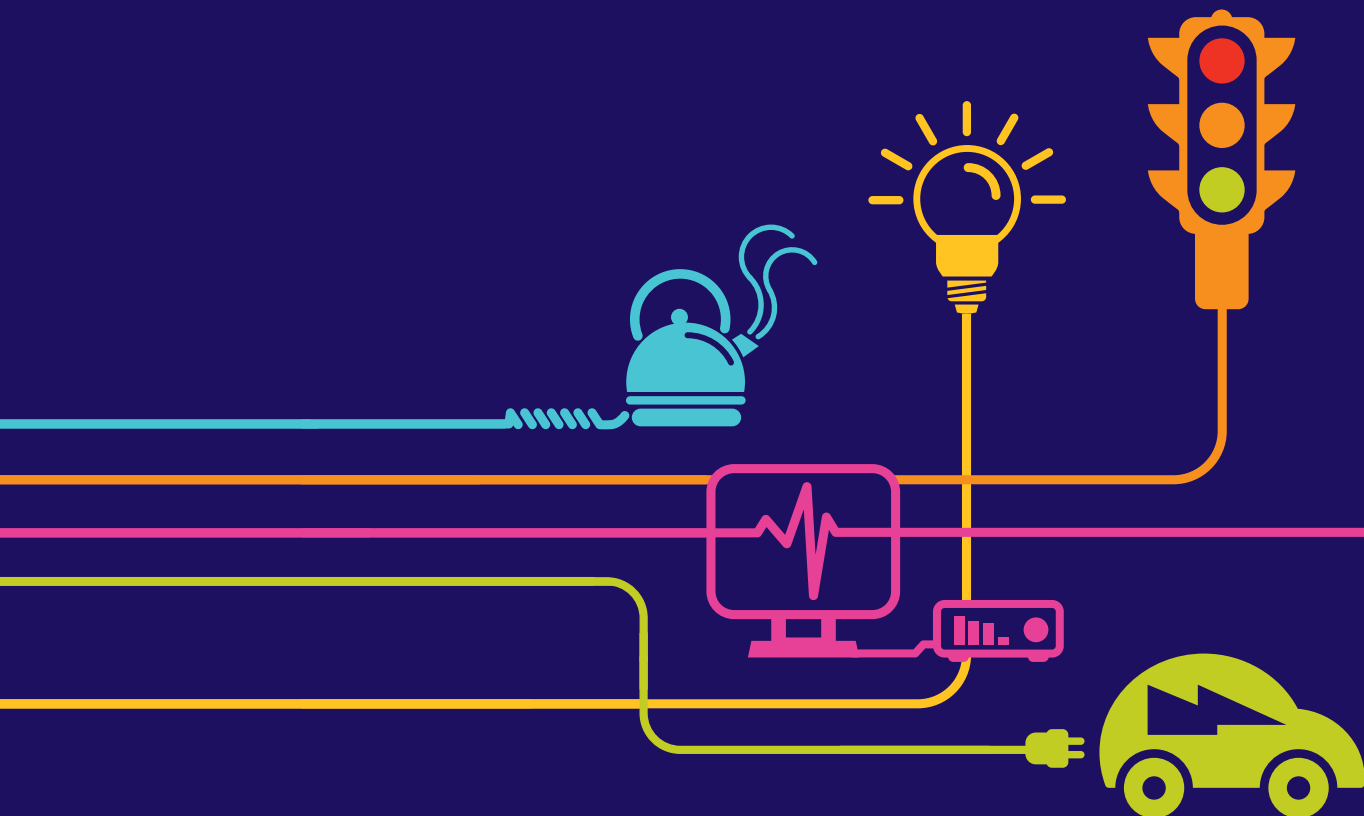


5.29.2.2.3

Environmental Statement Transport Assessment Sensitivity Test Appendix D

Hinkley Point C Connection Project

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



Environmental Statement Sensitivity Test

Hinkley Point C Connection Project

5.29.2 – Environmental Statement Supporting Documents- Sensitivity Test

(orange highlight indicates the contents of this Volume)

Volume	Title
5.29.2.1	The Applicant's Report to Support Habitats Regulations Assessment Sensitivity Test
5.29.2.2.1	Transport Assessment Sensitivity Test
5.29.2.2.2	Transport Assessment Sensitivity Test Appendix A- Revised Construction Programme
5.29.2.2.2	Transport Assessment Sensitivity Test Appendix B Assessment Tables
5.29.2.2.2	Transport Assessment Sensitivity Test Appendix C Junction Profile Graphs
5.29.2.2.3	Transport Assessment Sensitivity Test Appendix D Revised Capacity Model Outputs
5.29.2.3	Flood Risk Assessment Sensitivity Test
5.29.2.4	Draft Construction Environmental Management Plan Sensitivity Test

Transport Assessment Sensitivity Test Appendix D – Revised Capacity Model Outputs

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014	
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Filename: J3 Hillside - Puriton Hill.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J3

Report generation date: 01/09/2014 09:46:10

-
- » (Default Analysis Set) - 2021 Base, AM
 - » (Default Analysis Set) - 2021 Base, PM
 - » (Default Analysis Set) - 2021 Dev, AM
 - » (Default Analysis Set) - 2021 Dev, PM
 - » (Default Analysis Set) - 2021 Q Dev, AM
 - » (Default Analysis Set) - 2021 Q Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2021 Base								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.03	6.72	0.03	A	0.09	8.50	0.08	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.26	14.80	0.21	B	0.26	15.10	0.21	C
Stream C-ABD	0.01	4.55	0.01	A	0.00	3.73	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2021 Dev								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.04	7.09	0.04	A	0.09	8.53	0.08	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.30	16.98	0.23	C	0.28	16.34	0.22	C
Stream C-ABD	0.01	4.35	0.01	A	0.00	3.77	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2021 Q Dev								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-BCD	0.04	7.10	0.04	A	0.09	8.55	0.08	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.30	17.21	0.23	C	0.28	16.48	0.22	C
Stream C-ABD	0.01	4.35	0.01	A	0.00	3.77	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D3 - 2021 Base, AM" model duration: 07:45 - 09:15

"D4 - 2021 Base, PM" model duration: 16:45 - 18:15

"D5 - 2021 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2021 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2021 Q Dev, AM" model duration: 07:45 - 09:15

