32	0.00	212.89	0.467	0.84	0.87	32.445	D
C-AB	60.56	15.14	60.55	0.00	400.42	0.151	0.18	0.18	10.591	B

C-A	1097.21	274.30	1097.21	0.00	-	-	-	-	-	-
A-B	20.92	5.23	20.92	0.00	-	-	-	-	-	-
A-C	1098.33	274.58	1098.33	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-AC	81.18	20.29	83.45	0.00	362.52	0.224	0.87	0.30	13.339	B
C-AB	49.44	12.36	49.66	0.00	456.69	0.108	0.18	0.12	8.850	A
C-A	895.87	223.97	895.87	0.00	-	-	-	-	-	-
A-B	17.08	4.27	17.08	0.00	-	-	-	-	-	-
A-C	896.79	224.20	896.79	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-AC	67.98	17.00	68.44	0.00	446.60	0.152	0.30	0.19	9.779	A
C-AB	41.41	10.35	41.53	0.00	497.38	0.083	0.12	0.09	7.900	A
C-A	750.25	187.56	750.25	0.00	-	-	-	-	-	-
A-B	14.30	3.58	14.30	0.00	-	-	-	-	-	-

A-C	751.02	187.75	751.02	0.00	-	-	-	-	-	-
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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-AC	2.61	0.17	9.715	A	A
C-AB	1.34	0.09	7.889	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-AC	4.18	0.28	13.103	B	B
C-AB	1.80	0.12	8.834	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-AC	11.36	0.76	31.326	D	C
C-AB	2.64	0.18	10.579	B	B
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-AC	12.89	0.86	32.445	D	C
C-AB	2.67	0.18	10.591	B	B
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-AC	4.85	0.32	13.339	B	B
C-AB	1.85	0.12	8.850	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-AC	2.90	0.19	9.779	A	A
C-AB	1.38	0.09	7.900	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: J28 Central Way - B3133 - Southern Way.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J28

Report generation date: 18/02/2014 15:09:35

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Central Way	1.68	7.47	0.62	A	4.69	16.74	0.83	C

B3133 south	0.91	4.95	0.47	A	2.11	9.24	0.68	A
Southern Way	2.72	10.69	0.73	B	1.47	7.95	0.60	A
B3133 north	8.43	43.14	0.91	E	3.11	17.26	0.76	C
	A1 - 2019 Base							
Central Way	2.18	8.96	0.68	A	11.30	37.68	0.94	E
B3133 south	1.13	5.63	0.52	A	3.43	13.90	0.78	B
Southern Way	4.58	16.77	0.82	C	2.16	10.73	0.69	B
B3133 north	36.51	148.20	1.07	F	6.74	35.33	0.89	E
	A1 - 2019 Dev							
Central Way	2.68	10.35	0.72	B	11.34	37.69	0.94	E
B3133 south	1.15	5.70	0.53	A	5.48	20.59	0.85	C
Southern Way	4.65	17.04	0.83	C	2.57	12.82	0.72	B
B3133 north	37.78	152.89	1.07	F	11.08	57.77	0.95	F

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 15:09:32

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	29/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

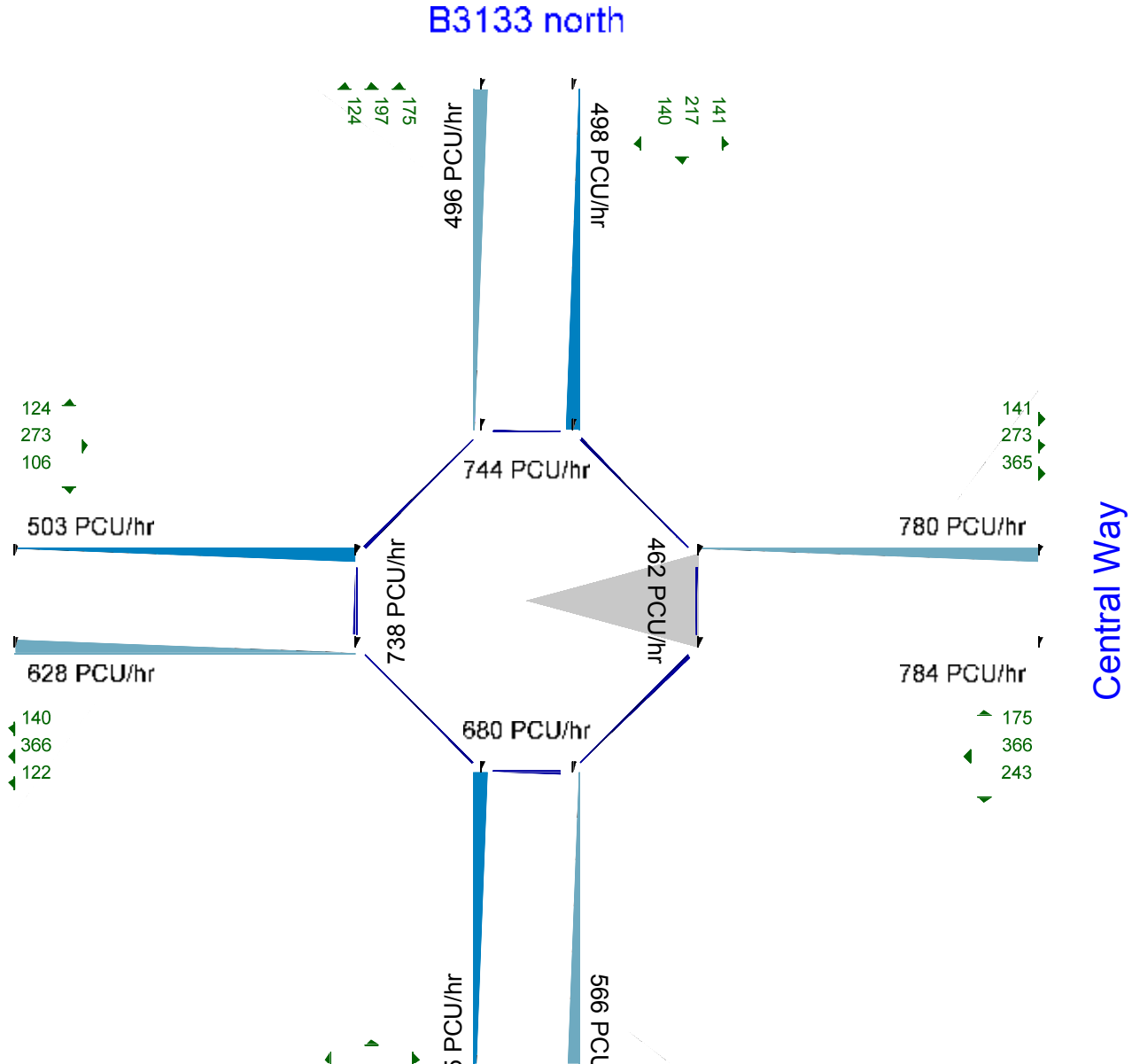
Analysis Options

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

Southern Way



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			16.37	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	
Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	
Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None
B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316
Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	707.00	100.000
B3133 south	ONE HOUR	✓	580.00	100.000
Southern Way	ONE HOUR	✓	822.00	100.000
B3133 north	ONE HOUR	✓	660.00	100.000

Turning Proportions

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

	To			
	1	2	3	4
From				
1	0.000	303.000	279.000	125.000

	2	282.000	0.000	116.000	182.000
	3	462.000	128.000	0.000	232.000
	4	330.000	184.000	146.000	0.000

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

	To				
From		1	2	3	4
	1	0.00	0.43	0.39	0.18
	2	0.49	0.00	0.20	0.31
	3	0.56	0.16	0.00	0.28
	4	0.50	0.28	0.22	0.00

Vehicle Mix

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

	To				
From		1	2	3	4
	1	1.000	1.060	1.060	1.020
	2	1.060	1.000	1.030	1.020

	3	1.040	1.030	1.000	1.010
	4	1.040	1.040	1.030	1.000

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

	To				
From		1	2	3	4
	1	0.000	6.000	6.000	2.000
	2	6.000	0.000	3.000	2.000
	3	4.000	3.000	0.000	1.000
	4	4.000	4.000	3.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Central Way	0.62	7.47	1.68	A
B3133 south	0.47	4.95	0.91	A
Southern Way	0.73	10.69	2.72	B
B3133 north	0.91	43.14	8.43	E

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
Central Way	560.44	557.74	353.90	0.00	1427.00	0.393	0.68	4.348	A
B3133 south	454.75	453.04	429.39	0.00	1555.83	0.292	0.43	3.396	A
Southern Way	637.39	634.04	458.96	0.00	1412.39	0.451	0.84	4.744	A
B3133 north	515.66	511.43	682.76	0.00	1013.48	0.509	1.06	7.380	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
Central Way	669.22	668.02	423.71	0.00	1384.51	0.483	0.97	5.282	A
B3133 south	543.02	542.38	514.23	0.00	1499.42	0.362	0.59	3.915	A
Southern Way	761.11	759.27	549.51	0.00	1355.77	0.561	1.30	6.198	A
B3133 north	615.75	612.26	817.54	0.00	935.30	0.658	1.93	11.439	B

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
Central Way	819.62	816.92	509.97	0.00	1332.01	0.615	1.65	7.321	A
B3133 south	665.06	663.80	625.36	0.00	1425.52	0.467	0.90	4.914	A
Southern Way	932.17	926.73	672.42	0.00	1278.93	0.729	2.66	10.368	B
B3133 north	754.13	732.87	998.74	0.00	830.18	0.908	7.24	33.005	D

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
Central Way	819.62	819.50	519.02	0.00	1326.50	0.618	1.68	7.471	A
B3133 south	665.06	665.03	630.46	0.00	1422.14	0.468	0.91	4.951	A
Southern Way	932.17	931.94	673.85	0.00	1278.04	0.729	2.72	10.694	B
B3133 north	754.13	749.39	1003.11	0.00	827.65	0.911	8.43	43.143	E

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
Central Way	669.22	671.90	439.22	0.00	1375.07	0.487	1.01	5.412	A
B3133 south	543.02	544.26	522.76	0.00	1493.75	0.364	0.60	3.953	A
Southern Way	761.11	766.61	551.69	0.00	1354.41	0.562	1.34	6.364	A
B3133 north	615.75	641.06	823.78	0.00	931.68	0.661	2.10	13.890	B

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
Central Way	560.44	561.72	358.84	0.00	1424.00	0.394	0.69	4.402	A
B3133 south	454.75	455.41	433.46	0.00	1553.12	0.293	0.43	3.416	A
Southern Way	637.39	639.33	461.54	0.00	1410.77	0.452	0.86	4.819	A
B3133 north	515.66	519.67	687.76	0.00	1010.58	0.510	1.10	7.673	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			13.07	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	
Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	
Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None
B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316

Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	939.00	100.000
B3133 south	ONE HOUR	✓	746.00	100.000
Southern Way	ONE HOUR	✓	604.00	100.000
B3133 north	ONE HOUR	✓	603.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	288.000	438.000	213.000
	2	360.000	0.000	148.000	238.000
	3	327.000	128.000	0.000	149.000
	4	169.000	265.000	169.000	0.000

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

	To				
From		1	2	3	4
	1	0.00	0.31	0.47	0.23
	2	0.48	0.00	0.20	0.32
	3	0.54	0.21	0.00	0.25
	4	0.28	0.44	0.28	0.00

Vehicle Mix

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

	To				
From		1	2	3	4
	1	1.000	1.020	1.020	1.000
	2	1.030	1.000	1.010	1.010
	3	1.020	1.000	1.000	1.010
	4	1.020	1.000	1.010	1.000

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

	To				
From		1	2	3	4
	1	0.000	2.000	2.000	0.000
	2	3.000	0.000	1.000	1.000
	3	2.000	0.000	0.000	1.000
	4	2.000	0.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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Central Way	0.83	16.74	4.69	C
B3133 south	0.68	9.24	2.11	A
Southern Way	0.60	7.95	1.47	A
B3133 north	0.76	17.26	3.11	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
Central Way	717.86	713.55	421.70	0.00	1385.73	0.518	1.08	5.404	A
B3133 south	572.66	569.96	621.35	0.00	1428.19	0.401	0.68	4.277	A
Southern Way	460.77	458.59	617.35	0.00	1313.36	0.351	0.54	4.258	A
B3133 north	457.79	454.69	623.67	0.00	1047.76	0.437	0.77	6.090	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
Central Way	857.19	854.38	505.14	0.00	1334.95	0.642	1.78	7.561	A

B3133 south	683.82	682.37	744.07	0.00	1346.60	0.508	1.04	5.514	A
Southern Way	550.20	549.16	739.13	0.00	1237.22	0.445	0.80	5.294	A
B3133 north	546.64	544.71	746.77	0.00	976.35	0.560	1.26	8.371	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
Central Way	1049.85	1039.16	615.14	0.00	1268.00	0.828	4.45	15.302	C
B3133 south	837.50	833.41	905.01	0.00	1239.59	0.676	2.06	8.945	A
Southern Way	673.86	671.28	901.77	0.00	1135.54	0.593	1.45	7.814	A
B3133 north	669.50	662.59	912.48	0.00	880.22	0.761	2.98	16.187	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
Central Way	1049.85	1048.88	620.26	0.00	1264.88	0.830	4.69	16.742	C
B3133 south	837.50	837.29	913.53	0.00	1233.93	0.679	2.11	9.244	A
Southern Way	673.86	673.77	907.05	0.00	1132.24	0.595	1.47	7.953	A
B3133 north	669.50	669.00	916.25	0.00	878.03	0.763	3.11	17.263	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
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Central Way	857.19	868.44	512.41	0.00	1330.52	0.644	1.88	8.094	A
B3133 south	683.82	687.96	756.35	0.00	1338.43	0.511	1.08	5.680	A
Southern Way	550.20	552.79	746.76	0.00	1232.45	0.446	0.83	5.388	A
B3133 north	546.64	553.80	752.22	0.00	973.19	0.562	1.32	8.797	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
Central Way	717.86	720.95	426.11	0.00	1383.06	0.519	1.11	5.548	A
B3133 south	572.66	574.21	627.93	0.00	1423.82	0.402	0.69	4.329	A
Southern Way	460.77	461.86	622.42	0.00	1310.19	0.352	0.55	4.306	A
B3133 north	457.79	459.88	628.20	0.00	1045.13	0.438	0.80	6.226	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			43.73	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	

Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	
Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None
B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316
Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	773.00	100.000

B3133 south	ONE HOUR	✓	634.00	100.000
Southern Way	ONE HOUR	✓	900.00	100.000
B3133 north	ONE HOUR	✓	722.00	100.000

Turning Proportions

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

		To			
From		1	2	3	4
	1	0.000	331.000	305.000	137.000
	2	308.000	0.000	127.000	199.000
	3	506.000	140.000	0.000	254.000
	4	361.000	201.000	160.000	0.000

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

		To			
From		1	2	3	4
	1	0.00	0.43	0.39	0.18
	2	0.49	0.00	0.20	0.31

	3	0.56	0.16	0.00	0.28
	4	0.50	0.28	0.22	0.00

Vehicle Mix

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

	To				
		1	2	3	4
From	1	1.000	1.050	1.060	1.020
	2	1.060	1.000	1.020	1.020
	3	1.040	1.030	1.000	1.010
	4	1.040	1.040	1.030	1.000

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

	To				
		1	2	3	4
From	1	0.000	5.000	6.000	2.000
	2	6.000	0.000	2.000	2.000
	3	4.000	3.000	0.000	1.000

	4	4.000	4.000	3.000	0.000
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Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Central Way	0.68	8.96	2.18	A
B3133 south	0.52	5.63	1.13	A
Southern Way	0.82	16.77	4.58	C
B3133 north	1.07	148.20	36.51	F

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
Central Way	610.25	607.07	386.60	0.00	1407.10	0.434	0.80	4.700	A
B3133 south	496.13	494.14	469.63	0.00	1529.07	0.324	0.50	3.610	A

Southern Way	697.88	693.75	501.67	0.00	1385.69	0.504	1.03	5.327	A
B3133 north	564.10	558.55	746.56	0.00	976.47	0.578	1.39	8.827	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
Central Way	728.70	727.12	462.07	0.00	1361.17	0.535	1.19	5.940	A
B3133 south	592.43	591.62	562.09	0.00	1467.59	0.404	0.70	4.268	A
Southern Way	833.34	830.62	600.68	0.00	1323.79	0.630	1.71	7.476	A
B3133 north	673.59	667.14	893.84	0.00	891.03	0.756	3.00	16.231	C

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
Central Way	892.48	888.71	531.42	0.00	1318.95	0.677	2.13	8.697	A
B3133 south	725.57	723.91	672.67	0.00	1394.07	0.520	1.11	5.570	A
Southern Way	1020.62	1009.98	734.82	0.00	1239.92	0.823	4.37	15.454	C
B3133 north	824.97	750.22	1089.11	0.00	777.76	1.061	21.69	74.909	F

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
Central Way	892.48	892.27	540.66	0.00	1313.33	0.680	2.18	8.955	A

B3133 south	725.57	725.53	678.11	0.00	1390.46	0.522	1.13	5.627	A
Southern Way	1020.62	1019.80	736.73	0.00	1238.72	0.824	4.58	16.774	C
B3133 north	824.97	765.69	1097.01	0.00	773.18	1.067	36.51	148.197	F

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
Central Way	728.70	732.18	532.58	0.00	1318.25	0.553	1.32	6.478	A
B3133 south	592.43	594.02	595.12	0.00	1445.64	0.410	0.73	4.401	A
Southern Way	833.34	844.48	603.48	0.00	1322.04	0.630	1.80	7.938	A
B3133 north	673.59	804.15	905.06	0.00	884.53	0.762	3.87	71.923	F

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
Central Way	610.25	612.26	395.26	0.00	1401.83	0.435	0.82	4.794	A
B3133 south	496.13	497.02	475.93	0.00	1524.88	0.325	0.50	3.642	A
Southern Way	697.88	700.82	504.87	0.00	1383.68	0.504	1.06	5.452	A
B3133 north	564.10	573.70	753.10	0.00	972.68	0.580	1.47	9.578	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			25.41	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	
Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	
Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None

B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316
Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	1030.00	100.000
B3133 south	ONE HOUR	✓	817.00	100.000
Southern Way	ONE HOUR	✓	663.00	100.000
B3133 north	ONE HOUR	✓	661.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	316.000	480.000	234.000
	2	394.000	0.000	162.000	261.000
	3	358.000	141.000	0.000	164.000
	4	185.000	291.000	185.000	0.000

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

	To				
From		1	2	3	4
	1	0.00	0.31	0.47	0.23
	2	0.48	0.00	0.20	0.32
	3	0.54	0.21	0.00	0.25
	4	0.28	0.44	0.28	0.00

Vehicle Mix

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

	To				
From		1	2	3	4
	1	1.000	1.020	1.020	1.000
	2	1.030	1.000	1.010	1.010
	3	1.020	1.000	1.000	1.010
	4	1.020	1.000	1.010	1.000

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

	To				
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From		1	2	3	4
	1	0.000	2.000	2.000	0.000
	2	3.000	0.000	1.000	1.000
	3	2.000	0.000	0.000	1.000
	4	2.000	0.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Central Way	0.94	37.68	11.30	E
B3133 south	0.78	13.90	3.43	B
Southern Way	0.69	10.73	2.16	B
B3133 north	0.89	35.33	6.74	E

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
Central Way	787.42	781.94	462.56	0.00	1360.87	0.579	1.37	6.257	A
B3133 south	627.16	623.84	680.55	0.00	1388.83	0.452	0.83	4.779	A
Southern Way	505.77	503.13	676.25	0.00	1276.54	0.396	0.66	4.700	A
B3133 north	501.81	497.92	682.98	0.00	1013.35	0.495	0.97	6.993	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
Central Way	940.26	935.66	553.82	0.00	1305.32	0.720	2.52	9.766	A
B3133 south	748.89	746.77	814.43	0.00	1299.81	0.576	1.36	6.612	A
Southern Way	603.93	602.47	809.43	0.00	1193.27	0.506	1.02	6.159	A
B3133 north	599.21	596.14	817.71	0.00	935.19	0.641	1.74	10.610	B

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
Central Way	1151.58	1124.01	668.37	0.00	1235.60	0.932	9.41	27.725	D
B3133 south	917.21	909.76	978.62	0.00	1190.65	0.770	3.22	12.741	B
Southern Way	739.67	735.38	982.54	0.00	1085.04	0.682	2.10	10.307	B
B3133 north	733.89	717.01	997.25	0.00	831.05	0.883	5.96	28.436	D

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
Central Way	1151.58	1144.05	679.07	0.00	1229.09	0.937	11.30	37.683	E
B3133 south	917.21	916.39	996.34	0.00	1178.87	0.778	3.43	13.898	B
Southern Way	739.67	739.41	992.35	0.00	1078.91	0.686	2.16	10.726	B
B3133 north	733.89	730.76	1003.52	0.00	827.41	0.887	6.74	35.332	E

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
Central Way	940.26	974.21	571.16	0.00	1294.77	0.726	2.81	12.519	B
B3133 south	748.89	756.73	847.40	0.00	1277.90	0.586	1.47	7.144	A
Southern Way	603.93	608.29	826.05	0.00	1182.88	0.511	1.07	6.394	A
B3133 north	599.21	618.62	826.95	0.00	929.84	0.644	1.89	12.344	B

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
Central Way	787.42	792.95	468.76	0.00	1357.10	0.580	1.43	6.543	A
B3133 south	627.16	629.62	690.24	0.00	1382.39	0.454	0.85	4.893	A
Southern Way	505.77	507.36	683.36	0.00	1272.09	0.398	0.67	4.781	A
B3133 north	501.81	505.33	688.98	0.00	1009.87	0.497	1.01	7.246	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			44.66	E

Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
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Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	
Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	
Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None
B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316
Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	823.00	100.000
B3133 south	ONE HOUR	✓	636.00	100.000
Southern Way	ONE HOUR	✓	900.00	100.000
B3133 north	ONE HOUR	✓	722.00	100.000

Turning Proportions

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

	To				
From		1	2	3	4
	1	0.000	381.000	305.000	137.000
	2	310.000	0.000	127.000	199.000
	3	506.000	140.000	0.000	254.000

	4	361.000	201.000	160.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.46	0.37	0.17
	2	0.49	0.00	0.20	0.31
	3	0.56	0.16	0.00	0.28
	4	0.50	0.28	0.22	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.050	1.060	1.020
	2	1.070	1.000	1.020	1.020
	3	1.040	1.030	1.000	1.010
	4	1.040	1.040	1.030	1.000

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

	To				
From		1	2	3	4
	1	0.000	5.000	6.000	2.000
	2	7.000	0.000	2.000	2.000
	3	4.000	3.000	0.000	1.000
	4	4.000	4.000	3.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Central Way	0.72	10.35	2.68	B
B3133 south	0.53	5.70	1.15	A
Southern Way	0.83	17.04	4.65	C
B3133 north	1.07	152.89	37.78	F

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
Central Way	649.78	646.22	386.58	0.00	1407.11	0.462	0.89	4.939	A
B3133 south	500.06	498.04	469.53	0.00	1529.13	0.327	0.50	3.641	A
Southern Way	697.88	693.73	505.54	0.00	1383.27	0.505	1.04	5.346	A
B3133 north	564.10	558.52	750.46	0.00	974.21	0.579	1.39	8.874	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
Central Way	775.90	773.99	462.01	0.00	1361.20	0.570	1.37	6.409	A
B3133 south	597.12	596.30	561.95	0.00	1467.69	0.407	0.71	4.311	A
Southern Way	833.34	830.59	605.32	0.00	1320.88	0.631	1.72	7.521	A
B3133 north	673.59	667.03	898.51	0.00	888.33	0.758	3.03	16.410	C

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
Central Way	950.28	945.36	530.29	0.00	1319.64	0.720	2.60	9.955	A
B3133 south	731.32	729.62	671.70	0.00	1394.72	0.524	1.14	5.638	A
Southern Way	1020.62	1009.78	740.38	0.00	1236.44	0.825	4.43	15.657	C

B3133 north	824.97	748.02	1094.68	0.00	774.53	1.065	22.27	76.614	F
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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
Central Way	950.28	949.97	539.28	0.00	1314.17	0.723	2.68	10.346	B
B3133 south	731.32	731.27	677.45	0.00	1390.89	0.526	1.15	5.699	A
Southern Way	1020.62	1019.76	742.46	0.00	1235.14	0.826	4.65	17.041	C
B3133 north	824.97	762.93	1102.73	0.00	769.86	1.072	37.78	152.890	F

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
Central Way	775.90	780.48	534.96	0.00	1316.80	0.589	1.53	7.097	A
B3133 south	597.12	598.75	596.62	0.00	1444.64	0.413	0.74	4.452	A
Southern Way	833.34	844.71	608.34	0.00	1318.99	0.632	1.81	7.998	A
B3133 north	673.59	808.84	909.94	0.00	881.69	0.764	3.97	77.043	F

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
Central Way	649.78	652.24	395.45	0.00	1401.71	0.464	0.92	5.053	A
B3133 south	500.06	500.98	476.19	0.00	1524.71	0.328	0.51	3.677	A

Southern Way	697.88	700.85	508.88	0.00	1381.18	0.505	1.06	5.473	A
B3133 north	564.10	574.08	757.07	0.00	970.37	0.581	1.48	9.654	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			31.94	D
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Central Way	Central Way	
B3133 south	B3133 south	
Southern Way	Southern Way	
B3133 north	B3133 north	

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
Central Way	4.60	7.10	7.30	16.00	41.00	45.00	
B3133 south	3.70	8.10	17.40	13.00	41.00	25.00	

Southern Way	3.90	7.45	14.40	16.00	41.00	40.00	
B3133 north	3.60	6.00	6.25	11.00	41.00	20.00	

Pedestrian Crossings

Name	Crossing Type
Central Way	None
B3133 south	None
Southern Way	None
B3133 north	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)
Central Way		(calculated)	(calculated)	0.609	1642.405
B3133 south		(calculated)	(calculated)	0.665	1841.316
Southern Way		(calculated)	(calculated)	0.625	1699.328
B3133 north		(calculated)	(calculated)	0.580	1409.551

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 (%)
Central Way	ONE HOUR	✓	1033.00	100.000
B3133 south	ONE HOUR	✓	897.00	100.000
Southern Way	ONE HOUR	✓	663.00	100.000
B3133 north	ONE HOUR	✓	661.00	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	319.000	480.000	234.000
	2	474.000	0.000	162.000	261.000
	3	358.000	141.000	0.000	164.000
	4	185.000	291.000	185.000	0.000

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

		To			
From		1	2	3	4
	1	0.00	0.31	0.46	0.23
	2	0.53	0.00	0.18	0.29
	3	0.54	0.21	0.00	0.25
	4	0.28	0.44	0.28	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	1.000
	2	1.030	1.000	1.010	1.010
	3	1.020	1.000	1.000	1.010
	4	1.020	1.000	1.010	1.000

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

	To				
		1	2	3	4
From	1	0.000	2.000	2.000	0.000
	2	3.000	0.000	1.000	1.000
	3	2.000	0.000	0.000	1.000
	4	2.000	0.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Central Way	0.94	37.69	11.34	E
B3133 south	0.85	20.59	5.48	C

Southern Way	0.72	12.82	2.57	B
B3133 north	0.95	57.77	11.08	F

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
Central Way	789.73	784.20	462.32	0.00	1361.01	0.580	1.38	6.280	A
B3133 south	689.20	685.22	680.45	0.00	1388.90	0.496	0.99	5.192	A
Southern Way	505.77	502.99	737.69	0.00	1238.13	0.408	0.69	4.943	A
B3133 north	501.81	497.63	744.41	0.00	977.72	0.513	1.05	7.498	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
Central Way	943.01	938.36	553.30	0.00	1305.64	0.722	2.54	9.828	A
B3133 south	822.97	820.06	814.22	0.00	1299.96	0.633	1.72	7.609	A
Southern Way	603.93	602.27	882.81	0.00	1147.39	0.526	1.11	6.672	A

B3133 north	599.21	595.47	891.12	0.00	892.61	0.671	1.98	12.065	B
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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
Central Way	1154.95	1127.67	660.82	0.00	1240.20	0.931	9.36	27.549	D
B3133 south	1007.93	995.01	976.01	0.00	1192.38	0.845	4.95	17.574	C
Southern Way	739.67	734.27	1068.72	0.00	1031.16	0.717	2.46	12.070	B
B3133 north	733.89	706.80	1083.88	0.00	780.79	0.940	8.75	39.593	E

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
Central Way	1154.95	1147.06	674.59	0.00	1231.81	0.938	11.34	37.689	E
B3133 south	1007.93	1005.83	994.37	0.00	1180.18	0.854	5.48	20.587	C
Southern Way	739.67	739.23	1081.93	0.00	1022.90	0.723	2.57	12.817	B
B3133 north	733.89	724.57	1093.38	0.00	775.28	0.947	11.08	57.766	F

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
Central Way	943.01	976.74	582.91	0.00	1287.62	0.732	2.90	12.926	B
B3133 south	822.97	837.26	851.68	0.00	1275.05	0.645	1.90	8.652	A

Southern Way	603.93	609.50	905.50	0.00	1133.21	0.533	1.17	7.039	A
B3133 north	599.21	634.66	905.75	0.00	884.13	0.678	2.22	16.460	C

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
Central Way	789.73	795.59	469.53	0.00	1356.63	0.582	1.44	6.584	A
B3133 south	689.20	692.71	690.74	0.00	1382.05	0.499	1.03	5.358	A
Southern Way	505.77	507.62	746.38	0.00	1232.69	0.410	0.71	5.045	A
B3133 north	501.81	506.33	751.89	0.00	973.38	0.516	1.09	7.845	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: J29 B3133 - Tutton way.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J29

Report generation date: 27/01/2014 16:33:12

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.07	8.65	0.06	A	0.09	8.31	0.09	A

Stream B-A	0.20	16.98	0.17	C	0.22	22.40	0.18	C
Stream C-AB	0.11	4.55	0.06	A	0.62	4.27	0.19	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-C	0.08	9.13	0.07	A	0.11	9.03	0.10	A
Stream B-A	0.26	20.22	0.21	C	0.31	29.27	0.23	D
Stream C-AB	0.14	4.44	0.07	A	1.03	4.20	0.24	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-C	0.09	9.50	0.08	A	0.12	9.24	0.10	A
Stream B-A	0.29	22.09	0.23	C	0.36	34.41	0.26	D
Stream C-AB	0.16	4.47	0.08	A	1.31	4.11	0.27	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 16:33:09

File summary

File Description

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

Analysis Options

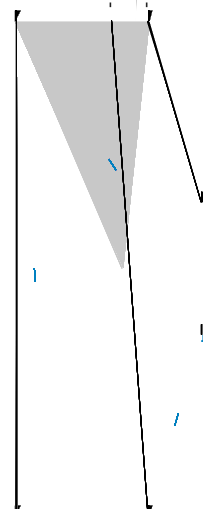
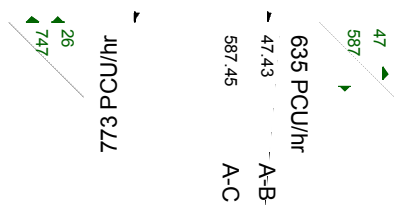
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

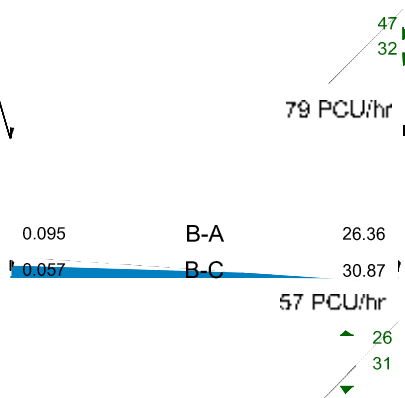
Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	PCU	perHour	s	-Min	perMin
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B3133 north



C-A
C-AB
801.0



Tutton Way

98.83 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	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	9.78	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor
B3133 south	B3133 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)
B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Tutton Way	None
B3133 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	578.039	0.103	0.260	0.163	0.371
1	B-C	694.091	0.104	0.262	-	-
1	C-B	641.719	0.243	0.243	-	-

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 (%)
B3133 north	ONE HOUR	✓	646.00	100.000
Tutton Way	ONE HOUR	✓	65.00	100.000
B3133 south	ONE HOUR	✓	678.00	100.000

Turning Proportions

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

	To		
	A	B	C
From	A	0.000	15.000
	B	39.000	0.000

	C	663.000	15.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.02	0.98
	B	0.60	0.00	0.40
	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	1.030
	B	1.000	1.000	1.080
	C	1.080	1.070	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	8.000
	C	8.000	7.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	8.65	0.07	A
B-A	0.17	16.98	0.20	C
C-AB	0.06	4.55	0.11	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-C	21.14	20.97	0.00	552.54	0.038	0.04	7.312	A
B-A	29.36	29.01	0.00	357.16	0.082	0.09	10.960	B
C-AB	26.52	26.35	0.00	878.76	0.030	0.04	4.542	A
C-A	524.63	524.63	0.00	-	-	-	-	-
A-B	11.29	11.29	0.00	-	-	-	-	-
A-C	489.30	489.30	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-C	25.24	25.20	0.00	523.22	0.048	0.05	7.807	A
B-A	35.06	34.92	0.00	314.27	0.112	0.12	12.880	B
C-AB	41.09	40.99	0.00	948.89	0.043	0.07	4.266	A
C-A	617.04	617.04	0.00	-	-	-	-	-
A-B	13.48	13.48	0.00	-	-	-	-	-
A-C	584.27	584.27	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-C	30.92	30.84	0.00	480.48	0.064	0.07	8.646	A
B-A	42.94	42.64	0.00	254.89	0.168	0.20	16.936	C
C-AB	63.58	63.41	0.00	1020.60	0.062	0.11	4.050	A
C-A	742.46	742.46	0.00	-	-	-	-	-
A-B	16.52	16.52	0.00	-	-	-	-	-
A-C	715.59	715.59	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-C	30.92	30.91	0.00	480.15	0.064	0.07	8.654	A
B-A	42.94	42.93	0.00	254.92	0.168	0.20	16.980	C
C-AB	63.66	63.66	0.00	1020.69	0.062	0.11	4.053	A
C-A	742.39	742.39	0.00	-	-	-	-	-
A-B	16.52	16.52	0.00	-	-	-	-	-
A-C	715.59	715.59	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
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B-C	25.24	25.32	0.00	522.76	0.048	0.06	7.816	A
B-A	35.06	35.35	0.00	314.36	0.112	0.13	12.918	B
C-AB	41.18	41.35	0.00	949.03	0.043	0.07	4.274	A
C-A	616.95	616.95	0.00	-	-	-	-	-
A-B	13.48	13.48	0.00	-	-	-	-	-
A-C	584.27	584.27	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-C	21.14	21.19	0.00	552.09	0.038	0.04	7.325	A
B-A	29.36	29.51	0.00	357.24	0.082	0.09	10.989	B
C-AB	26.64	26.74	0.00	878.86	0.030	0.04	4.548	A
C-A	524.52	524.52	0.00	-	-	-	-	-
A-B	11.29	11.29	0.00	-	-	-	-	-
A-C	489.30	489.30	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	7.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor
B3133 south	B3133 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)
B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Tutton Way	None

B3133 south	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	561.361	0.100	0.252	0.159	0.360
1	B-C	714.947	0.107	0.270	-	-
1	C-B	641.719	0.243	0.243	-	-

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 (%)
B3133 north	ONE HOUR	✓	752.00	100.000
Tutton Way	ONE HOUR	✓	68.00	100.000
B3133 south	ONE HOUR	✓	852.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	57.000	695.000
	B	31.000	0.000	37.000
	C	815.000	37.000	0.000

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

	To		
From	A	B	C

	A	0.00	0.08	0.92
	B	0.46	0.00	0.54
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.000	1.010
	B	1.030	1.000	1.000
	C	1.010	1.030	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	1.000
	B	3.000	0.000	0.000
	C	1.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	8.31	0.09	A
B-A	0.18	22.40	0.22	C
C-AB	0.19	4.27	0.62	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-C	27.86	27.65	0.00	556.41	0.050	0.05	6.803	A
B-A	24.04	23.70	0.00	315.03	0.076	0.08	12.714	B

C-AB	78.21	77.57	0.00	937.45	0.083	0.16	4.258	A
C-A	570.19	570.19	0.00	-	-	-	-	-
A-B	42.91	42.91	0.00	-	-	-	-	-
A-C	528.46	528.46	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-C	33.26	33.20	0.00	523.41	0.064	0.07	7.343	A
B-A	28.70	28.55	0.00	267.12	0.107	0.12	15.532	C
C-AB	120.63	120.14	0.00	1011.40	0.119	0.28	4.107	A
C-A	653.63	653.63	0.00	-	-	-	-	-
A-B	51.24	51.24	0.00	-	-	-	-	-
A-C	631.04	631.04	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-C	40.74	40.63	0.00	474.53	0.086	0.09	8.295	A
B-A	35.16	34.79	0.00	200.81	0.175	0.21	22.285	C
C-AB	208.74	207.41	0.00	1113.60	0.187	0.62	4.038	A

C-A	739.52	739.52	0.00	-	-	-	-	-
A-B	62.76	62.76	0.00	-	-	-	-	-
A-C	772.86	772.86	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-C	40.74	40.74	0.00	473.99	0.086	0.09	8.308	A
B-A	35.16	35.14	0.00	200.65	0.175	0.22	22.400	C
C-AB	209.60	209.57	0.00	1114.40	0.188	0.62	4.047	A
C-A	738.66	738.66	0.00	-	-	-	-	-
A-B	62.76	62.76	0.00	-	-	-	-	-
A-C	772.86	772.86	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-C	33.26	33.36	0.00	522.68	0.064	0.07	7.360	A
B-A	28.70	29.06	0.00	266.98	0.108	0.13	15.607	C
C-AB	121.39	122.72	0.00	1012.49	0.120	0.29	4.117	A
C-A	652.87	652.87	0.00	-	-	-	-	-

A-B	51.24	51.24	0.00	-	-	-	-	-
A-C	631.04	631.04	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-C	27.86	27.92	0.00	555.79	0.050	0.05	6.819	A
B-A	24.04	24.20	0.00	314.99	0.076	0.09	12.757	B
C-AB	78.80	79.30	0.00	938.00	0.084	0.17	4.266	A
C-A	569.60	569.60	0.00	-	-	-	-	-
A-B	42.91	42.91	0.00	-	-	-	-	-
A-C	528.46	528.46	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.81	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor

B3133 south	B3133 south		Major
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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)
B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Tutton Way	None
B3133 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	579.164	0.103	0.260	0.164	0.372
1	B-C	692.685	0.104	0.262	-	-
1	C-B	641.719	0.243	0.243	-	-