"D8 - 2021 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 09:46:06

File summary

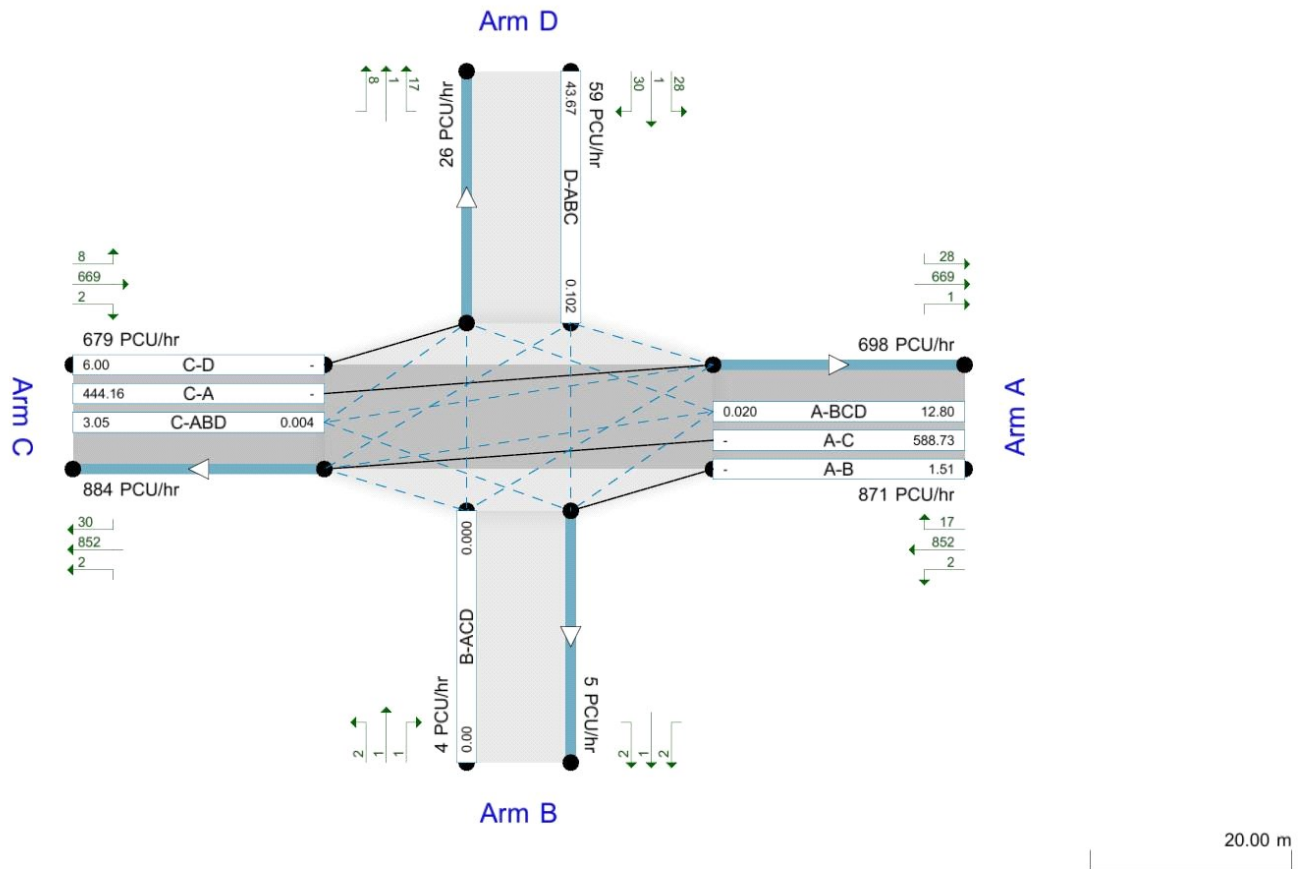
Title	Hillside / Puriton Hill
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