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 (%)
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B3133 north	ONE HOUR	✓	707.00	100.000
Tutton Way	ONE HOUR	✓	71.00	100.000
B3133 south	ONE HOUR	✓	740.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	16.000	691.000
	B	43.000	0.000	28.000
	C	724.000	16.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.61	0.00	0.39
	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	1.030
	B	1.000	1.000	1.070
	C	1.080	1.060	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	7.000
	C	8.000	6.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.07	9.13	0.08	A
B-A	0.21	20.22	0.26	C
C-AB	0.07	4.44	0.14	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-C	22.56	22.37	0.00	537.34	0.042	0.05	7.478	A
B-A	32.37	31.95	0.00	337.28	0.096	0.10	11.776	B
C-AB	29.96	29.77	0.00	899.55	0.033	0.05	4.435	A
C-A	571.48	571.48	0.00	-	-	-	-	-
A-B	12.05	12.05	0.00	-	-	-	-	-

A-C	535.83	535.83	0.00	-	-	-	-	-
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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-C	26.93	26.88	0.00	504.58	0.053	0.06	8.062	A
B-A	38.66	38.47	0.00	290.30	0.133	0.15	14.285	B
C-AB	47.82	47.70	0.00	978.24	0.049	0.08	4.150	A
C-A	670.35	670.35	0.00	-	-	-	-	-
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	639.83	639.83	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-C	32.99	32.89	0.00	455.24	0.072	0.08	9.118	A
B-A	47.34	46.91	0.00	225.25	0.210	0.26	20.139	C
C-AB	75.52	75.29	0.00	1055.42	0.072	0.13	3.946	A
C-A	804.07	804.07	0.00	-	-	-	-	-
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	783.63	783.63	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-C	32.99	32.98	0.00	454.72	0.073	0.08	9.133	A
B-A	47.34	47.33	0.00	225.28	0.210	0.26	20.225	C
C-AB	75.62	75.62	0.00	1055.53	0.072	0.14	3.950	A
C-A	803.96	803.96	0.00	-	-	-	-	-
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	783.63	783.63	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-C	26.93	27.02	0.00	503.92	0.053	0.06	8.080	A
B-A	38.66	39.08	0.00	290.41	0.133	0.16	14.346	B
C-AB	47.94	48.16	0.00	978.43	0.049	0.08	4.159	A
C-A	670.24	670.24	0.00	-	-	-	-	-
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	639.83	639.83	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
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B-C	22.56	22.61	0.00	536.79	0.042	0.05	7.491	A
B-A	32.37	32.57	0.00	337.37	0.096	0.11	11.817	B
C-AB	30.10	30.22	0.00	899.67	0.033	0.05	4.444	A
C-A	571.34	571.34	0.00	-	-	-	-	-
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	535.83	535.83	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.19	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor
B3133 south	B3133 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)
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B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Tutton Way	None
B3133 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	561.000	0.100	0.252	0.159	0.360
1	B-C	715.398	0.107	0.271	-	-

1	C-B	641.719	0.243	0.243	-	-
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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 (%)
B3133 north	ONE HOUR	✓	825.00	100.000
Tutton Way	ONE HOUR	✓	75.00	100.000
B3133 south	ONE HOUR	✓	935.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	63.000	762.000
	B	34.000	0.000	41.000
	C	894.000	41.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.08	0.92
	B	0.45	0.00	0.55
	C	0.96	0.04	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	1.010
	B	1.030	1.000	1.000
	C	1.010	1.030	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	1.000
	B	3.000	0.000	0.000
	C	1.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	9.03	0.11	A
B-A	0.23	29.27	0.31	D
C-AB	0.24	4.20	1.03	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-C	30.87	30.63	0.00	540.64	0.057	0.06	7.055	A
B-A	26.36	25.96	0.00	290.87	0.091	0.10	13.976	B
C-AB	95.52	94.69	0.00	967.54	0.099	0.21	4.193	A
C-A	616.05	616.05	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	579.41	579.41	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
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B-C	36.86	36.79	0.00	503.39	0.073	0.08	7.714	A
B-A	31.48	31.27	0.00	238.28	0.132	0.15	17.893	C
C-AB	152.20	151.47	0.00	1050.71	0.145	0.39	4.070	A
C-A	697.49	697.49	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	691.87	691.87	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-C	45.14	45.01	0.00	444.91	0.101	0.11	8.999	A
B-A	38.56	37.97	0.00	165.47	0.233	0.30	28.946	D
C-AB	284.34	281.88	0.00	1172.83	0.242	1.00	4.112	A
C-A	756.31	756.31	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	847.37	847.37	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-C	45.14	45.14	0.00	443.84	0.102	0.11	9.028	A

B-A	38.56	38.53	0.00	165.14	0.233	0.31	29.271	D
C-AB	286.22	286.14	0.00	1174.38	0.244	1.03	4.131	A
C-A	754.43	754.43	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	847.37	847.37	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-C	36.86	36.99	0.00	502.21	0.073	0.08	7.741	A
B-A	31.48	32.07	0.00	237.97	0.132	0.16	18.059	C
C-AB	153.60	156.07	0.00	1052.64	0.146	0.41	4.089	A
C-A	696.09	696.09	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	691.87	691.87	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-C	30.87	30.94	0.00	539.85	0.057	0.06	7.074	A
B-A	26.36	26.59	0.00	290.77	0.091	0.10	14.049	B

C-AB	96.36	97.13	0.00	968.33	0.100	0.22	4.203	A
C-A	615.21	615.21	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	579.41	579.41	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.39	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor
B3133 south	B3133 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)
B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Tutton Way	None
B3133 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	579.164	0.103	0.260	0.164	0.372
1	B-C	692.685	0.104	0.262	-	-
1	C-B	641.719	0.243	0.243	-	-

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 (%)
B3133 north	ONE HOUR	✓	756.00	100.000
Tutton Way	ONE HOUR	✓	71.00	100.000
B3133 south	ONE HOUR	✓	743.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	16.000	740.000
	B	43.000	0.000	28.000
	C	727.000	16.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.02	0.98
	B	0.61	0.00	0.39
	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	1.030
	B	1.000	1.000	1.070
	C	1.080	1.060	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	7.000
	C	8.000	6.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.50	0.09	A
B-A	0.23	22.09	0.29	C
C-AB	0.08	4.47	0.16	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-C	22.56	22.37	0.00	527.18	0.043	0.05	7.629	A
B-A	32.37	31.94	0.00	326.99	0.099	0.11	12.185	B
C-AB	30.37	30.18	0.00	894.53	0.034	0.05	4.463	A
C-A	573.50	573.50	0.00	-	-	-	-	-
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	573.82	573.82	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-C	26.93	26.88	0.00	492.19	0.055	0.06	8.277	A
B-A	38.66	38.45	0.00	278.01	0.139	0.16	15.015	C
C-AB	48.78	48.65	0.00	973.24	0.050	0.08	4.177	A
C-A	672.31	672.31	0.00	-	-	-	-	-
A-B	14.38	14.38	0.00	-	-	-	-	-

A-C	685.20	685.20	0.00	-	-	-	-	-
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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-C	32.99	32.89	0.00	438.83	0.075	0.09	9.487	A
B-A	47.34	46.85	0.00	210.18	0.225	0.28	21.973	C
C-AB	77.66	77.42	0.00	1050.16	0.074	0.14	3.977	A
C-A	805.49	805.49	0.00	-	-	-	-	-
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	839.20	839.20	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-C	32.99	32.98	0.00	438.22	0.075	0.09	9.505	A
B-A	47.34	47.33	0.00	210.22	0.225	0.29	22.090	C
C-AB	84.51	84.45	0.00	1071.60	0.079	0.16	3.924	A
C-A	798.64	798.64	0.00	-	-	-	-	-
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	839.20	839.20	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-C	26.93	27.03	0.00	491.42	0.055	0.06	8.296	A
B-A	38.66	39.14	0.00	278.13	0.139	0.16	15.092	C
C-AB	48.91	49.20	0.00	973.48	0.050	0.08	4.190	A
C-A	672.18	672.18	0.00	-	-	-	-	-
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	685.20	685.20	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-C	22.56	22.61	0.00	526.59	0.043	0.05	7.643	A
B-A	32.37	32.58	0.00	327.09	0.099	0.11	12.232	B
C-AB	30.52	30.65	0.00	894.67	0.034	0.05	4.471	A
C-A	573.36	573.36	0.00	-	-	-	-	-
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	573.82	573.82	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Tutton Way	Tutton Way		Minor
B3133 south	B3133 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)
B3133 south	6.55		0.00		2.20	117.00	✓	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)
Tutton Way	One lane plus flare				10.00	5.40	4.20	3.90	3.60	✓	1.00	67	46

Pedestrian Crossings

Name	Crossing Type
------	---------------

B3133 north	None
Tutton Way	None
B3133 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	561.000	0.100	0.252	0.159	0.360
1	B-C	715.398	0.107	0.271	-	-
1	C-B	641.719	0.243	0.243	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133 north	ONE HOUR	✓	828.00	100.000
Tutton Way	ONE HOUR	✓	75.00	100.000
B3133 south	ONE HOUR	✓	1015.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	63.000	765.000
	B	34.000	0.000	41.000
	C	974.000	41.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.08	0.92
	B	0.45	0.00	0.55
	C	0.96	0.04	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	1.030	1.000	1.000
	C	1.020	1.030	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	2.000

	B	3.000	0.000	0.000
	C	2.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	9.24	0.12	A
B-A	0.26	34.41	0.36	D
C-AB	0.27	4.11	1.31	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-C	30.87	30.63	0.00	537.89	0.057	0.06	7.093	A
B-A	26.36	25.94	0.00	278.03	0.095	0.11	14.686	B
C-AB	110.75	109.78	0.00	1023.34	0.108	0.24	4.031	A
C-A	668.99	668.99	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	587.45	587.45	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-C	36.86	36.78	0.00	499.43	0.074	0.08	7.780	A
B-A	31.48	31.24	0.00	222.93	0.141	0.17	19.320	C
C-AB	178.89	177.98	0.00	1113.97	0.161	0.47	3.937	A
C-A	752.19	752.19	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	701.47	701.47	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
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B-C	45.14	45.00	0.00	436.09	0.104	0.11	9.202	A
B-A	38.56	37.82	0.00	146.64	0.263	0.35	33.848	D
C-AB	338.11	334.87	0.00	1241.06	0.272	1.28	4.077	A
C-A	802.23	802.23	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	859.13	859.13	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-C	45.14	45.14	0.00	434.50	0.104	0.12	9.245	A
B-A	38.56	38.52	0.00	146.19	0.264	0.36	34.408	D
C-AB	340.90	340.76	0.00	1243.06	0.274	1.31	4.109	A
C-A	799.44	799.44	0.00	-	-	-	-	-
A-B	69.36	69.36	0.00	-	-	-	-	-
A-C	859.13	859.13	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-C	36.86	37.00	0.00	497.89	0.074	0.08	7.814	A

B-A	31.48	32.22	0.00	222.51	0.141	0.17	19.560	C
C-AB	180.98	184.25	0.00	1116.61	0.162	0.49	3.969	A
C-A	750.11	750.11	0.00	-	-	-	-	-
A-B	56.64	56.64	0.00	-	-	-	-	-
A-C	701.47	701.47	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-C	30.87	30.94	0.00	536.99	0.057	0.06	7.114	A
B-A	26.36	26.62	0.00	277.90	0.095	0.11	14.770	B
C-AB	111.87	112.84	0.00	1024.39	0.109	0.25	4.045	A
C-A	667.87	667.87	0.00	-	-	-	-	-
A-B	47.43	47.43	0.00	-	-	-	-	-
A-C	587.45	587.45	0.00	-	-	-	-	-

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: J30 B3133 - Davis Lane.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J30

Report generation date: 28/01/2014 08:57:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.07	8.13	0.07	A	0.04	9.15	0.04	A

Stream B-A	0.21	17.33	0.17	C	0.52	25.45	0.35	D
Stream C-AB	0.15	4.54	0.08	A	0.37	4.21	0.14	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-C	0.08	8.63	0.08	A	0.05	10.24	0.05	B
Stream B-A	0.27	20.57	0.21	C	0.81	36.37	0.46	E
Stream C-AB	0.21	4.39	0.10	A	0.58	4.13	0.18	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-C	0.09	9.15	0.08	A	0.07	14.88	0.07	B
Stream B-A	0.33	23.92	0.24	C	1.98	68.00	0.69	F
Stream C-AB	0.23	4.45	0.10	A	0.73	3.99	0.20	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 28/01/2014 08:57:29

File summary

File Description

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

Analysis Options

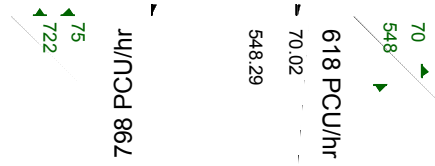
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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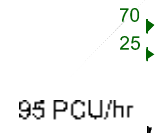
m	kph	Veh	PCU	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------

B3133 north

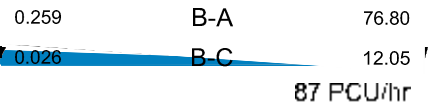


618 PCU/hr
70.02 A-B
548.29 A-C

798 PCU/hr



95 PCU/hr



B-A

B-C

87 PCU/hr

Davis Lane

20.00 m

0.079
C-A
C-AB

5

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	9.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor
B3133 south	B3133 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)
B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Davis Lane	None
B3133 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	577.945	0.105	0.266	0.167	0.380
1	B-C	679.800	0.104	0.263	-	-
1	C-B	644.615	0.250	0.250	-	-

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 (%)
B3133 north	ONE HOUR	✓	658.00	100.000
Davis Lane	ONE HOUR	✓	67.00	100.000
B3133 south	ONE HOUR	✓	657.00	100.000

Turning Proportions

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

	To			
		A	B	C
	From	A	B	C
	A	0.000	70.000	588.000
	B	39.000	0.000	28.000

	C	637.000	20.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.11	0.89
	B	0.58	0.00	0.42
	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	1.057	1.027
	B	1.026	1.000	1.000
	C	1.083	1.000	1.000

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

		To		
--	--	----	--	--

From		A	B	C
	A	0.000	5.710	2.720
	B	2.560	0.000	0.000
	C	8.320	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	8.13	0.07	A
B-A	0.17	17.33	0.21	C
C-AB	0.08	4.54	0.15	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-C	21.08	20.92	0.00	542.57	0.039	0.04	6.899	A
B-A	30.11	29.74	0.00	358.42	0.084	0.09	11.221	B
C-AB	32.45	32.23	0.00	864.88	0.038	0.05	4.509	A
C-A	502.07	502.07	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	454.72	454.72	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-C	25.17	25.13	0.00	514.34	0.049	0.05	7.358	A
B-A	35.96	35.81	0.00	315.87	0.114	0.13	13.176	B
C-AB	49.91	49.78	0.00	930.82	0.054	0.09	4.282	A
C-A	588.36	588.36	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	542.98	542.98	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-C	30.83	30.76	0.00	474.07	0.065	0.07	8.120	A
B-A	44.04	43.73	0.00	256.93	0.171	0.21	17.291	C
C-AB	77.15	76.91	0.00	999.23	0.077	0.15	4.120	A
C-A	704.57	704.57	0.00	-	-	-	-	-
A-B	81.47	81.47	0.00	-	-	-	-	-
A-C	665.01	665.01	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-C	30.83	30.83	0.00	473.68	0.065	0.07	8.128	A
B-A	44.04	44.03	0.00	257.00	0.171	0.21	17.335	C
C-AB	77.27	77.26	0.00	999.35	0.077	0.15	4.134	A
C-A	704.46	704.46	0.00	-	-	-	-	-
A-B	81.47	81.47	0.00	-	-	-	-	-
A-C	665.01	665.01	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
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B-C	25.17	25.24	0.00	513.70	0.049	0.05	7.370	A
B-A	35.96	36.26	0.00	316.05	0.114	0.13	13.209	B
C-AB	50.04	50.28	0.00	931.02	0.054	0.09	4.319	A
C-A	588.23	588.23	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	542.98	542.98	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-C	21.08	21.12	0.00	541.92	0.039	0.04	6.912	A
B-A	30.11	30.27	0.00	358.60	0.084	0.10	11.249	B
C-AB	32.60	32.74	0.00	865.02	0.038	0.06	4.536	A
C-A	501.92	501.92	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	454.72	454.72	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	12.15	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor
B3133 south	B3133 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)
B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Davis Lane	None

B3133 south	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	579.055	0.105	0.267	0.168	0.381
1	B-C	647.759	0.099	0.251	-	-
1	C-B	644.615	0.250	0.250	-	-

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 (%)
B3133 north	ONE HOUR	✓	733.00	100.000
Davis Lane	ONE HOUR	✓	83.00	100.000
B3133 south	ONE HOUR	✓	815.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	85.000	648.000
	B	68.000	0.000	15.000
	C	785.000	30.000	0.000

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

	To		
From	A	B	C

	A	0.00	0.12	0.88
	B	0.82	0.00	0.18
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.000	1.014
	B	1.000	1.000	1.000
	C	1.017	1.000	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	1.390
	B	0.000	0.000	0.000
	C	1.660	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	9.15	0.04	A
B-A	0.35	25.45	0.52	D
C-AB	0.14	4.21	0.37	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-C	11.29	11.20	0.00	497.02	0.023	0.02	7.410	A
B-A	51.19	50.47	0.00	331.09	0.155	0.18	12.798	B

C-AB	59.87	59.43	0.00	926.46	0.065	0.11	4.194	A
C-A	563.52	563.52	0.00	-	-	-	-	-
A-B	63.99	63.99	0.00	-	-	-	-	-
A-C	494.63	494.63	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-C	13.48	13.46	0.00	464.05	0.029	0.03	7.989	A
B-A	61.13	60.77	0.00	282.87	0.216	0.27	16.182	C
C-AB	86.86	86.61	0.00	984.50	0.088	0.17	4.055	A
C-A	657.52	657.52	0.00	-	-	-	-	-
A-B	76.41	76.41	0.00	-	-	-	-	-
A-C	590.64	590.64	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-C	16.52	16.47	0.00	411.07	0.040	0.04	9.121	A
B-A	74.87	73.91	0.00	216.27	0.346	0.51	25.121	D
C-AB	150.60	149.85	0.00	1084.64	0.139	0.36	3.903	A

C-A	761.08	761.08	0.00	-	-	-	-	-
A-B	93.59	93.59	0.00	-	-	-	-	-
A-C	723.38	723.38	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-C	16.52	16.51	0.00	410.13	0.040	0.04	9.145	A
B-A	74.87	74.83	0.00	216.15	0.346	0.52	25.453	D
C-AB	151.01	151.00	0.00	1085.07	0.139	0.37	3.911	A
C-A	760.66	760.66	0.00	-	-	-	-	-
A-B	93.59	93.59	0.00	-	-	-	-	-
A-C	723.38	723.38	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-C	13.48	13.53	0.00	463.16	0.029	0.03	8.008	A
B-A	61.13	62.08	0.00	282.73	0.216	0.28	16.384	C
C-AB	87.23	87.98	0.00	985.05	0.089	0.18	4.070	A
C-A	657.15	657.15	0.00	-	-	-	-	-

A-B	76.41	76.41	0.00	-	-	-	-	-
A-C	590.64	590.64	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-C	11.29	11.32	0.00	496.40	0.023	0.02	7.420	A
B-A	51.19	51.58	0.00	330.97	0.155	0.19	12.901	B
C-AB	60.24	60.51	0.00	926.79	0.065	0.11	4.205	A
C-A	563.14	563.14	0.00	-	-	-	-	-
A-B	63.99	63.99	0.00	-	-	-	-	-
A-C	494.63	494.63	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.03	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor

B3133 south	B3133 south		Major
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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)
B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Davis Lane	None
B3133 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	577.396	0.105	0.266	0.167	0.380
1	B-C	680.495	0.104	0.264	-	-
1	C-B	644.615	0.250	0.250	-	-

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 (%)
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B3133 north	ONE HOUR	✓	720.00	100.000
Davis Lane	ONE HOUR	✓	74.00	100.000
B3133 south	ONE HOUR	✓	717.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	76.000	644.000
	B	43.000	0.000	31.000
	C	695.000	22.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.11	0.89
	B	0.58	0.00	0.42
	C	0.97	0.03	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.050	1.030
	B	1.020	1.000	1.000
	C	1.080	1.000	1.000

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

	To			
		A	B	C
From	A	0.000	5.000	3.000
	B	2.000	0.000	0.000
	C	8.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.08	8.63	0.08	A
B-A	0.21	20.57	0.27	C
C-AB	0.10	4.39	0.21	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-C	23.34	23.16	0.00	529.26	0.044	0.05	7.112	A
B-A	33.02	32.58	0.00	337.54	0.098	0.11	12.024	B
C-AB	41.83	41.55	0.00	902.76	0.046	0.07	4.375	A
C-A	539.82	539.82	0.00	-	-	-	-	-
A-B	60.08	60.08	0.00	-	-	-	-	-

A-C	499.38	499.38	0.00	-	-	-	-	-
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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-C	27.87	27.82	0.00	497.77	0.056	0.06	7.660	A
B-A	39.43	39.24	0.00	291.04	0.135	0.16	14.582	B
C-AB	60.25	60.10	0.00	956.90	0.063	0.11	4.215	A
C-A	634.30	634.30	0.00	-	-	-	-	-
A-B	71.74	71.74	0.00	-	-	-	-	-
A-C	596.31	596.31	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-C	34.13	34.04	0.00	451.92	0.076	0.08	8.613	A
B-A	48.29	47.84	0.00	226.64	0.213	0.27	20.485	C
C-AB	102.46	102.05	0.00	1049.44	0.098	0.21	4.017	A
C-A	748.19	748.19	0.00	-	-	-	-	-
A-B	87.86	87.86	0.00	-	-	-	-	-
A-C	730.33	730.33	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-C	34.13	34.13	0.00	451.35	0.076	0.08	8.628	A
B-A	48.29	48.28	0.00	226.70	0.213	0.27	20.575	C
C-AB	102.66	102.65	0.00	1049.68	0.098	0.21	4.033	A
C-A	747.98	747.98	0.00	-	-	-	-	-
A-B	87.86	87.86	0.00	-	-	-	-	-
A-C	730.33	730.33	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-C	27.87	27.95	0.00	496.89	0.056	0.06	7.680	A
B-A	39.43	39.87	0.00	291.25	0.135	0.16	14.634	B
C-AB	60.45	60.85	0.00	957.21	0.063	0.11	4.250	A
C-A	634.11	634.11	0.00	-	-	-	-	-
A-B	71.74	71.74	0.00	-	-	-	-	-
A-C	596.31	596.31	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
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B-C	23.34	23.39	0.00	528.48	0.044	0.05	7.127	A
B-A	33.02	33.22	0.00	337.75	0.098	0.11	12.067	B
C-AB	42.06	42.22	0.00	902.96	0.047	0.07	4.394	A
C-A	539.59	539.59	0.00	-	-	-	-	-
A-B	60.08	60.08	0.00	-	-	-	-	-
A-C	499.38	499.38	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	14.89	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor
B3133 south	B3133 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)
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B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Davis Lane	None
B3133 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	579.339	0.106	0.267	0.168	0.381
1	B-C	647.160	0.099	0.251	-	-

1	C-B	644.615	0.250	0.250	-	-
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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 (%)
B3133 north	ONE HOUR	✓	804.00	100.000
Davis Lane	ONE HOUR	✓	91.00	100.000
B3133 south	ONE HOUR	✓	894.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	93.000	711.000
	B	75.000	0.000	16.000
	C	861.000	33.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.82	0.00	0.18
	C	0.96	0.04	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	1.010
	B	1.000	1.000	1.000
	C	1.020	1.000	1.000

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

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	10.24	0.05	B
B-A	0.46	36.37	0.81	E
C-AB	0.18	4.13	0.58	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-C	12.05	11.94	0.00	481.00	0.025	0.03	7.672	A
B-A	56.46	55.58	0.00	307.35	0.184	0.22	14.249	B
C-AB	72.59	72.04	0.00	957.17	0.076	0.14	4.121	A
C-A	613.42	613.42	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	540.63	540.63	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
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B-C	14.38	14.35	0.00	442.87	0.032	0.03	8.401	A
B-A	67.42	66.90	0.00	254.45	0.265	0.35	19.141	C
C-AB	114.63	114.19	0.00	1037.00	0.111	0.25	3.959	A
C-A	704.53	704.53	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	645.57	645.57	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-C	17.62	17.55	0.00	371.74	0.047	0.05	10.163	B
B-A	82.58	80.85	0.00	181.37	0.455	0.78	35.224	E
C-AB	205.22	203.94	0.00	1146.84	0.179	0.57	3.885	A
C-A	798.06	798.06	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	790.65	790.65	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-C	17.62	17.61	0.00	369.06	0.048	0.05	10.243	B

B-A	82.58	82.47	0.00	181.17	0.456	0.81	36.372	E
C-AB	206.05	206.01	0.00	1147.61	0.180	0.58	3.898	A
C-A	797.23	797.23	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	790.65	790.65	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-C	14.38	14.45	0.00	441.11	0.033	0.03	8.440	A
B-A	67.42	69.17	0.00	254.21	0.265	0.37	19.629	C
C-AB	115.34	116.61	0.00	1038.03	0.111	0.26	3.978	A
C-A	703.83	703.83	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	645.57	645.57	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-C	12.05	12.08	0.00	480.13	0.025	0.03	7.693	A
B-A	56.46	57.03	0.00	307.19	0.184	0.23	14.424	B

C-AB	73.12	73.58	0.00	957.67	0.076	0.14	4.133	A
C-A	612.89	612.89	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	540.63	540.63	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.22	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor
B3133 south	B3133 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)
B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
B3133 north	None
Davis Lane	None
B3133 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	580.350	0.106	0.267	0.168	0.382
1	B-C	676.752	0.104	0.262	-	-
1	C-B	644.615	0.250	0.250	-	-

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 (%)
B3133 north	ONE HOUR	✓	797.00	100.000
Davis Lane	ONE HOUR	✓	75.00	100.000
B3133 south	ONE HOUR	✓	720.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	103.000	694.000
	B	44.000	0.000	31.000
	C	698.000	22.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.13	0.87
	B	0.59	0.00	0.41
	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	1.050	1.030
	B	1.050	1.000	1.000
	C	1.080	1.000	1.000

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

	To			
From		A	B	C
	A	0.000	5.000	3.000
	B	5.000	0.000	0.000
	C	8.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.15	0.09	A
B-A	0.24	23.92	0.33	C
C-AB	0.10	4.45	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-C	23.34	23.15	0.00	513.10	0.045	0.05	7.348	A
B-A	34.78	34.29	0.00	326.24	0.107	0.12	12.925	B
C-AB	42.76	42.46	0.00	893.99	0.048	0.07	4.428	A
C-A	541.33	541.33	0.00	-	-	-	-	-
A-B	81.42	81.42	0.00	-	-	-	-	-
A-C	538.15	538.15	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-C	27.87	27.81	0.00	478.83	0.058	0.06	7.981	A
B-A	41.53	41.30	0.00	276.98	0.150	0.18	16.022	C
C-AB	62.11	61.94	0.00	947.38	0.066	0.12	4.272	A
C-A	635.36	635.36	0.00	-	-	-	-	-
A-B	97.22	97.22	0.00	-	-	-	-	-

A-C	642.61	642.61	0.00	-	-	-	-	-
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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-C	34.13	34.03	0.00	428.21	0.080	0.09	9.131	A
B-A	50.87	50.28	0.00	208.75	0.244	0.33	23.766	C
C-AB	107.17	106.71	0.00	1039.78	0.103	0.23	4.082	A
C-A	747.04	747.04	0.00	-	-	-	-	-
A-B	119.08	119.08	0.00	-	-	-	-	-
A-C	787.03	787.03	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-C	34.13	34.13	0.00	427.47	0.080	0.09	9.152	A
B-A	50.87	50.85	0.00	208.83	0.244	0.33	23.917	C
C-AB	107.41	107.39	0.00	1040.06	0.103	0.23	4.098	A
C-A	746.81	746.81	0.00	-	-	-	-	-
A-B	119.08	119.08	0.00	-	-	-	-	-
A-C	787.03	787.03	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-C	27.87	27.96	0.00	477.74	0.058	0.06	8.006	A
B-A	41.53	42.11	0.00	277.23	0.150	0.19	16.115	C
C-AB	62.32	62.77	0.00	947.74	0.066	0.12	4.310	A
C-A	635.14	635.14	0.00	-	-	-	-	-
A-B	97.22	97.22	0.00	-	-	-	-	-
A-C	642.61	642.61	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-C	23.34	23.40	0.00	512.21	0.046	0.05	7.367	A
B-A	34.78	35.03	0.00	326.47	0.107	0.13	12.979	B
C-AB	43.01	43.18	0.00	894.21	0.048	0.08	4.448	A
C-A	541.09	541.09	0.00	-	-	-	-	-
A-B	81.42	81.42	0.00	-	-	-	-	-
A-C	538.15	538.15	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	27.67	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
B3133 north	B3133 north		Major
Davis Lane	Davis Lane		Minor
B3133 south	B3133 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)
B3133 south	6.00		0.00		2.20	122.00	✓	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)
Davis Lane	One lane plus flare				10.00	8.20	5.70	4.10	3.30	✓	2.00	46	30

Pedestrian Crossings

Name	Crossing Type
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B3133 north	None
Davis Lane	None
B3133 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	581.669	0.106	0.268	0.168	0.383
1	B-C	642.239	0.098	0.249	-	-
1	C-B	644.615	0.250	0.250	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
B3133 north	ONE HOUR	✓	807.00	100.000
Davis Lane	ONE HOUR	✓	117.00	100.000
B3133 south	ONE HOUR	✓	974.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	93.000	714.000
	B	101.000	0.000	16.000
	C	941.000	33.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.86	0.00	0.14
	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	1.020
	B	1.010	1.000	1.000
	C	1.020	1.000	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	2.000

	B	1.000	0.000	0.000
	C	2.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	14.88	0.07	B
B-A	0.69	68.00	1.98	F
C-AB	0.20	3.99	0.73	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-C	12.05	11.94	0.00	464.67	0.026	0.03	7.950	A
B-A	76.80	75.42	0.00	296.19	0.259	0.35	16.372	C
C-AB	78.81	78.22	0.00	995.10	0.079	0.15	3.980	A
C-A	668.64	668.64	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	548.29	548.29	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-C	14.38	14.35	0.00	416.76	0.035	0.04	8.946	A
B-A	91.70	90.70	0.00	240.66	0.381	0.60	24.080	C
C-AB	127.81	127.30	0.00	1084.61	0.118	0.28	3.819	A
C-A	764.72	764.72	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	654.71	654.71	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
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B-C	17.62	17.49	0.00	277.33	0.064	0.07	13.849	B
B-A	112.32	107.44	0.00	163.94	0.685	1.82	59.981	F
C-AB	246.63	244.87	0.00	1216.23	0.203	0.71	3.775	A
C-A	846.49	846.49	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	801.85	801.85	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-C	17.62	17.60	0.00	259.47	0.068	0.07	14.884	B
B-A	112.32	111.66	0.00	163.67	0.686	1.98	67.999	F
C-AB	247.92	247.87	0.00	1217.32	0.204	0.73	3.792	A
C-A	845.19	845.19	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	801.85	801.85	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-C	14.38	14.52	0.00	410.27	0.035	0.04	9.101	A

B-A	91.70	97.03	0.00	240.37	0.382	0.65	26.209	D
C-AB	128.74	130.50	0.00	1085.97	0.119	0.29	3.841	A
C-A	763.79	763.79	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	654.71	654.71	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-C	12.05	12.08	0.00	463.06	0.026	0.03	7.983	A
B-A	76.80	77.95	0.00	296.01	0.259	0.36	16.760	C
C-AB	79.41	79.94	0.00	995.66	0.080	0.15	3.993	A
C-A	668.04	668.04	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	548.29	548.29	0.00	-	-	-	-	-

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: J31 Northern Way - Tickenham Road.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J31

Report generation date: 18/02/2014 16:50:32

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Tickenham Road east	2.36	10.85	0.70	B	3.21	13.17	0.77	B

Northern Way	8.36	27.15	0.90	D	2.01	8.29	0.67	A
Tickenham Road west	5.77	25.63	0.86	D	2.21	11.27	0.69	B
A1 - 2019 Base								
Tickenham Road east	3.46	14.81	0.78	B	5.61	21.51	0.86	C
Northern Way	25.56	71.57	1.00	F	2.89	10.95	0.75	B
Tickenham Road west	13.65	55.28	0.96	F	3.22	15.24	0.77	C
A1 - 2019 Dev								
Tickenham Road east	4.00	16.70	0.80	C	8.25	30.45	0.90	D
Northern Way	42.82	107.74	1.04	F	3.27	12.08	0.77	B
Tickenham Road west	16.71	66.51	0.98	F	3.41	16.18	0.78	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 16:50:29

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	29/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

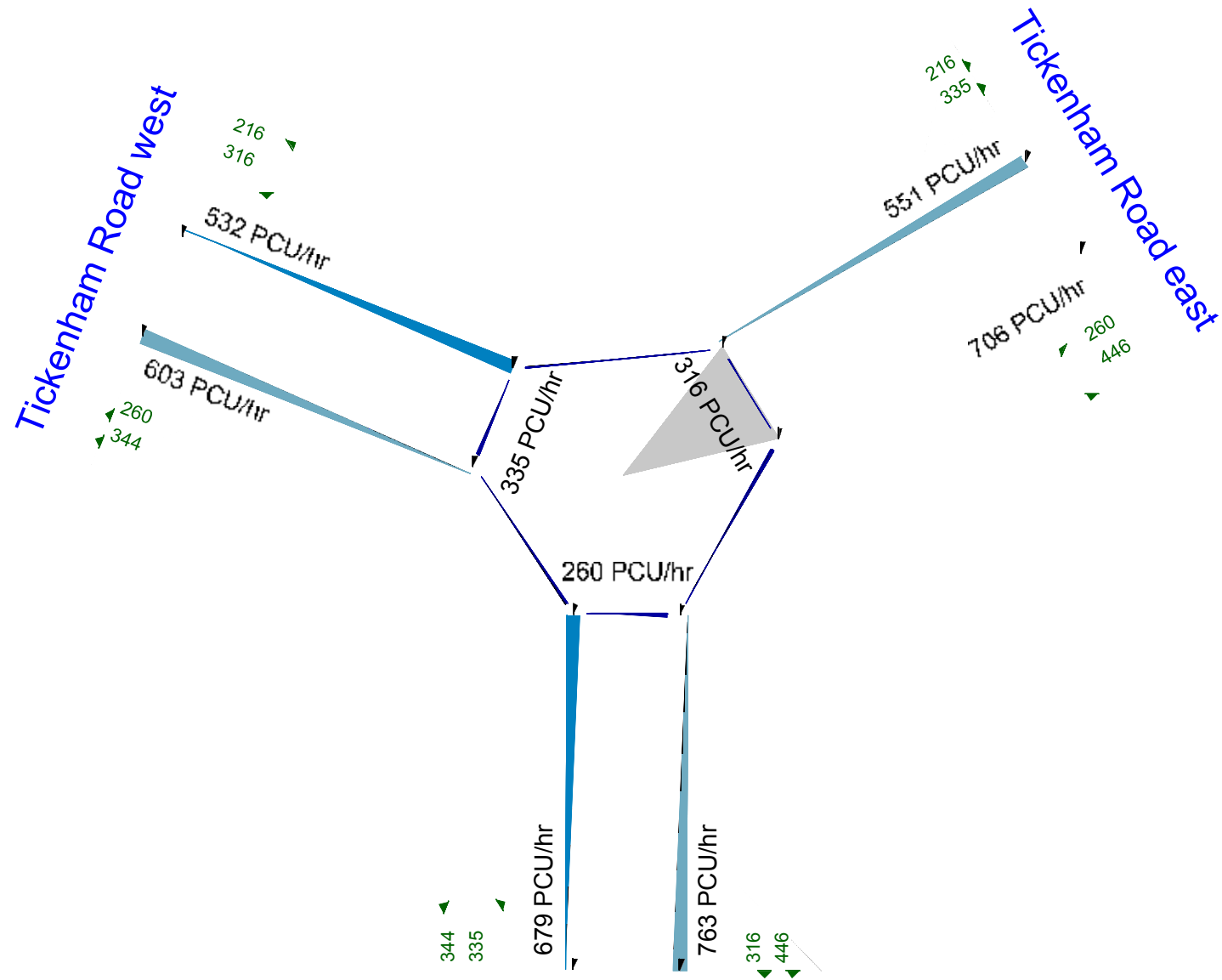
Analysis Options

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

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			22.10	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
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Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	699.00	100.000
Northern Way	ONE HOUR	✓	1037.00	100.000
Tickenham Road west	ONE HOUR	✓	759.00	100.000

Turning Proportions

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

	To		
	1	2	3
From	1	0.000	364.000
	2	452.000	0.000
	3	328.000	431.000

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

	To		
	1	2	3
From	1	0.00	0.52

	2	0.44	0.00	0.56
	3	0.43	0.57	0.00

Vehicle Mix

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

	To			
From		1	2	3
	1	1.000	1.060	1.010
	2	1.050	1.000	1.020
	3	1.030	1.020	1.000

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

	To			
From		1	2	3
	1	0.000	6.000	1.000
	2	5.000	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
Tickenham Road east	0.70	10.85	2.36	B
Northern Way	0.90	27.15	8.36	D
Tickenham Road west	0.86	25.63	5.77	D

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
Tickenham Road east	545.21	541.95	328.28	0.00	1230.69	0.443	0.82	5.391	A
Northern Way	806.53	800.81	253.20	0.00	1379.49	0.585	1.43	6.365	A
Tickenham Road west	585.31	580.55	354.77	0.00	1079.96	0.542	1.19	7.317	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
Tickenham Road east	651.03	649.39	393.36	0.00	1192.65	0.546	1.23	6.845	A
Northern Way	963.08	958.83	303.40	0.00	1348.74	0.714	2.49	9.433	A
Tickenham Road west	698.92	695.65	424.77	0.00	1043.68	0.670	2.01	10.494	B

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
Tickenham Road east	797.35	793.06	476.62	0.00	1143.98	0.697	2.30	10.500	B
Northern Way	1179.52	1159.25	370.53	0.00	1307.61	0.902	7.56	22.501	C
Tickenham Road west	856.00	842.89	513.56	0.00	997.67	0.858	5.28	22.146	C

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
Tickenham Road east	797.35	797.11	482.94	0.00	1140.28	0.699	2.36	10.849	B
Northern Way	1179.52	1176.31	372.42	0.00	1306.45	0.903	8.36	27.147	D
Tickenham Road west	856.00	854.08	521.12	0.00	993.75	0.861	5.77	25.631	D

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
Tickenham Road east	651.03	655.34	403.30	0.00	1186.84	0.549	1.28	7.074	A
Northern Way	963.08	985.78	306.18	0.00	1347.03	0.715	2.69	10.893	B
Tickenham Road west	698.92	713.22	436.71	0.00	1037.50	0.674	2.19	11.838	B

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
Tickenham Road east	545.21	546.98	333.12	0.00	1227.86	0.444	0.84	5.491	A
Northern Way	806.53	811.35	255.56	0.00	1378.05	0.585	1.48	6.619	A
Tickenham Road west	585.31	589.12	359.44	0.00	1077.54	0.543	1.24	7.609	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
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(Default Analysis Set)			100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	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			10.90	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
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Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
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Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	809.00	100.000
Northern Way	ONE HOUR	✓	800.00	100.000
Tickenham Road west	ONE HOUR	✓	638.00	100.000