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

Units

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



Showing original traffic demand (PCU/hr).
Streams (upstreams) show Total Demand (Veh/hr); Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2021 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2021 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
2021 Base, AM	2021 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		12.44	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	801.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	602.00	100.000
D	ONE HOUR	✓	58.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	2.000	782.000	17.000
	B	1.000	0.000	1.000	1.000
	C	592.000	2.000	0.000	8.000
	D	27.000	1.000	30.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.33	0.00	0.33	0.33
	C	0.98	0.00	0.00	0.01
	D	0.47	0.02	0.52	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.090	1.000
	B	1.000	1.000	2.000	1.000
	C	1.130	1.000	1.000	1.000
	D	1.040	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	9.0	0.0
	B	0.0	0.0	100.0	0.0
	C	13.0	0.0	0.0	0.0
	D	4.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.03	6.72	0.03	A	15.60	23.40	2.46	6.30	0.03	2.46	6.30
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	717.58	1076.37	-	-	-	-	-
D-ABC	0.21	14.80	0.26	B	53.22	79.83	15.77	11.86	0.18	15.77	11.86
C-ABD	0.01	4.55	0.01	A	4.53	6.80	0.52	4.56	0.01	0.52	4.56
C-D	-	-	-	-	7.31	10.96	-	-	-	-	-
C-A	-	-	-	-	540.57	810.85	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	297.88	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.72	0.00	626.38	0.020	0.00	0.02	5.866	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	588.73	147.18	588.73	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.22	0.00	428.23	0.102	0.00	0.11	9.340	A
C-ABD	3.05	0.76	3.03	0.00	799.05	0.004	0.00	0.00	4.522	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	444.16	111.04	444.16	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	253.79	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.26	0.00	596.31	0.026	0.02	0.03	6.195	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	703.00	175.75	703.00	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	51.96	0.00	379.09	0.138	0.11	0.16	10.999	B
C-ABD	4.21	1.05	4.21	0.00	825.18	0.005	0.00	0.01	4.370	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	529.81	132.45	529.81	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	191.17	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.68	0.00	554.72	0.034	0.03	0.03	6.715	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	861.00	215.25	861.00	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.46	0.00	307.13	0.208	0.16	0.26	14.751	B
C-ABD	6.32	1.58	6.31	0.00	861.14	0.007	0.01	0.01	4.195	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	647.74	161.94	647.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	191.13	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.72	0.00	554.72	0.034	0.03	0.03	6.715	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	861.00	215.25	861.00	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.85	0.00	307.11	0.208	0.26	0.26	14.798	B
C-ABD	6.32	1.58	6.32	0.00	861.09	0.007	0.01	0.01	4.211	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	647.74	161.93	647.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	253.74	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.32	0.00	596.30	0.026	0.03	0.03	6.198	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	703.00	175.75	703.00	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	52.53	0.00	379.07	0.138	0.26	0.16	11.039	B
C-ABD	4.22	1.05	4.23	0.00	825.05	0.005	0.01	0.01	4.411	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	529.81	132.45	529.81	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	297.82	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.82	0.00	626.38	0.020	0.03	0.02	5.869	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	588.73	147.18	588.73	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.85	0.00	428.19	0.102	0.16	0.11	9.372	A
C-ABD	3.06	0.76	3.07	0.00	798.85	0.004	0.01	0.00	4.545	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	444.16	111.04	444.16	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.31	0.02	5.866	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.62	0.11	9.340	A	A
C-ABD	0.06	0.00	4.522	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.39	0.03	6.195	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.29	0.15	10.999	B	B
C-ABD	0.08	0.01	4.370	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.52	0.03	6.715	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.69	0.25	14.751	B	B
C-ABD	0.12	0.01	4.195	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.52	0.03	6.715	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.88	0.26	14.798	B	B
C-ABD	0.12	0.01	4.211	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.40	0.03	6.198	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.52	0.17	11.039	B	B
C-ABD	0.08	0.01	4.411	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.31	0.02	5.869	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.77	0.12	9.372	A	A
C-ABD	0.06	0.00	4.545	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Base, PM	2021 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		12.30	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	678.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	922.00	100.000
D	ONE HOUR	✓	56.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	1.000	642.000	35.000
	B	0.000	0.000	0.000	0.000
	C	885.000	1.000	0.000	36.000
	D	39.000	0.000	17.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.96	0.00	0.00	0.04
	D	0.70	0.00	0.30	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	0.0
	B	0.0	0.0	0.0	0.0
	C	4.0	0.0	0.0	0.0
	D	3.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	8.50	0.09	A	32.12	48.17	6.12	7.62	0.07	6.12	7.62
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	589.11	883.67	-	-	-	-	-
D-ABC	0.21	15.10	0.26	C	51.39	77.08	15.16	11.80	0.17	15.16	11.80
C-ABD	0.00	3.73	0.00	A	2.87	4.30	0.26	3.59	0.00	0.26	3.59
C-D	-	-	-	-	32.96	49.44	-	-	-	-	-
C-A	-	-	-	-	810.22	1215.32	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	372.91	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.15	0.00	563.02	0.047	0.00	0.05	6.704	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	483.33	120.83	483.33	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	41.74	0.00	440.19	0.096	0.00	0.10	9.026	A
C-ABD	1.90	0.48	1.90	0.00	966.89	0.002	0.00	0.00	3.729	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	665.17	166.29	665.17	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	316.93	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.40	0.00	520.65	0.060	0.05	0.06	7.358	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	577.14	144.29	577.14	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.17	0.00	384.70	0.131	0.10	0.15	10.755	B
C-ABD	2.67	0.67	2.67	0.00	1016.18	0.003	0.00	0.00	3.547	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	793.90	198.47	793.90	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	236.86	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.43	0.00	462.07	0.083	0.06	0.09	8.496	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	706.86	176.71	706.86	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.24	0.00	300.09	0.205	0.15	0.25	15.043	C
C-ABD	4.03	1.01	4.03	0.00	1078.79	0.004	0.00	0.00	3.345	A
C-D	39.52	9.88	39.52	0.00	-	-	-	-	-	-
C-A	971.59	242.90	971.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	236.79	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.53	0.00	462.06	0.083	0.09	0.09	8.499	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	706.86	176.71	706.86	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.65	0.00	300.05	0.205	0.25	0.26	15.100	C
C-ABD	4.03	1.01	4.03	0.00	1078.76	0.004	0.00	0.00	3.351	A
C-D	39.52	9.88	39.52	0.00	-	-	-	-	-	-
C-A	971.59	242.90	971.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	316.83	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.57	0.00	520.65	0.060	0.09	0.06	7.361	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	577.14	144.29	577.14	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.76	0.00	384.65	0.131	0.26	0.15	10.794	B
C-ABD	2.67	0.67	2.68	0.00	1016.12	0.003	0.00	0.00	3.556	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	793.89	198.47	793.89	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	372.79	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.41	0.00	563.02	0.047	0.06	0.05	6.711	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	483.33	120.83	483.33	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	42.34	0.00	440.13	0.096	0.15	0.11	9.053	A
C-ABD	1.91	0.48	1.91	0.00	966.78	0.002	0.00	0.00	3.734	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	665.16	166.29	665.16	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.73	0.05	6.704	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.51	0.10	9.026	A	A
C-ABD	0.03	0.00	3.729	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.96	0.06	7.358	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.16	0.14	10.755	B	B
C-ABD	0.04	0.00	3.547	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.35	0.09	8.496	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.63	0.24	15.043	C	B
C-ABD	0.06	0.00	3.345	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.36	0.09	8.499	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.82	0.25	15.100	C	B