Turning Proportions

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

	To			
		1	2	3
From	1	0.000	495.000	314.000
	2	382.000	0.000	418.000
	3	256.000	382.000	0.000

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

	To			
		1	2	3
From	1	0.00	0.61	0.39
	2	0.48	0.00	0.52
	3	0.40	0.60	0.00

Vehicle Mix

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

	To
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From		1	2	3
	1	1.000	1.010	1.010
	2	1.010	1.000	1.000
	3	1.040	1.010	1.000

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

	To			
From		1	2	3
	1	0.000	1.000	1.000
	2	1.000	0.000	0.000
	3	4.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Tickenham Road east	0.77	13.17	3.21	B
Northern Way	0.67	8.29	2.01	A
Tickenham Road west	0.69	11.27	2.21	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
Tickenham Road east	615.15	611.30	288.58	0.00	1253.89	0.491	0.96	5.625	A
Northern Way	605.16	602.08	237.27	0.00	1389.25	0.436	0.77	4.578	A
Tickenham Road west	490.90	487.72	288.99	0.00	1114.05	0.441	0.80	5.846	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
Tickenham Road east	734.55	732.40	345.93	0.00	1220.37	0.602	1.50	7.418	A
Northern Way	722.62	721.20	284.27	0.00	1360.46	0.531	1.12	5.646	A
Tickenham Road west	586.19	584.64	346.16	0.00	1084.42	0.541	1.18	7.337	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
Tickenham Road east	899.63	893.17	422.47	0.00	1175.63	0.765	3.11	12.589	B
Northern Way	885.02	881.59	346.67	0.00	1322.23	0.669	1.98	8.145	A
Tickenham Road west	717.93	714.00	423.15	0.00	1044.53	0.687	2.16	11.001	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
Tickenham Road east	899.63	899.25	424.69	0.00	1174.33	0.766	3.21	13.170	B
Northern Way	885.02	884.90	349.03	0.00	1320.78	0.670	2.01	8.292	A
Tickenham Road west	717.93	717.76	424.74	0.00	1043.70	0.688	2.21	11.271	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
Tickenham Road east	734.55	741.12	349.17	0.00	1218.48	0.603	1.56	7.719	A
Northern Way	722.62	726.04	287.65	0.00	1358.39	0.532	1.16	5.752	A
Tickenham Road west	586.19	590.11	348.48	0.00	1083.22	0.541	1.23	7.521	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
Tickenham Road east	615.15	617.46	291.44	0.00	1252.22	0.491	0.99	5.750	A
Northern Way	605.16	606.65	239.66	0.00	1387.79	0.436	0.78	4.640	A
Tickenham Road west	490.90	492.55	291.18	0.00	1112.92	0.441	0.82	5.945	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			50.69	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
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Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	765.00	100.000
Northern Way	ONE HOUR	✓	1135.00	100.000
Tickenham Road west	ONE HOUR	✓	831.00	100.000

Turning Proportions

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

	To			
From		1	2	3
	1	0.000	398.000	367.000

	2	495.000	0.000	640.000
	3	359.000	472.000	0.000

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

	To			
From		1	2	3
	1	0.00	0.52	0.48
	2	0.44	0.00	0.56
	3	0.43	0.57	0.00

Vehicle Mix

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

	To			
From		1	2	3
	1	1.000	1.050	1.010
	2	1.040	1.000	1.020
	3	1.030	1.020	1.000

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

	To			
From		1	2	3
	1	0.000	5.000	1.000
	2	4.000	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
Tickenham Road east	0.78	14.81	3.46	B
Northern Way	1.00	71.57	25.56	F
Tickenham Road west	0.96	55.28	13.65	F

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
Tickenham Road east	593.68	589.77	359.03	0.00	1212.71	0.490	0.98	5.921	A
Northern Way	879.03	871.75	277.22	0.00	1364.77	0.644	1.82	7.408	A
Tickenham Road west	640.84	634.78	384.36	0.00	1064.63	0.602	1.51	8.464	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
Tickenham Road east	708.91	706.63	429.79	0.00	1171.36	0.605	1.55	7.945	A
Northern Way	1049.65	1042.50	332.15	0.00	1331.12	0.789	3.61	12.524	B
Tickenham Road west	765.22	759.88	459.64	0.00	1025.61	0.746	2.85	13.601	B

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
Tickenham Road east	868.23	861.24	512.46	0.00	1123.03	0.773	3.30	13.802	B
Northern Way	1285.55	1227.99	404.83	0.00	1286.60	0.999	18.00	42.843	E
Tickenham Road west	937.20	906.06	541.43	0.00	983.23	0.953	10.63	37.781	E

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
Tickenham Road east	868.23	867.58	523.24	0.00	1116.73	0.777	3.46	14.807	B
Northern Way	1285.55	1255.31	407.81	0.00	1284.77	1.001	25.56	71.570	F
Tickenham Road west	937.20	925.11	553.47	0.00	976.99	0.959	13.65	55.281	F

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
Tickenham Road east	708.91	716.06	455.72	0.00	1156.20	0.613	1.67	8.562	A
Northern Way	1049.65	1135.04	336.59	0.00	1328.41	0.790	4.21	25.955	D
Tickenham Road west	765.22	805.74	500.44	0.00	1004.47	0.762	3.52	21.666	C

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
Tickenham Road east	593.68	596.33	366.80	0.00	1208.17	0.491	1.01	6.090	A
Northern Way	879.03	888.22	280.31	0.00	1362.89	0.645	1.91	7.946	A

Tickenham Road west	640.84	648.53	391.62	0.00	1060.86	0.604	1.60	9.103	A
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(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			15.98	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	887.00	100.000
Northern Way	ONE HOUR	✓	878.00	100.000
Tickenham Road west	ONE HOUR	✓	699.00	100.000

Turning Proportions

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

		To		
From		1	2	3
	1	0.000	543.000	344.000
	2	419.000	0.000	459.000
	3	280.000	419.000	0.000

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

		To		
From		1	2	3

	1	0.00	0.61	0.39
	2	0.48	0.00	0.52
	3	0.40	0.60	0.00

Vehicle Mix

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

	To			
From		1	2	3
	1	1.000	1.010	1.010
	2	1.010	1.000	1.000
	3	1.030	1.010	1.000

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

	To			
From		1	2	3
	1	0.000	1.000	1.000
	2	1.000	0.000	0.000
	3	3.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Tickenham Road east	0.86	21.51	5.61	C
Northern Way	0.75	10.95	2.89	B
Tickenham Road west	0.77	15.24	3.22	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
Tickenham Road east	674.46	669.69	316.33	0.00	1237.67	0.545	1.19	6.351	A
Northern Way	664.16	660.45	259.72	0.00	1375.50	0.483	0.93	5.032	A
Tickenham Road west	535.72	531.91	316.82	0.00	1099.63	0.487	0.95	6.414	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
Tickenham Road east	805.37	802.14	379.16	0.00	1200.94	0.671	2.00	9.042	A
Northern Way	793.07	791.10	311.09	0.00	1344.03	0.590	1.42	6.518	A
Tickenham Road west	639.70	637.56	379.49	0.00	1067.15	0.599	1.49	8.488	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
Tickenham Road east	986.37	973.41	462.08	0.00	1152.48	0.856	5.24	19.052	C
Northern Way	971.31	965.74	377.51	0.00	1303.33	0.745	2.81	10.542	B
Tickenham Road west	783.48	776.98	463.27	0.00	1023.73	0.765	3.11	14.478	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
Tickenham Road east	986.37	984.88	465.68	0.00	1150.37	0.857	5.61	21.513	C
Northern Way	971.31	971.00	381.96	0.00	1300.61	0.747	2.89	10.949	B
Tickenham Road west	783.48	783.04	465.79	0.00	1022.43	0.766	3.22	15.237	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
Tickenham Road east	805.37	819.27	384.38	0.00	1197.90	0.672	2.14	9.935	A
Northern Way	793.07	798.70	317.73	0.00	1339.96	0.592	1.48	6.752	A
Tickenham Road west	639.70	646.33	383.14	0.00	1065.26	0.601	1.57	8.880	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
Tickenham Road east	674.46	678.07	319.99	0.00	1235.54	0.546	1.23	6.563	A
Northern Way	664.16	666.29	262.97	0.00	1373.51	0.484	0.95	5.131	A
Tickenham Road west	535.72	538.05	319.62	0.00	1098.18	0.488	0.98	6.569	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
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(Default Analysis Set)			100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	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			69.84	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
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Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
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Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	777.00	100.000
Northern Way	ONE HOUR	✓	1171.00	100.000
Tickenham Road west	ONE HOUR	✓	831.00	100.000

Turning Proportions

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

	To			
From		1	2	3
	1	0.000	410.000	367.000
	2	531.000	0.000	640.000
	3	359.000	472.000	0.000

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

	To			
From		1	2	3
	1	0.00	0.53	0.47
	2	0.45	0.00	0.55
	3	0.43	0.57	0.00

Vehicle Mix

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

	To
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From		1	2	3
	1	1.000	1.080	1.010
	2	1.060	1.000	1.020
	3	1.030	1.020	1.000

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

From	To			
		1	2	3
	1	0.000	8.000	1.000
	2	6.000	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
Tickenham Road east	0.80	16.70	4.00	C
Northern Way	1.04	107.74	42.82	F
Tickenham Road west	0.98	66.51	16.71	F

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
Tickenham Road east	612.42	608.21	358.88	0.00	1212.80	0.505	1.05	6.193	A
Northern Way	915.21	906.99	277.14	0.00	1364.83	0.671	2.06	8.026	A
Tickenham Road west	640.84	634.52	419.94	0.00	1046.19	0.613	1.58	8.828	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
Tickenham Road east	731.29	728.71	429.41	0.00	1171.58	0.624	1.70	8.457	A
Northern Way	1092.85	1083.57	332.05	0.00	1331.18	0.821	4.38	14.562	B
Tickenham Road west	765.22	759.21	501.70	0.00	1003.82	0.762	3.08	14.715	B

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
Tickenham Road east	895.65	887.32	509.00	0.00	1125.05	0.796	3.78	15.334	C
Northern Way	1338.47	1250.01	404.32	0.00	1286.91	1.040	26.49	56.371	F
Tickenham Road west	937.20	899.94	578.77	0.00	963.88	0.972	12.40	42.956	E

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
Tickenham Road east	895.65	894.75	520.31	0.00	1118.44	0.801	4.00	16.700	C
Northern Way	1338.47	1273.15	407.71	0.00	1284.83	1.042	42.82	107.742	F
Tickenham Road west	937.20	919.94	589.48	0.00	958.33	0.978	16.71	66.505	F

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
Tickenham Road east	731.29	739.86	460.84	0.00	1153.20	0.634	1.86	9.297	A
Northern Way	1092.85	1241.11	337.13	0.00	1328.07	0.823	5.76	60.218	F
Tickenham Road west	765.22	814.79	574.64	0.00	966.01	0.792	4.32	29.936	D

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
Tickenham Road east	612.42	615.50	368.42	0.00	1207.23	0.507	1.09	6.401	A
Northern Way	915.21	929.52	280.46	0.00	1362.79	0.672	2.18	8.896	A
Tickenham Road west	640.84	651.38	430.37	0.00	1040.78	0.616	1.68	9.714	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
(untitled)	Roundabout	1,2,3			19.99	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Tickenham Road east	Tickenham Road east	
Northern Way	Northern Way	
Tickenham Road west	Tickenham Road west	

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
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Tickenham Road east	3.69	6.11	10.10	17.76	20.08	49.00	
Northern Way	4.52	5.63	11.39	15.42	20.08	42.00	
Tickenham Road west	4.09	5.68	8.40	8.13	20.08	61.00	

Pedestrian Crossings

Name	Crossing Type
Tickenham Road east	None
Northern Way	None
Tickenham Road west	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)
Tickenham Road east		(calculated)	(calculated)	0.585	1422.574
Northern Way		(calculated)	(calculated)	0.613	1534.619
Tickenham Road west		(calculated)	(calculated)	0.518	1263.823

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 (%)
Tickenham Road east	ONE HOUR	✓	924.00	100.000
Northern Way	ONE HOUR	✓	890.00	100.000
Tickenham Road west	ONE HOUR	✓	699.00	100.000

Turning Proportions

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

From	To		
	1	2	3
	1	0.000	580.000
		344.000	

	2	431.000	0.000	459.000
	3	280.000	419.000	0.000

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

		To		
From		1	2	3
	1	0.00	0.63	0.37
	2	0.48	0.00	0.52
	3	0.40	0.60	0.00

Vehicle Mix

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

		To		
From		1	2	3
	1	1.000	1.030	1.010
	2	1.040	1.000	1.000
	3	1.030	1.010	1.000

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

	To			
From		1	2	3
	1	0.000	3.000	1.000
	2	4.000	0.000	0.000
	3	3.000	1.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Tickenham Road east	0.90	30.45	8.25	D
Northern Way	0.77	12.08	3.27	B
Tickenham Road west	0.78	16.18	3.41	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
Tickenham Road east	711.33	705.90	316.29	0.00	1237.70	0.575	1.36	6.856	A
Northern Way	683.02	679.04	259.57	0.00	1375.59	0.497	0.99	5.240	A
Tickenham Road west	535.72	531.84	335.49	0.00	1089.95	0.492	0.97	6.523	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
Tickenham Road east	849.39	845.30	379.11	0.00	1200.98	0.707	2.38	10.230	B
Northern Way	815.59	813.39	310.84	0.00	1344.18	0.607	1.54	6.884	A
Tickenham Road west	639.70	637.47	401.87	0.00	1055.55	0.606	1.53	8.717	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
Tickenham Road east	1040.29	1020.38	461.77	0.00	1152.66	0.903	7.36	24.773	C
Northern Way	998.89	992.42	375.22	0.00	1304.74	0.766	3.16	11.515	B
Tickenham Road west	783.48	776.46	490.32	0.00	1009.71	0.776	3.28	15.263	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
Tickenham Road east	1040.29	1036.71	465.64	0.00	1150.40	0.904	8.25	30.447	D
Northern Way	998.89	998.46	381.22	0.00	1301.06	0.768	3.27	12.084	B
Tickenham Road west	783.48	782.97	493.31	0.00	1008.17	0.777	3.41	16.179	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
Tickenham Road east	849.39	872.02	384.72	0.00	1197.70	0.709	2.59	12.024	B
Northern Way	815.59	822.18	320.66	0.00	1338.16	0.609	1.62	7.202	A
Tickenham Road west	639.70	646.90	406.21	0.00	1053.30	0.607	1.61	9.172	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
Tickenham Road east	711.33	716.05	320.06	0.00	1235.50	0.576	1.41	7.151	A
Northern Way	683.02	685.42	263.31	0.00	1373.30	0.497	1.02	5.354	A

Tickenham Road west	535.72	538.17	338.65	0.00	1088.32	0.492	1.00	6.692	A
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Junctions 8							
PICADY 8 - Priority Intersection Module							
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Filename: J32 B3128 - Clevedon Road.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J32

Report generation date: 18/02/2014 17:05:03

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.71	17.26	0.42	C	1.15	31.92	0.55	D

Stream B-A	2.26	41.25	0.70	E	4.80	58.93	0.85	F
Stream C-AB	3.05	18.38	0.68	C	1.09	8.01	0.41	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-C	1.59	36.26	0.63	E	7.44	185.27	1.01	F
Stream B-A	4.16	71.60	0.83	F	13.27	140.88	1.01	F
Stream C-AB	4.03	22.82	0.74	C	1.43	8.74	0.47	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-C	3.57	81.37	0.84	F	8.97	222.81	1.05	F
Stream B-A	5.80	99.86	0.90	F	17.26	178.35	1.05	F
Stream C-AB	5.00	26.55	0.78	D	1.68	8.96	0.50	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 18/02/2014 17:05:00

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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Clevedon Road west

139
257
395 PCU/hr
138.52 A-B
258.98 A-C
552 PCU/hr
232

B3128

258 PCU/hr
120
139
B-A 0.563
B-C -0.219
236.48
101.64
332 PCU/hr
232
101

101
257
20.00 m
357 PCU/hr

0.280
C-AB 210.08
C-A 232.62
440 PCU/hr
120

Clevedon Road east

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	24.33	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor
Clevedon Road east	Clevedon Road east		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)
Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
Clevedon Road west	None
B3128	None
Clevedon Road east	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	566.032	0.093	0.236	0.148	0.337
1	B-C	684.395	0.095	0.240	-	-
1	C-B	606.393	0.212	0.212	-	-

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 (%)
Clevedon Road west	ONE HOUR	✓	700.00	100.000
B3128	ONE HOUR	✓	318.00	100.000
Clevedon Road east	ONE HOUR	✓	466.00	100.000

Turning Proportions

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

	To		
	A	B	C
From	A	0.000	339.000
	B	183.000	0.000
		361.000	135.000

	C	248.000	218.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.48	0.52
	B	0.58	0.00	0.42
	C	0.53	0.47	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.020	1.060
	B	1.030	1.000	1.020
	C	1.080	1.030	1.000

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

		To		
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From		A	B	C
	A	0.000	2.000	6.000
	B	3.000	0.000	2.000
	C	8.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	17.26	0.71	C
B-A	0.70	41.25	2.26	E
C-AB	0.68	18.38	3.05	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-C	103.67	102.69	0.00	529.38	0.196	0.25	8.586	A
B-A	141.91	139.57	0.00	386.31	0.367	0.58	14.895	B
C-AB	246.99	243.60	0.00	636.46	0.388	0.85	9.536	A
C-A	123.70	123.70	0.00	-	-	-	-	-
A-B	260.32	260.32	0.00	-	-	-	-	-
A-C	288.09	288.09	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-C	123.79	123.38	0.00	481.41	0.257	0.35	10.248	B
B-A	169.45	168.06	0.00	349.62	0.485	0.93	20.262	C
C-AB	322.42	320.37	0.00	645.96	0.499	1.36	11.582	B
C-A	120.22	120.22	0.00	-	-	-	-	-
A-B	310.85	310.85	0.00	-	-	-	-	-
A-C	344.00	344.00	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-C	151.61	150.31	0.00	374.83	0.404	0.67	16.262	C
B-A	207.53	202.82	0.00	297.01	0.699	2.11	37.599	E
C-AB	449.80	443.60	0.00	660.86	0.681	2.91	17.351	C
C-A	92.32	92.32	0.00	-	-	-	-	-
A-B	380.71	380.71	0.00	-	-	-	-	-
A-C	421.32	421.32	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-C	151.61	151.46	0.00	364.03	0.416	0.71	17.257	C
B-A	207.53	206.94	0.00	295.46	0.702	2.26	41.246	E
C-AB	452.64	452.08	0.00	663.29	0.682	3.05	18.379	C
C-A	89.48	89.48	0.00	-	-	-	-	-
A-B	380.71	380.71	0.00	-	-	-	-	-
A-C	421.32	421.32	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
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B-C	123.79	125.17	0.00	473.69	0.261	0.37	10.578	B
B-A	169.45	174.40	0.00	347.98	0.487	1.02	21.918	C
C-AB	325.30	331.57	0.00	649.24	0.501	1.48	12.272	B
C-A	117.34	117.34	0.00	-	-	-	-	-
A-B	310.85	310.85	0.00	-	-	-	-	-
A-C	344.00	344.00	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-C	103.67	104.12	0.00	526.05	0.197	0.25	8.713	A
B-A	141.91	143.52	0.00	385.15	0.368	0.62	15.446	C
C-AB	248.78	251.12	0.00	638.09	0.390	0.90	9.850	A
C-A	121.91	121.91	0.00	-	-	-	-	-
A-B	260.32	260.32	0.00	-	-	-	-	-
A-C	288.09	288.09	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	34.18	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor
Clevedon Road east	Clevedon Road east		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)
Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
Clevedon Road west	None
B3128	None