C-ABD	0.06	0.00	3.351	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.97	0.06	7.361	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.38	0.16	10.794	B	B
C-ABD	0.04	0.00	3.556	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.74	0.05	6.711	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.65	0.11	9.053	A	A
C-ABD	0.03	0.00	3.734	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, AM	2021 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		14.03	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	804.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	684.00	100.000
D	ONE HOUR	✓	58.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	2.000	785.000	17.000
	B	1.000	0.000	1.000	1.000
	C	674.000	2.000	0.000	8.000
	D	27.000	1.000	30.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.33	0.00	0.33	0.33
	C	0.99	0.00	0.00	0.01
	D	0.47	0.02	0.52	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.090	1.000
	B	1.000	1.000	2.000	1.000
	C	1.120	1.000	1.000	1.000
	D	1.040	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	9.0	0.0
	B	0.0	0.0	100.0	0.0
	C	12.0	0.0	0.0	0.0
	D	4.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.04	7.09	0.04	A	15.60	23.40	2.57	6.59	0.03	2.57	6.59
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	720.33	1080.49	-	-	-	-	-
D-ABC	0.23	16.98	0.30	C	53.22	79.83	17.41	13.09	0.19	17.41	13.09
C-ABD	0.01	4.35	0.01	A	4.94	7.41	0.54	4.34	0.01	0.54	4.34
C-D	-	-	-	-	7.30	10.96	-	-	-	-	-
C-A	-	-	-	-	615.41	923.11	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	288.64	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.71	0.00	606.80	0.021	0.00	0.02	6.059	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	590.99	147.75	590.99	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.19	0.00	408.54	0.107	0.00	0.12	9.840	A
C-ABD	3.28	0.82	3.27	0.00	835.33	0.004	0.00	0.00	4.326	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	505.67	126.42	505.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	242.37	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.26	0.00	572.92	0.027	0.02	0.03	6.455	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	705.70	176.42	705.70	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	51.93	0.00	354.94	0.147	0.12	0.17	11.872	B
C-ABD	4.58	1.14	4.57	0.00	867.10	0.005	0.00	0.01	4.160	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	603.16	150.79	603.16	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	176.35	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.68	0.00	526.09	0.036	0.03	0.04	7.094	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	864.30	216.08	864.30	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.36	0.00	275.86	0.231	0.17	0.29	16.900	C
C-ABD	6.94	1.74	6.93	0.00	909.75	0.008	0.01	0.01	3.974	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	737.41	184.35	737.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	176.31	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.72	0.00	526.08	0.036	0.04	0.04	7.094	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	864.30	216.08	864.30	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.85	0.00	275.84	0.232	0.29	0.30	16.978	C
C-ABD	6.94	1.74	6.94	0.00	909.71	0.008	0.01	0.01	3.987	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	737.40	184.35	737.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	242.31	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.32	0.00	572.92	0.027	0.04	0.03	6.455	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	705.70	176.42	705.70	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	52.63	0.00	354.91	0.147	0.30	0.17	11.927	B
C-ABD	4.58	1.15	4.59	0.00	866.98	0.005	0.01	0.01	4.194	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	603.16	150.79	603.16	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	288.57	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.82	0.00	606.79	0.021	0.03	0.02	6.060	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	590.99	147.75	590.99	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.88	0.00	408.50	0.107	0.17	0.12	9.880	A
C-ABD	3.29	0.82	3.30	0.00	835.14	0.004	0.01	0.00	4.345	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	505.66	126.41	505.66	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.32	0.02	6.059	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.70	0.11	9.840	A	A
C-ABD	0.06	0.00	4.326	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.41	0.03	6.455	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.46	0.16	11.872	B	B
C-ABD	0.08	0.01	4.160	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.55	0.04	7.094	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.19	0.28	16.900	C	B
C-ABD	0.12	0.01	3.974	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.55	0.04	7.094	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.44	0.30	16.978	C	B
C-ABD	0.12	0.01	3.987	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.41	0.03	6.455	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.74	0.18	11.927	B	B
C-ABD	0.08	0.01	4.194	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.33	0.02	6.060	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.88	0.13	9.880	A	A
C-ABD	0.06	0.00	4.345	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, PM	2021 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		13.04	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	760.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	926.00	100.000
D	ONE HOUR	✓	56.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	1.000	724.000	35.000
	B	0.000	0.000	0.000	0.000
	C	889.000	1.000	0.000	36.000
	D	39.000	0.000	17.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.96	0.00	0.00	0.04
	D	0.70	0.00	0.30	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	0.0
	B	0.0	0.0	0.0	0.0
	C	4.0	0.0	0.0	0.0
	D	3.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	8.53	0.09	A	32.12	48.17	6.13	7.64	0.07	6.13	7.64
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	664.36	996.53	-	-	-	-	-
D-ABC	0.22	16.34	0.28	C	51.39	77.08	15.97	12.43	0.18	15.97	12.43
C-ABD	0.00	3.77	0.00	A	2.98	4.47	0.27	3.63	0.00	0.27	3.63
C-D	-	-	-	-	32.95	49.43	-	-	-	-	-
C-A	-	-	-	-	813.78	1220.67	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	352.88	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.15	0.00	562.08	0.047	0.00	0.05	6.716	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	41.73	0.00	431.96	0.098	0.00	0.11	9.215	A
C-ABD	1.95	0.49	1.94	0.00	957.35	0.002	0.00	0.00	3.767	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	668.14	167.03	668.14	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	292.57	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.40	0.00	519.52	0.061	0.05	0.06	7.375	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.16	0.00	373.39	0.135	0.11	0.15	11.129	B
C-ABD	2.76	0.69	2.75	0.00	1005.77	0.003	0.00	0.00	3.584	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	797.41	199.35	797.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	205.95	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.43	0.00	460.68	0.084	0.06	0.09	8.524	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.18	0.00	281.97	0.219	0.15	0.27	16.269	C
C-ABD	4.22	1.06	4.22	0.00	1067.50	0.004	0.00	0.00	3.381	A
C-D	39.52	9.88	39.52	0.00	-	-	-	-	-	-
C-A	975.81	243.95	975.81	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	205.88	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.53	0.00	460.68	0.084	0.09	0.09	8.527	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	797.14	199.28	797.14	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.64	0.00	281.93	0.219	0.27	0.28	16.340	C
C-ABD	4.23	1.06	4.23	0.00	1067.47	0.004	0.00	0.00	3.387	A
C-D	39.52	9.88	39.52	0.00	-	-	-	-	-	-
C-A	975.80	243.95	975.80	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	292.46	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.57	0.00	519.52	0.061	0.09	0.07	7.378	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	650.86	162.72	650.86	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.82	0.00	373.33	0.135	0.28	0.16	11.180	B
C-ABD	2.76	0.69	2.76	0.00	1005.71	0.003	0.00	0.00	3.593	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	797.40	199.35	797.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	352.75	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.41	0.00	562.07	0.047	0.07	0.05	6.723	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	545.07	136.27	545.07	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	42.35	0.00	431.89	0.098	0.16	0.11	9.247	A
C-ABD	1.96	0.49	1.96	0.00	957.23	0.002	0.00	0.00	3.775	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	668.13	167.03	668.13	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.73	0.05	6.716	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.54	0.10	9.215	A	A
C-ABD	0.03	0.00	3.767	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.96	0.06	7.375	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.23	0.15	11.129	B	B
C-ABD	0.04	0.00	3.584	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.36	0.09	8.524	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.91	0.26	16.269	C	B
C-ABD	0.06	0.00	3.381	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.37	0.09	8.527	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.13	0.28	16.340	C	B
C-ABD	0.06	0.00	3.387	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.98	0.07	7.378	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.47	0.16	11.180	B	B
C-ABD	0.04	0.00	3.593	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.74	0.05	6.723	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.69	0.11	9.247	A	A
C-ABD	0.03	0.00	3.775	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 Q Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Q Dev, AM	2021 Q Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		14.20	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	806.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	686.00	100.000
D	ONE HOUR	✓	58.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	2.000	787.000	17.000
	B	1.000	0.000	1.000	1.000
	C	676.000	2.000	0.000	8.000
	D	27.000	1.000	30.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.33	0.00	0.33	0.33
	C	0.99	0.00	0.00	0.01
	D	0.47	0.02	0.52	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	10.0	0.0
	B	0.0	0.0	100.0	0.0
	C	12.0	0.0	0.0	0.0
	D	4.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.04	7.10	0.04	A	15.60	23.40	2.57	6.60	0.03	2.57	6.60
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	722.16	1083.25	-	-	-	-	-
D-ABC	0.23	17.21	0.30	C	53.22	79.83	17.57	13.21	0.20	17.57	13.21
C-ABD	0.01	4.35	0.01	A	4.97	7.45	0.54	4.34	0.01	0.54	4.34
C-D	-	-	-	-	7.30	10.96	-	-	-	-	-
C-A	-	-	-	-	617.22	925.82	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	286.62	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.71	0.00	606.29	0.021	0.00	0.02	6.065	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	592.49	148.12	592.49	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.19	0.00	406.92	0.107	0.00	0.12	9.884	A
C-ABD	3.30	0.82	3.28	0.00	834.77	0.004	0.00	0.00	4.329	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	507.16	126.79	507.16	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	239.92	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.26	0.00	572.31	0.027	0.02	0.03	6.462	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	707.50	176.87	707.50	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	51.93	0.00	352.88	0.148	0.12	0.17	11.953	B
C-ABD	4.60	1.15	4.60	0.00	866.50	0.005	0.00	0.01	4.163	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	604.94	151.23	604.94	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	173.23	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.68	0.00	525.34	0.036	0.03	0.04	7.104	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	866.50	216.63	866.50	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.35	0.00	273.06	0.234	0.17	0.30	17.126	C
C-ABD	6.99	1.75	6.98	0.00	909.11	0.008	0.01	0.01	3.977	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	739.56	184.89	739.56	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	173.19	0.000	0.00	0.00	0.000	A
A-BCD	18.72	4.68	18.72	0.00	525.34	0.036	0.04	0.04	7.105	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	866.50	216.63	866.50	0.00	-	-	-	-	-	-
D-ABC	63.86	15.96	63.84	0.00	273.04	0.234	0.30	0.30	17.206	C
C-ABD	6.99	1.75	6.99	0.00	909.07	0.008	0.01	0.01	3.990	A
C-D	8.75	2.19	8.75	0.00	-	-	-	-	-	-
C-A	739.55	184.89	739.55	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	239.86	0.000	0.00	0.00	0.000	A
A-BCD	15.28	3.82	15.32	0.00	572.31	0.027	0.04	0.03	6.462	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	707.50	176.87	707.50	0.00	-	-	-	-	-	-
D-ABC	52.14	13.04	52.64	0.00	352.85	0.148	0.30	0.18	12.010	B
C-ABD	4.61	1.15	4.62	0.00	866.38	0.005	0.01	0.01	4.199	A
C-D	7.16	1.79	7.16	0.00	-	-	-	-	-	-
C-A	604.93	151.23	604.93	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	286.55	0.000	0.00	0.00	0.000	A
A-BCD	12.80	3.20	12.82	0.00	606.28	0.021	0.03	0.02	6.068	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	592.49	148.12	592.49	0.00	-	-	-	-	-	-
D-ABC	43.67	10.92	43.88	0.00	406.88	0.107	0.18	0.12	9.922	A
C-ABD	3.31	0.83	3.31	0.00	834.58	0.004	0.01	0.00	4.348	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	507.15	126.79	507.15	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.32	0.02	6.065	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.71	0.11	9.884	A	A
C-ABD	0.06	0.00	4.329	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.41	0.03	6.462	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.48	0.17	11.953	B	B
C-ABD	0.08	0.01	4.163	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.55	0.04	7.104	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.25	0.28	17.126	C	B
C-ABD	0.12	0.01	3.977	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.55	0.04	7.105	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.50	0.30	17.206	C	B
C-ABD	0.12	0.01	3.990	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.41	0.03	6.462	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.76	0.18	12.010	B	B
C-ABD	0.08	0.01	4.199	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.33	0.02	6.068	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.88	0.13	9.922	A	A
C-ABD	0.06	0.00	4.348	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 Q Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Q Dev, PM	2021 Q Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		13.13	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	763.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	929.00	100.000
D	ONE HOUR	✓	56.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	1.000	727.000	35.000
	B	0.000	0.000	0.000	0.000
	C	892.000	1.000	0.000	36.000
	D	39.000	0.000	17.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.96	0.00	0.00	0.04
	D	0.70	0.00	0.30	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	0.0
	B	0.0	0.0	0.0	0.0
	C	4.0	0.0	0.0	0.0
	D	3.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	8.55	0.09	A	32.12	48.17	6.14	7.65	0.07	6.14	7.65
A-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	667.11	1000.66	-	-	-	-	-
D-ABC	0.22	16.48	0.28	C	51.39	77.08	16.07	12.51	0.18	16.07	12.51
C-ABD	0.00	3.77	0.00	A	2.99	4.48	0.27	3.63	0.00	0.27	3.63
C-D	-	-	-	-	32.95	49.43	-	-	-	-	-
C-A	-	-	-	-	816.52	1224.78	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	351.76	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.15	0.00	561.37	0.047	0.00	0.05	6.725	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	547.32	136.83	547.32	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	41.73	0.00	430.96	0.098	0.00	0.11	9.239	A
C-ABD	1.96	0.49	1.95	0.00	958.11	0.002	0.00	0.00	3.764	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	670.39	167.60	670.39	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	291.20	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.40	0.00	518.67	0.061	0.05	0.06	7.388	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	653.56	163.39	653.56	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.15	0.00	372.09	0.135	0.11	0.15	11.175	B
C-ABD	2.77	0.69	2.76	0.00	1006.63	0.003	0.00	0.00	3.581	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	800.09	200.02	800.09	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	204.19	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.43	0.00	459.64	0.084	0.06	0.09	8.545	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	800.44	200.11	800.44	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.17	0.00	280.07	0.220	0.15	0.28	16.409	C
C-ABD	4.24	1.06	4.24	0.00	1068.46	0.004	0.00	0.00	3.378	A
C-D	39.51	9.88	39.51	0.00	-	-	-	-	-	-
C-A	979.09	244.77	979.09	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	204.11	0.000	0.00	0.00	0.000	A
A-BCD	38.54	9.63	38.53	0.00	459.64	0.084	0.09	0.09	8.548	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	800.44	200.11	800.44	0.00	-	-	-	-	-	-
D-ABC	61.66	15.41	61.64	0.00	280.03	0.220	0.28	0.28	16.482	C
C-ABD	4.24	1.06	4.24	0.00	1068.43	0.004	0.00	0.00	3.382	A
C-D	39.51	9.88	39.51	0.00	-	-	-	-	-	-
C-A	979.09	244.77	979.09	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	291.09	0.000	0.00	0.00	0.000	A
A-BCD	31.46	7.87	31.57	0.00	518.67	0.061	0.09	0.07	7.394	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	653.56	163.39	653.56	0.00	-	-	-	-	-	-
D-ABC	50.34	12.59	50.82	0.00	372.04	0.135	0.28	0.16	11.223	B
C-ABD	2.77	0.69	2.77	0.00	1006.57	0.003	0.00	0.00	3.593	A
C-D	32.29	8.07	32.29	0.00	-	-	-	-	-	-
C-A	800.09	200.02	800.09	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	351.63	0.000	0.00	0.00	0.000	A
A-BCD	26.35	6.59	26.41	0.00	561.36	0.047	0.07	0.05	6.729	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	547.32	136.83	547.32	0.00	-	-	-	-	-	-
D-ABC	42.16	10.54	42.36	0.00	430.89	0.098	0.16	0.11	9.271	A
C-ABD	1.96	0.49	1.96	0.00	958.00	0.002	0.00	0.00	3.769	A
C-D	27.06	6.76	27.06	0.00	-	-	-	-	-	-
C-A	670.38	167.60	670.38	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.73	0.05	6.725	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.54	0.10	9.239	A	A
C-ABD	0.03	0.00	3.764	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.96	0.06	7.388	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.24	0.15	11.175	B	B
C-ABD	0.04	0.00	3.581	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.36	0.09	8.545	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.94	0.26	16.409	C	B
C-ABD	0.06	0.00	3.378	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.37	0.09	8.548	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.17	0.28	16.482	C	B
C-ABD	0.06	0.00	3.382	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.98	0.07	7.394	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.48	0.17	11.223	B	B
C-ABD	0.04	0.00	3.593	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.74	0.05	6.729	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.70	0.11	9.271	A	A
C-ABD	0.03	0.00	3.769	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-