Clevedon Road east	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	590.727	0.097	0.246	0.155	0.351
1	B-C	652.776	0.090	0.229	-	-
1	C-B	606.393	0.212	0.212	-	-

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 (%)
Clevedon Road west	ONE HOUR	✓	451.00	100.000
B3128	ONE HOUR	✓	407.00	100.000
Clevedon Road east	ONE HOUR	✓	487.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	168.000	283.000
	B	284.000	0.000	123.000
	C	342.000	145.000	0.000

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

	To		
From	A	B	C

	A	0.00	0.37	0.63
	B	0.70	0.00	0.30
	C	0.70	0.30	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	1.010	1.000	1.000
	C	1.010	1.010	1.000

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

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.55	31.92	1.15	D
B-A	0.85	58.93	4.80	F
C-AB	0.41	8.01	1.09	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-C	92.60	91.70	0.00	499.05	0.186	0.23	8.818	A
B-A	215.95	212.27	0.00	445.11	0.485	0.92	15.387	C

C-AB	172.46	170.63	0.00	715.87	0.241	0.46	6.661	A
C-A	197.85	197.85	0.00	-	-	-	-	-
A-B	126.48	126.48	0.00	-	-	-	-	-
A-C	217.32	217.32	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-C	110.57	110.13	0.00	433.47	0.255	0.34	11.118	B
B-A	257.86	255.31	0.00	415.31	0.621	1.56	22.357	C
C-AB	226.23	225.43	0.00	739.65	0.306	0.66	7.082	A
C-A	215.95	215.95	0.00	-	-	-	-	-
A-B	151.03	151.03	0.00	-	-	-	-	-
A-C	259.50	259.50	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-C	135.43	133.03	0.00	272.64	0.497	0.94	25.372	D
B-A	315.82	305.14	0.00	371.68	0.850	4.23	48.329	E
C-AB	317.65	315.96	0.00	774.69	0.410	1.08	7.949	A

C-A	223.91	223.91	0.00	-	-	-	-	-
A-B	184.97	184.97	0.00	-	-	-	-	-
A-C	317.82	317.82	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-C	135.43	134.57	0.00	246.21	0.550	1.15	31.924	D
B-A	315.82	313.54	0.00	370.84	0.852	4.80	58.935	F
C-AB	318.39	318.33	0.00	775.42	0.411	1.09	8.006	A
C-A	223.17	223.17	0.00	-	-	-	-	-
A-B	184.97	184.97	0.00	-	-	-	-	-
A-C	317.82	317.82	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-C	110.57	113.69	0.00	413.66	0.267	0.37	12.121	B
B-A	257.86	269.99	0.00	414.96	0.621	1.77	26.852	D
C-AB	227.06	228.70	0.00	740.70	0.307	0.68	7.148	A
C-A	215.13	215.13	0.00	-	-	-	-	-

A-B	151.03	151.03	0.00	-	-	-	-	-
A-C	259.50	259.50	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-C	92.60	93.15	0.00	493.14	0.188	0.23	9.012	A
B-A	215.95	219.08	0.00	444.81	0.485	0.98	16.320	C
C-AB	173.39	174.23	0.00	716.67	0.242	0.47	6.729	A
C-A	196.92	196.92	0.00	-	-	-	-	-
A-B	126.48	126.48	0.00	-	-	-	-	-
A-C	217.32	217.32	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	38.81	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor

Clevedon Road east	Clevedon Road east		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)
Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
Clevedon Road west	None
B3128	None
Clevedon Road east	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	565.879	0.093	0.236	0.148	0.337
1	B-C	684.591	0.095	0.240	-	-
1	C-B	606.393	0.212	0.212	-	-

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 (%)
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Clevedon Road west	ONE HOUR	✓	765.00	100.000
B3128	ONE HOUR	✓	348.00	100.000
Clevedon Road east	ONE HOUR	✓	484.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	371.000	394.000
	B	200.000	0.000	148.000
	C	258.000	226.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.48	0.52
	B	0.57	0.00	0.43
	C	0.53	0.47	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.020	1.060
	B	1.030	1.000	1.020
	C	1.080	1.030	1.000

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

	To			
From		A	B	C
	A	0.000	2.000	6.000
	B	3.000	0.000	2.000
	C	8.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.63	36.26	1.59	E
B-A	0.83	71.60	4.16	F
C-AB	0.74	22.82	4.03	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-C	113.65	112.50	0.00	510.85	0.222	0.29	9.192	A
B-A	155.09	152.26	0.00	373.99	0.415	0.71	16.525	C
C-AB	261.61	257.82	0.00	632.79	0.413	0.95	9.991	A
C-A	123.42	123.42	0.00	-	-	-	-	-
A-B	284.89	284.89	0.00	-	-	-	-	-

A-C	314.42	314.42	0.00	-	-	-	-	-
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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-C	135.71	135.13	0.00	449.83	0.302	0.43	11.645	B
B-A	185.19	183.17	0.00	334.16	0.554	1.21	24.225	C
C-AB	343.84	341.30	0.00	642.10	0.535	1.58	12.547	B
C-A	115.92	115.92	0.00	-	-	-	-	-
A-B	340.19	340.19	0.00	-	-	-	-	-
A-C	375.45	375.45	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-C	166.21	162.98	0.00	293.98	0.565	1.24	27.393	D
B-A	226.81	217.42	0.00	275.15	0.824	3.56	56.882	F
C-AB	485.10	476.34	0.00	657.08	0.738	3.77	20.794	C
C-A	77.99	77.99	0.00	-	-	-	-	-
A-B	416.65	416.65	0.00	-	-	-	-	-
A-C	459.83	459.83	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-C	166.21	164.81	0.00	264.25	0.629	1.59	36.265	E
B-A	226.81	224.41	0.00	272.04	0.834	4.16	71.598	F
C-AB	489.41	488.38	0.00	660.62	0.741	4.03	22.816	C
C-A	73.67	73.67	0.00	-	-	-	-	-
A-B	416.65	416.65	0.00	-	-	-	-	-
A-C	459.83	459.83	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-C	135.71	140.16	0.00	430.77	0.315	0.48	12.821	B
B-A	185.19	196.28	0.00	331.38	0.559	1.39	29.361	D
C-AB	348.09	357.19	0.00	646.86	0.538	1.75	13.665	B
C-A	111.67	111.67	0.00	-	-	-	-	-
A-B	340.19	340.19	0.00	-	-	-	-	-
A-C	375.45	375.45	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
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B-C	113.65	114.37	0.00	505.85	0.225	0.30	9.396	A
B-A	155.09	157.61	0.00	372.62	0.416	0.76	17.437	C
C-AB	263.82	266.79	0.00	634.83	0.416	1.01	10.397	B
C-A	121.20	121.20	0.00	-	-	-	-	-
A-B	284.89	284.89	0.00	-	-	-	-	-
A-C	314.42	314.42	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	95.49	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor
Clevedon Road east	Clevedon Road east		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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Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
Clevedon Road west	None
B3128	None
Clevedon Road east	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	590.630	0.097	0.246	0.155	0.351
1	B-C	652.900	0.091	0.229	-	-

1	C-B	606.393	0.212	0.212	-	-
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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 (%)
Clevedon Road west	ONE HOUR	✓	494.00	100.000
B3128	ONE HOUR	✓	446.00	100.000
Clevedon Road east	ONE HOUR	✓	534.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	184.000	310.000
	B	311.000	0.000	135.000
	C	375.000	159.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.37	0.63
	B	0.70	0.00	0.30
	C	0.70	0.30	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	1.010	1.000	1.000
	C	1.010	1.010	1.000

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

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.01	185.27	7.44	F
B-A	1.01	140.88	13.27	F
C-AB	0.47	8.74	1.43	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-C	101.64	100.55	0.00	472.43	0.215	0.27	9.653	A
B-A	236.48	231.77	0.00	430.64	0.549	1.18	17.894	C
C-AB	197.75	195.56	0.00	727.47	0.272	0.55	6.825	A
C-A	208.30	208.30	0.00	-	-	-	-	-
A-B	138.52	138.52	0.00	-	-	-	-	-
A-C	238.05	238.05	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
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B-C	121.36	120.60	0.00	379.17	0.320	0.46	13.881	B
B-A	282.38	278.10	0.00	397.16	0.711	2.25	29.488	D
C-AB	263.77	262.70	0.00	755.06	0.349	0.81	7.400	A
C-A	221.08	221.08	0.00	-	-	-	-	-
A-B	165.41	165.41	0.00	-	-	-	-	-
A-C	284.26	284.26	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-C	148.64	127.09	0.00	147.16	1.010	5.85	126.334	F
B-A	345.84	318.46	0.00	346.99	0.997	9.09	86.747	F
C-AB	373.67	371.30	0.00	793.41	0.471	1.41	8.648	A
C-A	220.15	220.15	0.00	-	-	-	-	-
A-B	202.59	202.59	0.00	-	-	-	-	-
A-C	348.14	348.14	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-C	148.64	142.26	0.00	154.58	0.962	7.44	185.272	F

B-A	345.84	329.12	0.00	343.45	1.007	13.27	140.879	F
C-AB	374.84	374.74	0.00	794.48	0.472	1.43	8.745	A
C-A	218.99	218.99	0.00	-	-	-	-	-
A-B	202.59	202.59	0.00	-	-	-	-	-
A-C	348.14	348.14	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-C	121.36	148.09	0.00	288.82	0.420	0.76	30.177	D
B-A	282.38	323.05	0.00	389.52	0.725	3.11	69.057	F
C-AB	265.06	267.37	0.00	756.61	0.350	0.85	7.504	A
C-A	219.80	219.80	0.00	-	-	-	-	-
A-B	165.41	165.41	0.00	-	-	-	-	-
A-C	284.26	284.26	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-C	101.64	103.52	0.00	459.94	0.221	0.29	10.153	B
B-A	236.48	243.75	0.00	430.15	0.550	1.29	20.196	C

C-AB	198.99	200.13	0.00	728.55	0.273	0.57	6.913	A
C-A	207.05	207.05	0.00	-	-	-	-	-
A-B	138.52	138.52	0.00	-	-	-	-	-
A-C	238.05	238.05	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	56.63	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor
Clevedon Road east	Clevedon Road east		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)
Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
Clevedon Road west	None
B3128	None
Clevedon Road east	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	565.879	0.093	0.236	0.148	0.337
1	B-C	684.591	0.095	0.240	-	-
1	C-B	606.393	0.212	0.212	-	-

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 (%)
Clevedon Road west	ONE HOUR	✓	802.00	100.000
B3128	ONE HOUR	✓	348.00	100.000
Clevedon Road east	ONE HOUR	✓	496.00	100.000

Turning Proportions

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

	To		
From	A	B	C

	A	0.000	371.000	431.000
	B	200.000	0.000	148.000
	C	270.000	226.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.46	0.54
	B	0.57	0.00	0.43
	C	0.54	0.46	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.020	1.080
	B	1.030	1.000	1.020
	C	1.120	1.030	1.000

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

	To			
From		A	B	C
	A	0.000	2.000	8.000
	B	3.000	0.000	2.000
	C	12.000	3.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.84	81.37	3.57	F
B-A	0.90	99.86	5.80	F
C-AB	0.78	26.55	5.00	D
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-C	113.65	112.47	0.00	500.10	0.227	0.30	9.445	A
B-A	155.09	152.11	0.00	362.78	0.427	0.74	17.371	C
C-AB	271.46	267.35	0.00	639.15	0.425	1.03	10.213	B
C-A	131.45	131.45	0.00	-	-	-	-	-
A-B	284.89	284.89	0.00	-	-	-	-	-
A-C	350.44	350.44	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-C	135.71	135.06	0.00	432.67	0.314	0.46	12.311	B
B-A	185.19	182.88	0.00	320.55	0.578	1.32	26.480	D
C-AB	361.59	358.59	0.00	650.83	0.556	1.78	13.099	B
C-A	119.53	119.53	0.00	-	-	-	-	-
A-B	340.19	340.19	0.00	-	-	-	-	-

A-C	418.46	418.46	0.00	-	-	-	-	-
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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-C	166.21	160.69	0.00	247.34	0.672	1.84	40.180	E
B-A	226.81	213.94	0.00	257.33	0.881	4.54	70.943	F
C-AB	516.11	504.90	0.00	668.34	0.772	4.58	23.291	C
C-A	73.14	73.14	0.00	-	-	-	-	-
A-B	416.65	416.65	0.00	-	-	-	-	-
A-C	512.50	512.50	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-C	166.21	159.29	0.00	198.32	0.838	3.57	81.371	F
B-A	226.81	221.79	0.00	252.47	0.898	5.80	99.865	F
C-AB	522.16	520.48	0.00	673.13	0.776	5.00	26.550	D
C-A	67.09	67.09	0.00	-	-	-	-	-
A-B	416.65	416.65	0.00	-	-	-	-	-
A-C	512.50	512.50	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-C	135.71	147.85	0.00	402.15	0.337	0.53	15.098	C
B-A	185.19	202.05	0.00	315.27	0.587	1.58	36.655	E
C-AB	367.61	379.55	0.00	657.38	0.559	2.01	14.746	B
C-A	113.51	113.51	0.00	-	-	-	-	-
A-B	340.19	340.19	0.00	-	-	-	-	-
A-C	418.46	418.46	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-C	113.65	114.54	0.00	494.12	0.230	0.31	9.697	A
B-A	155.09	158.21	0.00	361.25	0.429	0.80	18.528	C
C-AB	274.17	277.79	0.00	641.69	0.427	1.11	10.721	B
C-A	128.74	128.74	0.00	-	-	-	-	-
A-B	284.89	284.89	0.00	-	-	-	-	-
A-C	350.44	350.44	0.00	-	-	-	-	-

(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	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	114.38	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Clevedon Road west	Clevedon Road west		Major
B3128	B3128		Minor
Clevedon Road east	Clevedon Road east		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)
Clevedon Road east	8.20		0.00		2.20	56.00	✓	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)
B3128	One lane plus flare				10.00	7.00	4.70	3.70	3.50	✓	2.00	30	63

Pedestrian Crossings

Name	Crossing Type
------	---------------

Clevedon Road west	None
B3128	None
Clevedon Road east	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	590.630	0.097	0.246	0.155	0.351
1	B-C	652.900	0.091	0.229	-	-
1	C-B	606.393	0.212	0.212	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Clevedon Road west	ONE HOUR	✓	506.00	100.000
B3128	ONE HOUR	✓	446.00	100.000
Clevedon Road east	ONE HOUR	✓	570.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	184.000	322.000
	B	311.000	0.000	135.000
	C	411.000	159.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.36	0.64
	B	0.70	0.00	0.30
	C	0.72	0.28	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	1.010	1.000	1.000
	C	1.040	1.010	1.000

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

	To			
From		A	B	C
	A	0.000	0.000	6.000

	B	1.000	0.000	0.000
	C	4.000	1.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.05	222.81	8.97	F
B-A	1.05	178.35	17.26	F
C-AB	0.50	8.96	1.68	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-C	101.64	100.53	0.00	463.69	0.219	0.28	9.884	A
B-A	236.48	231.52	0.00	420.26	0.563	1.24	18.813	C
C-AB	210.08	207.68	0.00	749.71	0.280	0.60	6.783	A
C-A	232.62	232.62	0.00	-	-	-	-	-
A-B	138.52	138.52	0.00	-	-	-	-	-
A-C	256.96	256.96	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-C	121.36	120.49	0.00	360.49	0.337	0.50	14.945	B
B-A	282.38	277.43	0.00	384.60	0.734	2.47	32.470	D
C-AB	284.41	283.16	0.00	782.56	0.363	0.91	7.398	A
C-A	244.22	244.22	0.00	-	-	-	-	-
A-B	165.41	165.41	0.00	-	-	-	-	-
A-C	306.84	306.84	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
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B-C	148.64	124.05	0.00	141.03	1.054	6.64	141.997	F
B-A	345.84	311.47	0.00	333.10	1.038	11.07	102.794	F
C-AB	410.04	407.12	0.00	827.82	0.495	1.64	8.818	A
C-A	237.39	237.39	0.00	-	-	-	-	-
A-B	202.59	202.59	0.00	-	-	-	-	-
A-C	375.80	375.80	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-C	148.64	139.31	0.00	148.12	1.004	8.97	222.806	F
B-A	345.84	321.06	0.00	329.80	1.049	17.26	178.347	F
C-AB	411.62	411.48	0.00	829.21	0.496	1.68	8.955	A
C-A	235.81	235.81	0.00	-	-	-	-	-
A-B	202.59	202.59	0.00	-	-	-	-	-
A-C	375.80	375.80	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-C	121.36	151.85	0.00	221.20	0.549	1.35	67.577	F

B-A	282.38	335.70	0.00	374.57	0.754	3.93	106.052	F
C-AB	286.11	288.96	0.00	784.57	0.365	0.97	7.545	A
C-A	242.51	242.51	0.00	-	-	-	-	-
A-B	165.41	165.41	0.00	-	-	-	-	-
A-C	306.84	306.84	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-C	101.64	105.85	0.00	447.23	0.227	0.30	10.671	B
B-A	236.48	246.72	0.00	419.24	0.564	1.37	22.188	C
C-AB	211.62	212.97	0.00	751.04	0.282	0.63	6.893	A
C-A	231.08	231.08	0.00	-	-	-	-	-
A-B	138.52	138.52	0.00	-	-	-	-	-
A-C	256.96	256.96	0.00	-	-	-	-	-