Junctions 8	
PICADY 8 - Priority Intersection Module	
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Filename: J5 A39 - Bawdrip Lane.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J5

Report generation date: 01/09/2014 09:49:06

-
- » (Default Analysis Set) - 2021 Base, AM
 - » (Default Analysis Set) - 2021 Base, PM
 - » (Default Analysis Set) - 2021 Dev, AM
 - » (Default Analysis Set) - 2021 Dev, PM
 - » (Default Analysis Set) - 2021 Q Dev, AM
 - » (Default Analysis Set) - 2021 Q Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2021 Base								
Stream B-CD	0.03	9.36	0.03	A	0.02	8.26	0.02	A
Stream B-AD	0.11	24.42	0.10	C	0.09	25.85	0.09	D
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.06	5.42	0.04	A	0.05	3.67	0.04	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2021 Dev								
Stream B-CD	0.03	9.42	0.03	A	0.02	8.79	0.02	A
Stream B-AD	0.12	27.26	0.11	D	0.11	31.46	0.10	D
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.06	4.93	0.04	A	0.06	3.70	0.04	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2021 Q Dev								
Stream B-CD	0.03	9.50	0.03	A	0.02	8.81	0.02	A
Stream B-AD	0.13	27.98	0.11	D	0.12	32.33	0.11	D
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-ABD	0.06	4.93	0.04	A	0.06	3.71	0.04	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D3 - 2021 Base, AM" model duration: 07:45 - 09:15

"D4 - 2021 Base, PM" model duration: 16:45 - 18:15

"D5 - 2021 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2021 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2021 Q Dev, AM" model duration: 07:45 - 09:15

"D8 - 2021 Q Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 09:49:02

File summary

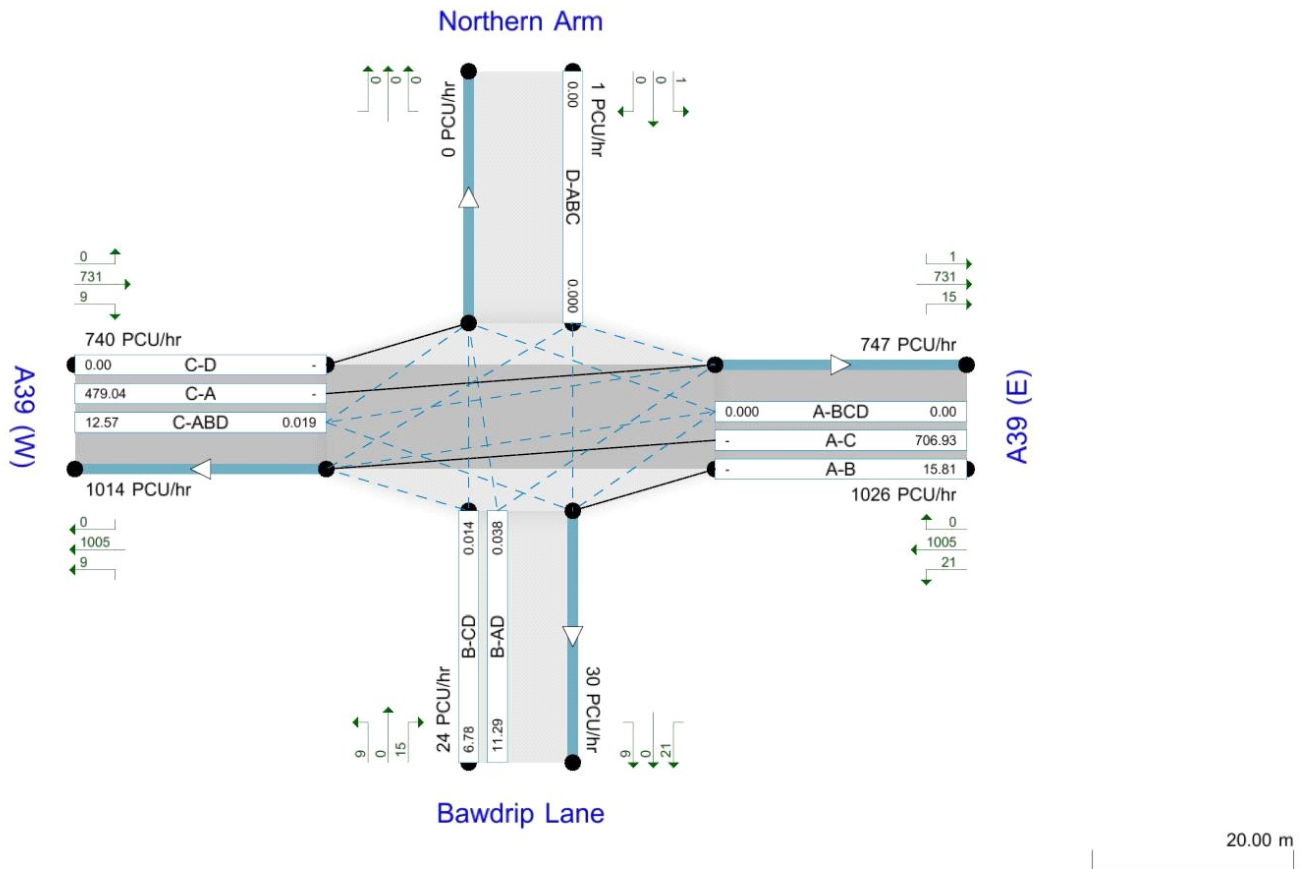
Title	A39 / Bawdrip Lane
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

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

Units

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



Showing original traffic demand (PCU/hr).
Streams (upstreams) show Total Demand (Veh/hr); Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2021 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2021 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
2021 Base, AM	2021 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		11.48	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	-	0.252	0.252	0.126
1	B-C	688.258	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	534.412	0.092	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	960.00	100.000
Bawdrip Lane	ONE HOUR	✓	24.00	100.000
A39 (W)	ONE HOUR	✓	653.00	100.000
Northern Arm	ONE HOUR	✓	1.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	21.000	939.000	0.000
	Bawdrip Lane	15.000	0.000	9.000	0.000
	A39 (W)	647.000	6.000	0.000	0.000
	Northern Arm	1.000	0.000	0.000	0.000

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

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.00	0.02	0.98	0.00
	Bawdrip Lane	0.63	0.00	0.38	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	1.000	1.000	1.070	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.130	1.470	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.0	0.0	7.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	13.0	47.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.03	9.36	0.03	A	8.26	12.39	1.72	8.35	0.02	1.72	8.35
B-AD	0.10	24.42	0.11	C	13.76	20.65	6.18	17.97	0.07	6.18	17.97
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	861.64	1292.46	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	5.42	0.06	A	21.83	32.74	3.44	6.30	0.04	3.44	6.30
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	577.38	866.07	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.72	0.00	490.28	0.014	0.00	0.01	7.444	A
B-AD	11.29	2.82	11.14	0.00	294.01	0.038	0.00	0.04	12.720	B
A-BCD	0.00	0.00	0.00	0.00	504.32	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	706.93	176.73	706.93	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	284.87	0.000	0.00	0.00	0.000	A
C-ABD	12.57	3.14	12.48	0.00	676.59	0.019	0.00	0.02	5.420	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	479.04	119.76	479.04	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.07	0.00	450.81	0.018	0.01	0.02	8.131	A
B-AD	13.48	3.37	13.41	0.00	239.42	0.056	0.04	0.06	15.922	C
A-BCD	0.00	0.00	0.00	0.00	478.88	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	844.14	211.04	844.14	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	242.77	0.000	0.00	0.00	0.000	A
C-ABD	18.16	4.54	18.12	0.00	719.93	0.025	0.02	0.03	5.166	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	568.88	142.22	568.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.88	0.00	394.77	0.025	0.02	0.03	9.353	A
B-AD	16.52	4.13	16.31	0.00	163.86	0.101	0.06	0.11	24.371	C
A-BCD	0.00	0.00	0.00	0.00	443.74	0.000	0.00	0.00	0.000	A
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	1033.86	258.46	1033.86	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	182.62	0.000	0.00	0.00	0.000	A
C-ABD	34.69	8.67	34.57	0.00	822.67	0.042	0.03	0.06	4.617	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	684.28	171.07	684.28	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.91	0.00	394.38	0.025	0.03	0.03	9.363	A
B-AD	16.52	4.13	16.51	0.00	163.93	0.101	0.11	0.11	24.417	C
A-BCD	0.00	0.00	0.00	0.00	443.71	0.000	0.00	0.00	0.000	A
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	1033.86	258.46	1033.86	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	182.58	0.000	0.00	0.00	0.000	A
C-ABD	34.73	8.68	34.73	0.00	822.88	0.042	0.06	0.06	4.569	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	684.24	171.06	684.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.12	0.00	450.19	0.018	0.03	0.02	8.145	A
B-AD	13.48	3.37	13.68	0.00	239.62	0.056	0.11	0.06	15.948	C
A-BCD	0.00	0.00	0.00	0.00	478.84	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	844.14	211.04	844.14	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	242.72	0.000	0.00	0.00	0.000	A
C-ABD	18.19	4.55	18.31	0.00	720.46	0.025	0.06	0.03	5.030	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	568.84	142.21	568.84	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.79	0.00	489.81	0.014	0.02	0.01	7.455	A
B-AD	11.29	2.82	11.37	0.00	294.18	0.038	0.06	0.04	12.732	B
A-BCD	0.00	0.00	0.00	0.00	504.28	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	706.93	176.73	706.93	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	284.83	0.000	0.00	0.00	0.000	A
C-ABD	12.63	3.16	12.67	0.00	677.09	0.019	0.03	0.02	5.367	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	478.98	119.74	478.98	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.444	A	A
B-AD	0.56	0.04	12.720	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.33	0.02	5.420	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.27	0.02	8.131	A	A
B-AD	0.85	0.06	15.922	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.48	0.03	5.166	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.37	0.02	9.353	A	A
B-AD	1.54	0.10	24.371	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.92	0.06	4.617	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.38	0.03	9.363	A	A
B-AD	1.65	0.11	24.417	C	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.91	0.06	4.569	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.28	0.02	8.145	A	A
B-AD	0.96	0.06	15.948	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.47	0.03	5.030	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	7.455	A	A
B-AD	0.63	0.04	12.732	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.33	0.02	5.367	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Base, PM	2021 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		9.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	-	0.252	0.252	0.126
1	B-C	686.865	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	533.330	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
1	B-D, offside lane	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	796.00	100.000
Bawdrip Lane	ONE HOUR	✓	19.00	100.000
A39 (W)	ONE HOUR	✓	1062.00	100.000
Northern Arm	ONE HOUR	✓	3.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	12.000	784.000	0.000
	Bawdrip Lane	12.000	0.000	7.000	0.000
	A39 (W)	1053.000	7.000	0.000	2.000
	Northern Arm	0.000	0.000	3.000	0.000

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.00	0.02	0.98	0.00
	Bawdrip Lane	0.63	0.00	0.37	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	1.000	1.000	1.060	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.030	1.000	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.0	0.0	6.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	3.0	0.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.26	0.02	A	6.42	9.64	1.21	7.56	0.01	1.21	7.56
B-AD	0.09	25.85	0.09	D	11.01	16.52	5.15	18.71	0.06	5.15	18.71
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	11.01	16.52	-	-	-	-	-
A-C	-	-	-	-	719.41	1079.12	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	3.67	0.05	A	27.55	41.33	2.87	4.17	0.03	2.87	4.17
C-D	-	-	-	-	1.80	2.69	-	-	-	-	-
C-A	-	-	-	-	945.16	1417.74	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.23	0.00	523.61	0.010	0.00	0.01	6.944	A
B-AD	9.03	2.26	8.91	0.00	286.49	0.032	0.00	0.03	12.964	B
A-BCD	0.00	0.00	0.00	0.00	443.30	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	590.24	147.56	590.24	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	244.65	0.000	0.00	0.00	0.000	A
C-ABD	15.30	3.83	15.23	0.00	997.64	0.015	0.00	0.02	3.663	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	782.74	195.69	782.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.28	0.00	490.79	0.013	0.01	0.01	7.429	A
B-AD	10.79	2.70	10.72	0.00	230.25	0.047	0.03	0.05	16.393	C
A-BCD	0.00	0.00	0.00	0.00	405.72	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	704.80	176.20	704.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	194.38	0.000	0.00	0.00	0.000	A
C-ABD	21.81	5.45	21.78	0.00	1053.76	0.021	0.02	0.02	3.485	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	931.13	232.78	931.13	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.69	0.00	443.71	0.017	0.01	0.02	8.256	A
B-AD	13.21	3.30	13.04	0.00	152.38	0.087	0.05	0.09	25.804	D
A-BCD	0.00	0.00	0.00	0.00	353.78	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	863.20	215.80	863.20	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	121.96	0.000	0.00	0.00	0.000	A
C-ABD	45.48	11.37	45.37	0.00	1199.12	0.038	0.02	0.05	3.116	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1121.67	280.42	1121.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.71	0.00	443.24	0.017	0.02	0.02	8.265	A
B-AD	13.21	3.30	13.21	0.00	152.47	0.087	0.09	0.09	25.848	D
A-BCD	0.00	0.00	0.00	0.00	353.76	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	863.20	215.80	863.20	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	121.93	0.000	0.00	0.00	0.000	A
C-ABD	45.52	11.38	45.51	0.00	1199.16	0.038	0.05	0.05	3.120	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1121.64	280.41	1121.64	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.31	0.00	490.04	0.013	0.02	0.01	7.441	A
B-AD	10.79	2.70	10.96	0.00	230.49	0.047	0.09	0.05	16.412	C
A-BCD	0.00	0.00	0.00	0.00	405.69	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	704.80	176.20	704.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	194.34	0.000	0.00	0.00	0.000	A
C-ABD	21.84	5.46	21.95	0.00	1053.77	0.021	0.05	0.03	3.496	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	931.10	232.78	931.10	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.28	0.00	523.07	0.010	0.01	0.01	6.951	A
B-AD	9.03	2.26	9.10	0.00	286.70	0.032	0.05	0.03	12.973	B
A-BCD	0.00	0.00	0.00	0.00	443.27	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	590.24	147.56	590.24	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	244.62	0.000	0.00	0.00	0.000	A
C-ABD	15.36	3.84	15.38	0.00	997.63	0.015	0.03	0.02	3.670	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	782.69	195.67	782.69	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.15	0.01	6.944	A	A
B-AD	0.46	0.03	12.964	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.26	0.02	3.663	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.19	0.01	7.429	A	A
B-AD	0.70	0.05	16.393	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.37	0.02	3.485	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.26	0.02	8.256	A	A
B-AD	1.30	0.09	25.804	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.79	0.05	3.116	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.26	0.02	8.265	A	A
B-AD	1.39	0.09	25.848	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.79	0.05	3.120	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.441	A	A
B-AD	0.79	0.05	16.412	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.38	0.03	3.496	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	6.951	A	A
B-AD	0.51	0.03	12.973	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	3.670	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, AM	2021 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		12.05	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	-	0.252	0.252	0.126
1	B-C	688.258	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	534.412	0.092	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	963.00	100.000
Bawdrip Lane	ONE HOUR	✓	24.00	100.000
A39 (W)	ONE HOUR	✓	735.00	100.000
Northern Arm	ONE HOUR	✓	1.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	21.000	942.000	0.000
	Bawdrip Lane	15.000	0.000	9.000	0.000
	A39 (W)	729.000	6.000	0.000	0.000
	Northern Arm	1.000	0.000	0.000	0.000