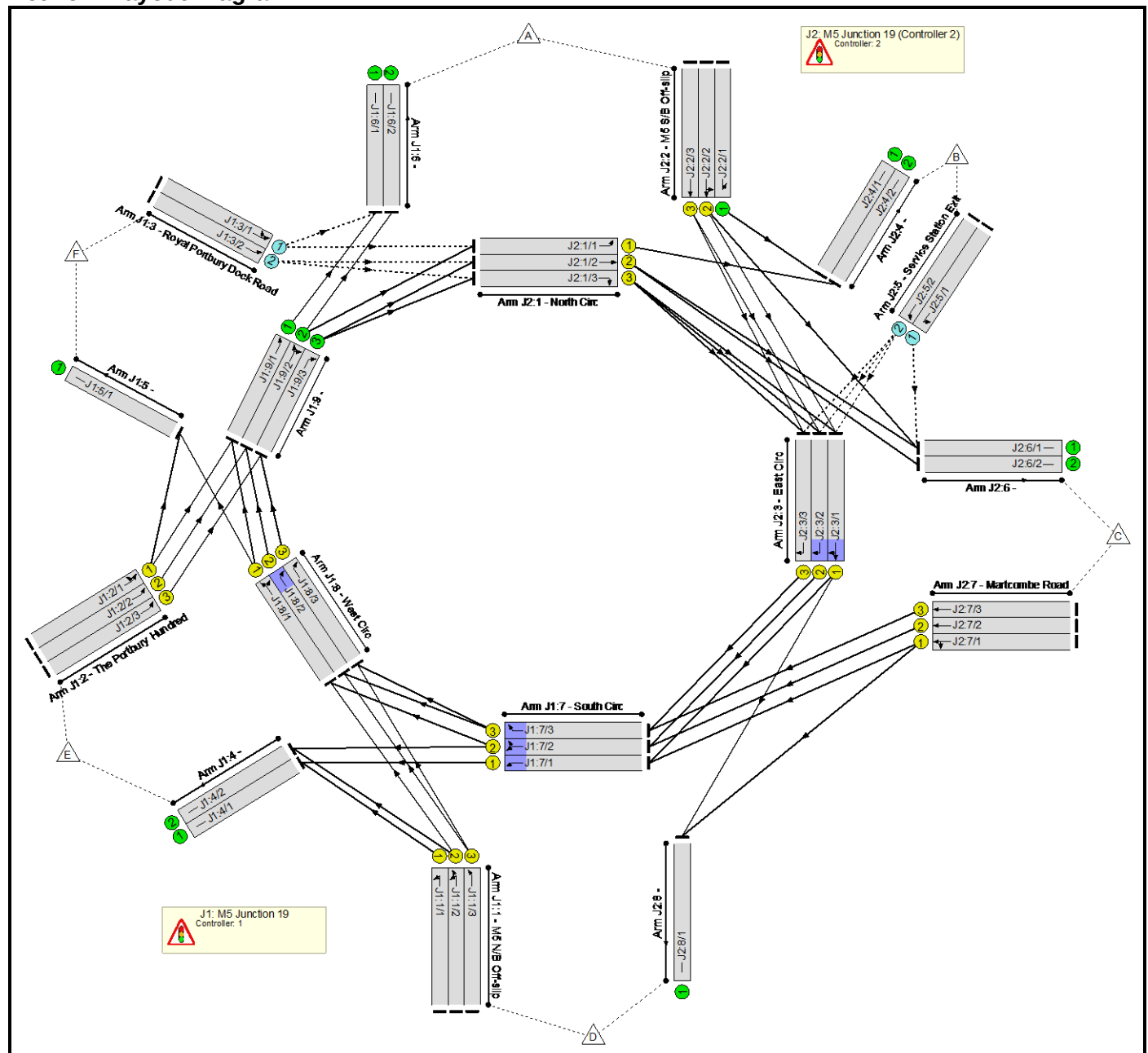
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	M5 Junction 19
Location:	
File name:	M5 Junction 19.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 OBS 2014' (FG1: 'AM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 19	-	-	-		-	-	-	-	-	-	86.3%	460	63	0	66.5	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	75.1%	228	0	0	31.6	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	13	-	146	1945	303	48.3%	-	-	-	1.9	46.1	3.8
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	13	-	147	1955	304	48.3%	-	-	-	1.9	46.1	3.8
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	45	-	449	2075	1061	42.3%	-	-	-	2.1	16.7	7.4
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	34	-	514	1955	760	67.6%	-	-	-	4.3	30.1	11.6
2/2	The Portbury Hundred Ahead	U	C1:D		1	34	-	564	2100	817	69.1%	-	-	-	4.7	30.0	12.9
2/3	The Portbury Hundred Ahead	U	C1:D		1	34	-	439	2090	813	54.0%	-	-	-	3.2	26.1	9.0
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	177	1900	279	63.5%	177	0	0	1.3	26.2	2.8
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	51	1900	279	18.3%	51	0	0	0.2	14.0	0.5
7/1	South Circ Ahead	U	C1:A		1	66	-	452	1935	1441	31.4%	-	-	-	0.4	3.2	1.4
7/2	South Circ Ahead Right	U	C1:A		1	66	-	1041	1965	1463	71.2%	-	-	-	2.6	8.9	17.9
7/3	South Circ Right	U	C1:A		1	66	-	670	1955	1455	46.0%	-	-	-	1.1	5.9	4.2
8/1	West Circ Ahead Right	U	C1:C		1	45	-	735	1950	997	73.7%	-	-	-	4.1	19.9	16.1
8/2	West Circ Right	U	C1:C		1	45	-	754	1965	1004	75.1%	-	-	-	3.3	15.6	9.1

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	45	-	365	1955	999	36.5%	-	-	-	0.7	6.5	1.1
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	86.3%	232	63	0	35.0	-	-
1/1	North Circ Left	U	C2:A		1	38	-	149	1955	847	17.6%	-	-	-	0.7	17.5	3.0
1/2	North Circ Ahead	U	C2:A		1	38	-	726	1975	856	84.8%	-	-	-	6.1	30.1	18.8
1/3	North Circ Right	U	C2:A		1	38	-	129	2085	903	14.3%	-	-	-	0.5	12.8	1.1
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	137	1900	1900	7.2%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	41	-	848	2105	982	86.3%	-	-	-	8.1	34.3	21.9
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	41	-	566	2135	996	56.8%	-	-	-	3.4	21.6	10.9
3/1	East Circ Right Ahead	U	C2:D		1	37	-	472	1990	840	56.2%	-	-	-	2.4	18.4	7.8
3/2	East Circ Right	U	C2:D		1	37	-	581	2145	906	64.2%	-	-	-	2.4	14.8	13.7
3/3	East Circ Right	U	C2:D		1	37	-	87	2080	878	9.9%	-	-	-	0.4	17.4	1.0
5/1	Service Station Exit Left	O	-		-	-	-	60	1900	333	18.0%	54	6	0	0.2	10.2	0.6
5/2	Service Station Exit Ahead	O	-		-	-	-	235	1900	333	70.6%	178	57	0	1.7	25.6	4.1
7/1	Martcombe Road Ahead Left	U	C2:E		1	42	-	546	1965	939	58.2%	-	-	-	3.3	21.6	10.6
7/2	Martcombe Road Ahead	U	C2:E		1	42	-	460	2105	1006	45.7%	-	-	-	2.4	19.0	8.1
7/3	Martcombe Road Ahead	U	C2:E		1	42	-	583	2095	1001	58.2%	-	-	-	3.4	21.3	11.2
C1PRC for Signalled Lanes (%):19.9 C2Stream: 1 PRC for Signalled Lanes (%):4.3 C2Stream: 2 PRC for Signalled Lanes (%):40.3 PRC Over All Lanes (%):4.3 Total Delay for Signalled Lanes (pcuHr):30.08 Total Delay for Signalled Lanes (pcuHr):18.73 Total Delay for Signalled Lanes (pcuHr):14.37 Total Delay Over All Lanes(pcuHr):66.54 Cycle Time (s):90 Cycle Time (s):90 Cycle Time (s):90																	

Basic Results Summary

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

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 Junction 19	-	-	-		-	-	-	-	-	-	91.0%	720	69	0	64.1	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	85.9%	555	0	0	20.5	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	8	-	61	1945	195	31.4%	-	-	-	0.9	51.1	1.6
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	8	-	61	1955	196	31.2%	-	-	-	0.9	51.0	1.6
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	44	-	471	2075	1038	45.4%	-	-	-	2.3	17.7	8.0
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	35	-	247	1955	782	31.6%	-	-	-	1.5	21.9	4.4
2/2	The Portbury Hundred Ahead	U	C1:D		1	35	-	280	2100	840	33.3%	-	-	-	1.7	21.9	5.1
2/3	The Portbury Hundred Ahead	U	C1:D		1	35	-	452	2090	836	54.1%	-	-	-	3.2	25.3	9.1
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	356	1900	414	85.9%	356	0	0	3.2	32.7	6.4
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	199	1900	414	48.0%	199	0	0	0.6	10.5	1.6
7/1	South Circ Ahead	U	C1:A		1	71	-	324	1935	1548	20.9%	-	-	-	0.2	2.0	0.5
7/2	South Circ Ahead Right	U	C1:A		1	71	-	1165	1965	1572	74.1%	-	-	-	2.4	7.5	22.3
7/3	South Circ Right	U	C1:A		1	71	-	466	1955	1564	29.8%	-	-	-	0.5	3.7	2.6
8/1	West Circ Ahead Right	U	C1:C		1	44	-	221	1950	975	22.7%	-	-	-	0.9	14.4	3.0
8/2	West Circ Right	U	C1:C		1	44	-	536	1965	982	54.6%	-	-	-	1.6	10.5	3.5

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	44	-	401	1955	978	41.0%	-	-	-	0.8	6.8	1.2
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	91.0%	165	69	0	43.6	-	-
1/1	North Circ Left	U	C2:A		1	39	-	143	1955	869	16.5%	-	-	-	0.8	21.1	3.0
1/2	North Circ Ahead	U	C2:A		1	39	-	785	1975	878	89.4%	-	-	-	9.0	41.1	22.9
1/3	North Circ Right	U	C2:A		1	39	-	267	2085	927	28.8%	-	-	-	0.9	11.8	2.6
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	82	1900	1900	4.3%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	40	-	873	2105	959	91.0%	-	-	-	10.1	41.7	24.7
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	801	2135	973	82.4%	-	-	-	7.0	31.6	19.6
3/1	East Circ Right Ahead	U	C2:D		1	49	-	527	1990	1106	47.7%	-	-	-	2.2	15.0	7.1
3/2	East Circ Right	U	C2:D		1	49	-	817	2145	1192	68.6%	-	-	-	1.4	6.0	1.9
3/3	East Circ Right	U	C2:D		1	49	-	86	2080	1156	7.4%	-	-	-	0.3	11.7	1.1
5/1	Service Station Exit Left	O	-		-	-	-	48	1900	246	19.5%	43	5	0	0.2	16.4	0.6
5/2	Service Station Exit Ahead	O	-		-	-	-	186	1900	246	75.7%	122	64	0	2.1	40.9	5.7
7/1	Martcombe Road Ahead Left	U	C2:E		1	30	-	430	1965	677	63.5%	-	-	-	3.8	32.0	9.8
7/2	Martcombe Road Ahead	U	C2:E		1	30	-	348	2105	725	48.0%	-	-	-	2.7	27.9	7.2
7/3	Martcombe Road Ahead	U	C2:E		1	30	-	380	2095	722	52.7%	-	-	-	3.0	28.9	8.2
C1PRC for Signalled Lanes (%):21.4Total Delay for Signalled Lanes (pcuHr):16.74Cycle Time (s):90 C2Stream: 1 PRC for Signalled Lanes (%):-1.2Total Delay for Signalled Lanes (pcuHr):27.81Cycle Time (s):90 C2Stream: 2 PRC for Signalled Lanes (%):31.3Total Delay for Signalled Lanes (pcuHr):13.41Cycle Time (s):90 PRC Over All Lanes (%):-1.2Total Delay Over All Lanes(pcuHr):64.13																	

Basic Results Summary

Scenario 3: 'AM BASE 2019' (FG3: 'AM BASE 2019', 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 19	-	-	-		-	-	-	-	-	-	91.2%	488	73	0	84.6	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	82.2%	243	0	0	39.0	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	14	-	159	1945	324	49.0%	-	-	-	2.0	44.9	4.1
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	14	-	160	1955	326	49.1%	-	-	-	2.0	44.8	4.1
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	46	-	490	2075	1084	45.2%	-	-	-	2.2	16.5	8.0
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	33	-	564	1955	739	76.4%	-	-	-	5.4	34.6	13.8
2/2	The Portbury Hundred Ahead	U	C1:D		1	33	-	616	2100	793	77.6%	-	-	-	5.9	34.6	15.2
2/3	The Portbury Hundred Ahead	U	C1:D		1	33	-	480	2090	790	60.8%	-	-	-	3.8	28.4	10.4
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	189	1900	230	82.2%	189	0	0	2.7	51.7	4.5
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	54	1900	230	23.5%	54	0	0	0.3	18.5	0.6
7/1	South Circ Ahead	U	C1:A		1	65	-	481	1935	1419	33.9%	-	-	-	0.5	3.7	1.7
7/2	South Circ Ahead Right	U	C1:A		1	65	-	1136	1965	1441	78.8%	-	-	-	3.9	12.3	20.7
7/3	South Circ Right	U	C1:A		1	65	-	739	1955	1434	51.5%	-	-	-	1.3	6.6	4.6
8/1	West Circ Ahead Right	U	C1:C		1	46	-	788	1950	1018	77.4%	-	-	-	4.3	19.6	17.5
8/2	West Circ Right	U	C1:C		1	46	-	830	1965	1026	80.9%	-	-	-	4.0	17.1	12.2

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	46	-	399	1955	1021	39.1%	-	-	-	0.7	6.4	1.2
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	91.2%	245	73	0	45.6	-	-
1/1	North Circ Left	U	C2:A		1	39	-	162	1955	869	18.6%	-	-	-	0.8	17.0	3.2
1/2	North Circ Ahead	U	C2:A		1	39	-	793	1975	878	90.3%	-	-	-	8.0	36.4	22.6
1/3	North Circ Right	U	C2:A		1	39	-	140	2085	927	15.1%	-	-	-	0.5	12.9	1.2
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	148	1900	1900	7.8%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	40	-	875	2105	959	91.2%	-	-	-	10.2	42.1	24.9
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	662	2135	973	68.1%	-	-	-	4.6	25.1	14.1
3/1	East Circ Right Ahead	U	C2:D		1	39	-	462	1990	884	52.2%	-	-	-	2.4	18.6	7.5
3/2	East Circ Right	U	C2:D		1	39	-	678	2145	953	71.1%	-	-	-	2.6	13.8	16.5
3/3	East Circ Right	U	C2:D		1	39	-	94	2080	924	10.2%	-	-	-	0.5	19.3	1.4
5/1	Service Station Exit Left	O	-		-	-	-	65	1900	290	22.4%	59	7	0	0.3	13.9	0.8
5/2	Service Station Exit Ahead	O	-		-	-	-	253	1900	290	87.4%	186	67	0	3.9	55.3	8.9
7/1	Martcombe Road Ahead Left	U	C2:E		1	40	-	635	1965	895	70.9%	-	-	-	4.7	26.6	13.9
7/2	Martcombe Road Ahead	U	C2:E		1	40	-	458	2105	959	47.8%	-	-	-	2.6	20.6	8.3
7/3	Martcombe Road Ahead	U	C2:E		1	40	-	645	2095	954	67.6%	-	-	-	4.5	25.1	13.6
C1 C2 C2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 11.3 -1.4 26.5 -1.4 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 36.03 24.14 17.30 84.65 Cycle Time (s): Cycle Time (s): Cycle Time (s): 90 90 90																	

Basic Results Summary

Scenario 4: 'PM BASE 2019' (FG4: 'PM BASE 2019', 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 19	-	-	-		-	-	-	-	-	-	97.9%	745	108	0	99.7	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	96.0%	600	0	0	31.7	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	7	-	66	1945	173	38.2%	-	-	-	1.0	55.4	1.8
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	7	-	67	1955	174	38.6%	-	-	-	1.0	55.5	1.9
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	50	-	515	2075	1176	43.8%	-	-	-	2.0	14.0	7.7
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	29	-	272	1955	652	41.7%	-	-	-	2.1	28.0	5.6
2/2	The Portbury Hundred Ahead	U	C1:D		1	29	-	307	2100	700	43.9%	-	-	-	2.4	28.0	6.4
2/3	The Portbury Hundred Ahead	U	C1:D		1	29	-	495	2090	697	71.1%	-	-	-	4.8	35.0	11.9
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	383	1900	399	96.0%	383	0	0	7.8	73.2	15.8
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	217	1900	399	54.4%	217	0	0	1.0	16.1	2.5
7/1	South Circ Ahead	U	C1:A		1	72	-	331	1935	1569	21.1%	-	-	-	0.2	2.5	0.9
7/2	South Circ Ahead Right	U	C1:A		1	72	-	1280	1965	1594	80.3%	-	-	-	3.3	9.2	13.7
7/3	South Circ Right	U	C1:A		1	72	-	528	1955	1586	33.3%	-	-	-	0.3	2.3	0.9
8/1	West Circ Ahead Right	U	C1:C		1	50	-	219	1950	1105	19.8%	-	-	-	1.0	15.8	3.4
8/2	West Circ Right	U	C1:C		1	50	-	604	1965	1113	54.2%	-	-	-	4.1	24.3	14.4

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	50	-	439	1955	1108	39.6%	-	-	-	0.7	5.9	1.3
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	97.9%	145	108	0	68.0	-	-
1/1	North Circ Left	U	C2:A		1	39	-	156	1955	869	18.0%	-	-	-	0.7	15.4	1.7
1/2	North Circ Ahead	U	C2:A		1	39	-	859	1975	878	97.9%	-	-	-	15.8	66.3	31.7
1/3	North Circ Right	U	C2:A		1	39	-	292	2085	927	31.5%	-	-	-	1.5	18.7	6.1
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	89	1900	1900	4.7%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	40	-	930	2105	959	97.0%	-	-	-	15.8	61.2	32.1
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	902	2135	973	92.7%	-	-	-	11.3	45.1	26.6
3/1	East Circ Right Ahead	U	C2:D		1	50	-	548	1990	1128	48.6%	-	-	-	1.4	8.9	4.6
3/2	East Circ Right	U	C2:D		1	50	-	920	2145	1216	75.7%	-	-	-	3.2	12.5	24.5
3/3	East Circ Right	U	C2:D		1	50	-	93	2080	1179	7.9%	-	-	-	0.4	15.8	1.5
5/1	Service Station Exit Left	O	-		-	-	-	52	1900	212	24.5%	33	19	0	0.3	21.3	0.8
5/2	Service Station Exit Ahead	O	-		-	-	-	201	1900	212	94.7%	112	89	0	5.9	106.4	9.7
7/1	Martcombe Road Ahead Left	U	C2:E		1	29	-	476	1965	655	72.7%	-	-	-	4.8	36.3	11.8
7/2	Martcombe Road Ahead	U	C2:E		1	29	-	360	2105	702	51.3%	-	-	-	2.9	29.4	7.7
7/3	Martcombe Road Ahead	U	C2:E		1	29	-	435	2095	698	62.3%	-	-	-	3.9	32.0	9.9
C1 C2 C2 Stream: 1 Stream: 2 PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%): 12.1 -8.7 18.9 -8.7 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 22.95 45.13 16.56 99.68 Cycle Time (s): Cycle Time (s): Cycle Time (s): 90 90 90																	

Basic Results Summary

Scenario 5: 'AM BASE 2019+DEV' (FG5: 'AM BASE 2019+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 19	-	-	-		-	-	-	-	-	-	92.3%	486	77	0	88.2	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	83.4%	245	0	0	40.9	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	14	-	175	1945	324	54.0%	-	-	-	2.3	46.3	4.6
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	14	-	176	1955	326	54.0%	-	-	-	2.3	46.3	4.6
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	46	-	490	2075	1084	45.2%	-	-	-	2.2	16.5	8.0
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	33	-	565	1955	739	76.5%	-	-	-	5.4	34.7	13.8
2/2	The Portbury Hundred Ahead	U	C1:D		1	33	-	618	2100	793	77.9%	-	-	-	6.0	34.8	15.3
2/3	The Portbury Hundred Ahead	U	C1:D		1	33	-	483	2090	790	61.2%	-	-	-	3.8	28.5	10.4
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	190	1900	228	83.4%	190	0	0	2.9	54.6	4.6
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	55	1900	228	24.1%	55	0	0	0.3	18.8	0.6
7/1	South Circ Ahead	U	C1:A		1	65	-	489	1935	1419	34.5%	-	-	-	0.5	3.7	1.8
7/2	South Circ Ahead Right	U	C1:A		1	65	-	1153	1965	1441	80.0%	-	-	-	4.1	12.7	21.3
7/3	South Circ Right	U	C1:A		1	65	-	745	1955	1434	52.0%	-	-	-	1.4	6.6	4.7
8/1	West Circ Ahead Right	U	C1:C		1	46	-	785	1950	1018	77.1%	-	-	-	4.6	21.0	17.5
8/2	West Circ Right	U	C1:C		1	46	-	836	1965	1026	81.5%	-	-	-	4.5	19.4	22.8

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	46	-	399	1955	1021	39.1%	-	-	-	0.7	6.4	1.2
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	92.3%	241	77	0	47.3	-	-
1/1	North Circ Left	U	C2:A		1	39	-	162	1955	869	18.6%	-	-	-	0.7	16.4	3.2
1/2	North Circ Ahead	U	C2:A		1	39	-	796	1975	878	90.7%	-	-	-	8.2	37.3	23.1
1/3	North Circ Right	U	C2:A		1	39	-	141	2085	927	15.2%	-	-	-	0.5	12.3	1.2
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	148	1900	1900	7.8%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	40	-	885	2105	959	92.3%	-	-	-	10.9	44.3	25.9
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	40	-	683	2135	973	70.2%	-	-	-	4.9	25.8	14.8
3/1	East Circ Right Ahead	U	C2:D		1	36	-	473	1990	818	57.8%	-	-	-	3.3	25.0	9.2
3/2	East Circ Right	U	C2:D		1	36	-	699	2145	882	79.3%	-	-	-	3.2	16.2	17.7
3/3	East Circ Right	U	C2:D		1	36	-	94	2080	855	11.0%	-	-	-	0.5	20.6	1.5
5/1	Service Station Exit Left	O	-		-	-	-	65	1900	282	23.0%	59	7	0	0.3	14.7	0.8
5/2	Service Station Exit Ahead	O	-		-	-	-	253	1900	282	89.7%	182	71	0	4.5	64.2	9.5
7/1	Martcombe Road Ahead Left	U	C2:E		1	43	-	633	1965	961	65.9%	-	-	-	4.0	22.8	12.7
7/2	Martcombe Road Ahead	U	C2:E		1	43	-	454	2105	1029	44.1%	-	-	-	2.3	18.1	7.7
7/3	Martcombe Road Ahead	U	C2:E		1	43	-	651	2095	1024	63.6%	-	-	-	4.0	21.9	12.8
C1PRC for Signalled Lanes (%):10.5Total Delay for Signalled Lanes (pcuHr):37.70Cycle Time (s):90 C2Stream: 1 PRC for Signalled Lanes (%):-2.5Total Delay for Signalled Lanes (pcuHr):25.25Cycle Time (s):90 C2Stream: 2 PRC for Signalled Lanes (%):13.5Total Delay for Signalled Lanes (pcuHr):17.23Cycle Time (s):90 PRC Over All Lanes (%):-2.5Total Delay Over All Lanes(pcuHr):88.16																	

Basic Results Summary

Scenario 6: 'PM BASE 2019+DEV' (FG6: 'PM BASE 2019+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 19	-	-	-		-	-	-	-	-	-	99.0%	737	120	0	110.2	-	-
J1: M5 Junction 19	-	-	-		-	-	-	-	-	-	95.0%	604	0	0	32.2	-	-
1/1	M5 N/B Off-slip Left	U	C1:B		1	7	-	69	1945	173	39.9%	-	-	-	1.1	55.9	2.0
1/2	M5 N/B Off-slip Left Ahead	U	C1:B		1	7	-	69	1955	174	39.7%	-	-	-	1.1	55.8	2.0
1/3	M5 N/B Off-slip Ahead	U	C1:C		1	49	-	515	2075	1153	44.7%	-	-	-	2.1	14.6	8.0
2/1	The Portbury Hundred Left Ahead	U	C1:D		1	30	-	286	1955	673	42.5%	-	-	-	2.2	27.3	5.9
2/2	The Portbury Hundred Ahead	U	C1:D		1	30	-	323	2100	723	44.7%	-	-	-	2.5	27.3	6.6
2/3	The Portbury Hundred Ahead	U	C1:D		1	30	-	525	2090	720	72.9%	-	-	-	5.1	34.9	12.7
3/1	Royal Portbury Dock Road Left Ahead	O	-		-	-	-	385	1900	405	95.0%	385	0	0	7.3	67.9	15.2
3/2	Royal Portbury Dock Road Ahead	O	-		-	-	-	219	1900	405	54.0%	219	0	0	1.0	16.1	2.4
7/1	South Circ Ahead	U	C1:A		1	72	-	365	1935	1569	23.3%	-	-	-	0.2	2.4	0.9
7/2	South Circ Ahead Right	U	C1:A		1	72	-	1319	1965	1594	82.8%	-	-	-	3.8	10.3	14.1
7/3	South Circ Right	U	C1:A		1	72	-	461	1955	1586	29.1%	-	-	-	0.3	2.1	0.8
8/1	West Circ Ahead Right	U	C1:C		1	49	-	290	1950	1083	26.8%	-	-	-	1.4	17.9	5.4
8/2	West Circ Right	U	C1:C		1	49	-	537	1965	1092	49.2%	-	-	-	3.5	23.6	12.7

Basic Results Summary

8/3	West Circ Right	U	C1:C		1	49	-	439	1955	1086	40.4%	-	-	-	0.7	6.1	1.3
J2: M5 Junction 19 (Controller 2)	-	-	-		-	-	-	-	-	-	99.0%	133	120	0	78.0	-	-
1/1	North Circ Left	U	C2:A		1	40	-	156	1955	891	17.5%	-	-	-	0.6	13.3	1.5
1/2	North Circ Ahead	U	C2:A		1	40	-	889	1975	900	98.8%	-	-	-	17.7	71.7	34.5
1/3	North Circ Right	U	C2:A		1	40	-	294	2085	950	31.0%	-	-	-	1.5	18.0	6.1
2/1	M5 S/B Off-slip U-Turn	U	-		-	-	-	89	1900	1900	4.7%	-	-	-	0.0	1.0	0.0
2/2	M5 S/B Off-slip Ahead Left	U	C2:B		1	39	-	926	2105	936	99.0%	-	-	-	19.4	75.4	35.9
2/3	M5 S/B Off-slip Ahead	U	C2:B		1	39	-	912	2135	949	96.1%	-	-	-	14.6	57.7	30.5
3/1	East Circ Right Ahead	U	C2:D		1	50	-	547	1990	1128	48.5%	-	-	-	1.4	9.0	4.6
3/2	East Circ Right	U	C2:D		1	50	-	932	2145	1216	76.7%	-	-	-	3.1	11.9	24.9
3/3	East Circ Right	U	C2:D		1	50	-	90	2080	1179	7.6%	-	-	-	0.4	15.9	1.5
5/1	Service Station Exit Left	O	-		-	-	-	52	1900	206	25.2%	27	25	0	0.3	21.6	0.8
5/2	Service Station Exit Ahead	O	-		-	-	-	201	1900	206	97.5%	106	95	0	7.1	127.4	10.9
7/1	Martcombe Road Ahead Left	U	C2:E		1	29	-	513	1965	655	78.3%	-	-	-	5.6	39.4	13.3
7/2	Martcombe Road Ahead	U	C2:E		1	29	-	387	2105	702	55.2%	-	-	-	3.2	30.2	8.5
7/3	Martcombe Road Ahead	U	C2:E		1	29	-	371	2095	698	53.1%	-	-	-	3.1	29.8	8.0
C1 C2 C2 PRC for Signalled Lanes (%): Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 8.8 -10.0 14.9 -10.0 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 23.94 53.75 16.79 110.16 Cycle Time (s): Cycle Time (s): Cycle Time (s): 90 90 90																	

Junctions 8							
ARCADY 8 - Roundabout Module							
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014							
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: J34 Royal Portbury Dock Road - Gordano Way - Portbury Way.arc8
Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J34
Report generation date: 28/01/2014 10:09:03

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Gordano Way	0.10	2.62	0.08	A	0.18	2.75	0.14	A

Royal Portbury Dock Road south	0.41	2.45	0.26	A	0.14	2.34	0.09	A
Bradley Road	0.15	4.18	0.09	A	0.06	2.50	0.05	A
Portbury Way	0.04	2.93	0.03	A	0.06	2.13	0.05	A
Royal Portbury Dock Road north	0.12	4.07	0.07	A	0.18	3.02	0.13	A
	A1 - 2019 Base							
Gordano Way	0.11	2.63	0.09	A	0.18	2.75	0.14	A
Royal Portbury Dock Road south	0.46	2.51	0.29	A	0.14	2.34	0.09	A
Bradley Road	0.17	4.26	0.10	A	0.06	2.50	0.05	A
Portbury Way	0.04	2.94	0.03	A	0.06	2.13	0.05	A
Royal Portbury Dock Road north	0.13	4.11	0.07	A	0.18	3.02	0.13	A
	A1 - 2019 Dev							
Gordano Way	0.11	2.63	0.09	A	0.20	2.85	0.16	A
Royal Portbury Dock Road south	0.46	2.52	0.29	A	0.15	2.35	0.10	A
Bradley Road	0.16	4.25	0.10	A	0.07	2.53	0.06	A
Portbury Way	0.05	2.97	0.03	A	0.07	2.17	0.06	A
Royal Portbury Dock Road north	0.13	4.11	0.07	A	0.20	3.07	0.15	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 28/01/2014 10:09:00

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

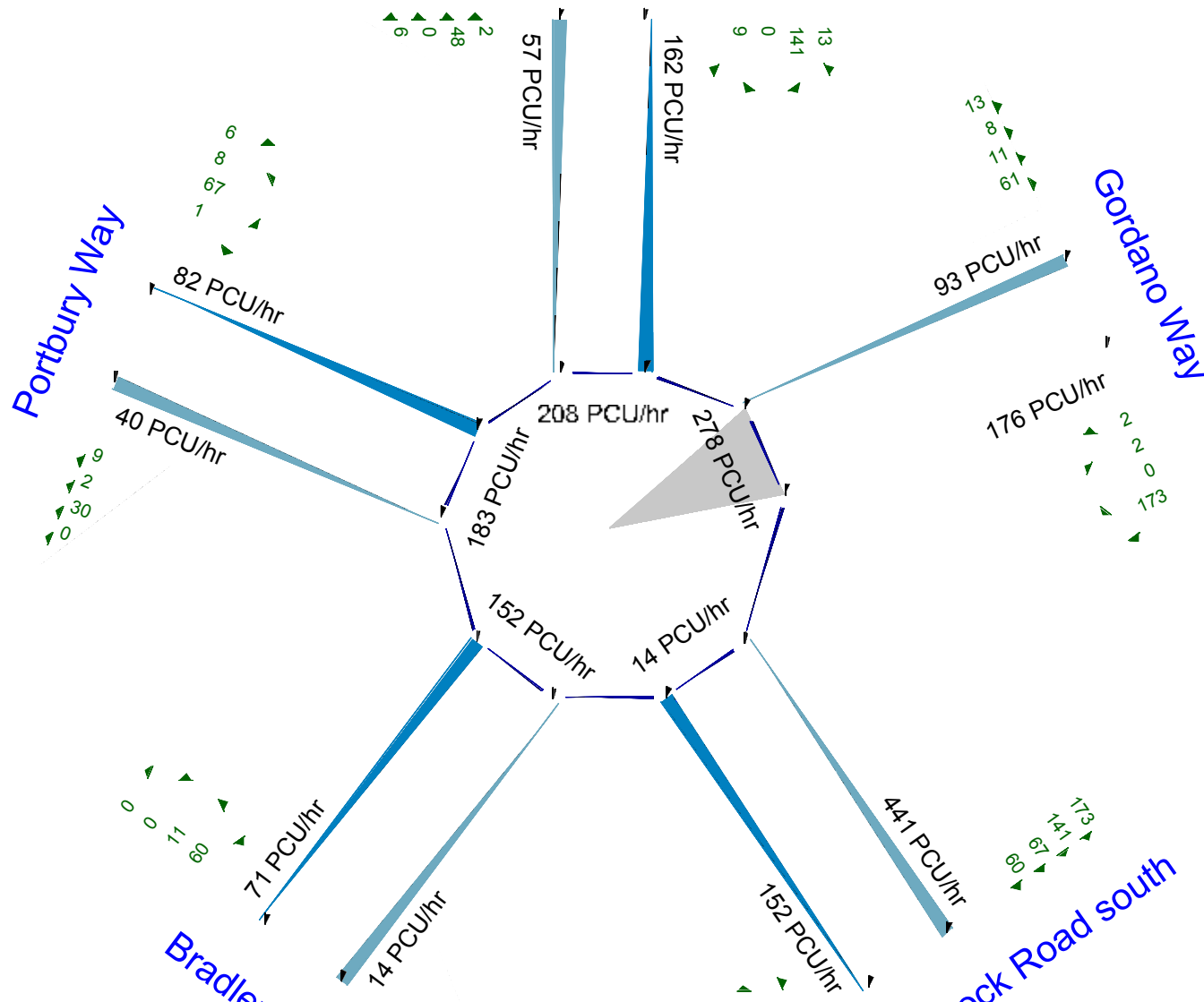
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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5.75			N/A	0.85	36.00	20.00
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Units

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

Royal Portbury Dock Road north



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	Portbury 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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(untitled)	Roundabout	1,2,3,4,5			2.89	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	
Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

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
Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	

Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	
Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	

Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None
Bradley Road	None
Portbury Way	None
Royal Portbury Dock Road north	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)
Gordano Way		(calculated)	(calculated)	0.597	1855.161
Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228

Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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 (%)
Gordano Way	ONE HOUR	✓	111.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	480.00	100.000
Bradley Road	ONE HOUR	✓	79.00	100.000

Portbury Way	ONE HOUR	✓	33.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	59.00	100.000

Turning Proportions

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

	To					
		1	2	3	4	5
From	1	0.000	95.000	1.000	10.000	5.000
	2	223.000	0.000	73.000	76.000	108.000
	3	3.000	26.000	0.000	2.000	48.000
	4	7.000	21.000	0.000	0.000	5.000
	5	3.000	48.000	0.000	8.000	0.000

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

	To					
		1	2	3	4	5
From	1	0.00	0.86	0.01	0.09	0.05
	2	0.46	0.00	0.15	0.16	0.23

	3	0.04	0.33	0.00	0.03	0.61
	4	0.21	0.64	0.00	0.00	0.15
	5	0.05	0.81	0.00	0.14	0.00

Vehicle Mix

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

	To					
From		1	2	3	4	5
	1	1.000	1.189	1.000	1.100	1.000
	2	1.063	1.000	1.068	1.158	1.380
	3	1.000	1.231	1.000	1.000	1.750
	4	1.000	1.476	1.000	1.000	1.800
	5	1.000	1.750	1.000	1.625	1.000

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

	To					
From		1	2	3	4	5
	1	0.000	18.900	0.000	10.000	0.000

	2	6.300	0.000	6.800	15.800	38.000
	3	0.000	23.100	0.000	0.000	75.000
	4	0.000	47.600	0.000	0.000	80.000
	5	0.000	75.000	0.000	62.500	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.08	2.62	0.10	A
Royal Portbury Dock Road south	0.26	2.45	0.41	A
Bradley Road	0.09	4.18	0.15	A
Portbury Way	0.03	2.93	0.04	A
Royal Portbury Dock Road north	0.07	4.07	0.12	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
Gordano Way	97.84	97.57	119.98	0.00	1783.58	0.055	0.07	2.499	A
Royal Portbury Dock Road south	415.62	414.61	22.51	0.00	2301.92	0.181	0.25	2.192	A
Bradley Road	91.10	90.72	377.82	0.00	1556.99	0.059	0.09	3.760	A
Portbury Way	35.38	35.27	382.94	0.00	1915.87	0.018	0.03	2.725	A
Royal Portbury Dock Road north	75.29	74.97	232.79	0.00	1675.19	0.045	0.08	3.812	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
Gordano Way	116.83	116.77	143.73	0.00	1769.41	0.066	0.08	2.549	A
Royal Portbury Dock Road south	496.29	496.04	26.95	0.00	2298.89	0.216	0.32	2.296	A
Bradley Road	108.78	108.69	452.04	0.00	1513.38	0.072	0.12	3.925	A
Portbury Way	42.25	42.22	458.29	0.00	1866.67	0.023	0.03	2.809	A
Royal Portbury Dock Road north	89.90	89.83	278.57	0.00	1648.04	0.055	0.10	3.915	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
Gordano Way	143.08	143.00	176.00	0.00	1750.15	0.082	0.10	2.622	A
Royal Portbury Dock Road south	607.83	607.44	33.01	0.00	2294.78	0.265	0.41	2.453	A
Bradley Road	133.23	133.09	553.56	0.00	1453.74	0.092	0.15	4.175	A
Portbury Way	51.74	51.71	561.21	0.00	1799.48	0.029	0.04	2.932	A
Royal Portbury Dock Road north	110.10	110.00	341.13	0.00	1610.95	0.068	0.12	4.065	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
Gordano Way	143.08	143.08	176.16	0.00	1750.05	0.082	0.10	2.622	A
Royal Portbury Dock Road south	607.83	607.83	33.03	0.00	2294.76	0.265	0.41	2.453	A
Bradley Road	133.23	133.23	553.92	0.00	1453.53	0.092	0.15	4.176	A
Portbury Way	51.74	51.74	561.62	0.00	1799.21	0.029	0.04	2.933	A
Royal Portbury Dock Road north	110.10	110.10	341.37	0.00	1610.81	0.068	0.12	4.065	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
Gordano Way	116.83	116.91	144.00	0.00	1769.24	0.066	0.08	2.552	A
Royal Portbury Dock Road south	496.29	496.68	26.99	0.00	2298.87	0.216	0.32	2.299	A
Bradley Road	108.78	108.92	452.63	0.00	1513.04	0.072	0.12	3.927	A
Portbury Way	42.25	42.28	458.97	0.00	1866.23	0.023	0.03	2.812	A
Royal Portbury Dock Road north	89.90	90.00	278.96	0.00	1647.81	0.055	0.10	3.918	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
Gordano Way	97.84	97.90	120.57	0.00	1783.22	0.055	0.07	2.500	A
Royal Portbury Dock Road south	415.62	415.87	22.60	0.00	2301.85	0.181	0.25	2.195	A
Bradley Road	91.10	91.19	378.99	0.00	1556.29	0.059	0.10	3.765	A
Portbury Way	35.38	35.41	384.30	0.00	1914.98	0.018	0.03	2.727	A
Royal Portbury Dock Road north	75.29	75.36	233.58	0.00	1674.72	0.045	0.08	3.814	A

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Portbury 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
(untitled)	Roundabout	1,2,3,4,5			2.61	A

Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
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Arms

Arms

Name	Name	Description
Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	
Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

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
Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	
Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	

Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	
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Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None
Bradley Road	None
Portbury Way	None
Royal Portbury Dock Road north	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)
Gordano Way		(calculated)	(calculated)	0.597	1855.161
Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228
Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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 (%)
Gordano Way	ONE HOUR	✓	201.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	143.00	100.000
Bradley Road	ONE HOUR	✓	70.00	100.000
Portbury Way	ONE HOUR	✓	88.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	162.00	100.000

Turning Proportions

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

	To					
From		1	2	3	4	5
	1	0.000	197.000	0.000	2.000	2.000
	2	68.000	0.000	14.000	22.000	39.000
	3	11.000	59.000	0.000	0.000	0.000
	4	9.000	74.000	1.000	0.000	4.000
	5	15.000	141.000	0.000	6.000	0.000

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

	To					
From		1	2	3	4	5
	1	0.00	0.98	0.00	0.01	0.01
	2	0.48	0.00	0.10	0.15	0.27
	3	0.16	0.84	0.00	0.00	0.00
	4	0.10	0.84	0.01	0.00	0.05
	5	0.09	0.87	0.00	0.04	0.00

Vehicle Mix

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

	To					
From		1	2	3	4	5
	1	1.000	1.071	1.000	1.000	1.500
	2	1.206	1.000	1.143	1.636	1.538
	3	1.182	1.072	1.000	1.000	1.000
	4	1.111	1.081	1.000	1.000	2.000
	5	1.067	1.184	1.000	2.000	1.000

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

	To					
From		1	2	3	4	5
	1	0.000	7.100	0.000	0.000	50.000
	2	20.600	0.000	14.300	63.600	53.800
	3	18.200	7.200	0.000	0.000	0.000
	4	11.100	8.100	0.000	0.000	100.000
	5	6.700	18.400	0.000	100.000	0.000

Results