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

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.00	0.02	0.98	0.00
	Bawdrip Lane	0.63	0.00	0.38	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	1.000	1.000	1.070	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.120	1.320	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.0	0.0	7.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	12.0	32.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.03	9.42	0.03	A	8.26	12.39	1.73	8.38	0.02	1.73	8.38
B-AD	0.11	27.26	0.12	D	13.76	20.65	6.69	19.44	0.07	6.69	19.44
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	864.40	1296.59	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	4.93	0.06	A	22.52	33.78	3.19	5.66	0.04	3.19	5.66
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	651.93	977.89	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.72	0.00	489.49	0.014	0.00	0.01	7.456	A
B-AD	11.29	2.82	11.13	0.00	283.47	0.040	0.00	0.04	13.209	B
A-BCD	0.00	0.00	0.00	0.00	489.52	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	709.19	177.30	709.19	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	270.90	0.000	0.00	0.00	0.000	A
C-ABD	12.75	3.19	12.67	0.00	743.40	0.017	0.00	0.02	4.926	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	540.59	135.15	540.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.07	0.00	449.70	0.018	0.01	0.02	8.151	A
B-AD	13.48	3.37	13.40	0.00	226.84	0.059	0.04	0.06	16.859	C
A-BCD	0.00	0.00	0.00	0.00	461.22	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	846.84	211.71	846.84	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	225.81	0.000	0.00	0.00	0.000	A
C-ABD	18.45	4.61	18.41	0.00	788.90	0.023	0.02	0.03	4.692	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	642.30	160.58	642.30	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.88	0.00	392.67	0.025	0.02	0.03	9.405	A
B-AD	16.52	4.13	16.28	0.00	148.45	0.111	0.06	0.12	27.190	D
A-BCD	0.00	0.00	0.00	0.00	422.10	0.000	0.00	0.00	0.000	A
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	1037.16	259.29	1037.16	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	161.15	0.000	0.00	0.00	0.000	A
C-ABD	36.29	9.07	36.18	0.00	901.19	0.040	0.03	0.06	4.189	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	772.96	193.24	772.96	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.91	0.00	392.18	0.025	0.03	0.03	9.417	A
B-AD	16.52	4.13	16.51	0.00	148.53	0.111	0.12	0.12	27.263	D
A-BCD	0.00	0.00	0.00	0.00	422.07	0.000	0.00	0.00	0.000	A
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	1037.16	259.29	1037.16	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	161.11	0.000	0.00	0.00	0.000	A
C-ABD	36.33	9.08	36.33	0.00	901.33	0.040	0.06	0.06	4.162	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	772.92	193.23	772.92	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.12	0.00	448.95	0.018	0.03	0.02	8.168	A
B-AD	13.48	3.37	13.72	0.00	227.08	0.059	0.12	0.06	16.892	C
A-BCD	0.00	0.00	0.00	0.00	461.17	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	846.84	211.71	846.84	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	225.76	0.000	0.00	0.00	0.000	A
C-ABD	18.48	4.62	18.59	0.00	789.26	0.023	0.06	0.03	4.615	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	642.27	160.57	642.27	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.79	0.00	488.97	0.014	0.02	0.01	7.465	A
B-AD	11.29	2.82	11.38	0.00	283.66	0.040	0.06	0.04	13.227	B
A-BCD	0.00	0.00	0.00	0.00	489.49	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	709.19	177.30	709.19	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	270.86	0.000	0.00	0.00	0.000	A
C-ABD	12.82	3.20	12.85	0.00	743.72	0.017	0.03	0.02	4.897	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	540.53	135.13	540.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.456	A	A
B-AD	0.58	0.04	13.209	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	4.926	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.27	0.02	8.151	A	A
B-AD	0.89	0.06	16.859	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.43	0.03	4.692	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.37	0.02	9.405	A	A
B-AD	1.70	0.11	27.190	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.86	0.06	4.189	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.39	0.03	9.417	A	A
B-AD	1.83	0.12	27.263	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.86	0.06	4.162	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.28	0.02	8.168	A	A
B-AD	1.02	0.07	16.892	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.44	0.03	4.615	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	7.465	A	A
B-AD	0.66	0.04	13.227	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	4.897	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, PM	2021 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		10.92	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	-	0.252	0.252	0.126
1	B-C	686.865	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	533.330	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
1	B-D, offside lane	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	878.00	100.000
Bawdrip Lane	ONE HOUR	✓	19.00	100.000
A39 (W)	ONE HOUR	✓	1066.00	100.000
Northern Arm	ONE HOUR	✓	3.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	12.000	866.000	0.000
	Bawdrip Lane	12.000	0.000	7.000	0.000
	A39 (W)	1057.000	7.000	0.000	2.000
	Northern Arm	0.000	0.000	3.000	0.000

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.00	0.01	0.99	0.00
	Bawdrip Lane	0.63	0.00	0.37	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	1.000	1.000	1.060	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.030	1.000	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.0	0.0	6.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	3.0	0.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.79	0.02	A	6.42	9.64	1.27	7.93	0.01	1.27	7.93
B-AD	0.10	31.46	0.11	D	11.01	16.52	5.92	21.50	0.07	5.92	21.50
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	11.01	16.52	-	-	-	-	-
A-C	-	-	-	-	794.66	1191.99	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	3.70	0.06	A	28.74	43.10	3.05	4.25	0.03	3.05	4.25
C-D	-	-	-	-	1.79	2.69	-	-	-	-	-
C-A	-	-	-	-	947.65	1421.48	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.23	0.00	506.94	0.010	0.00	0.01	7.175	A
B-AD	9.03	2.26	8.90	0.00	269.50	0.034	0.00	0.03	13.807	B
A-BCD	0.00	0.00	0.00	0.00	442.57	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	651.97	162.99	651.97	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	235.86	0.000	0.00	0.00	0.000	A
C-ABD	15.69	3.92	15.62	0.00	989.65	0.016	0.00	0.02	3.695	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	785.37	196.34	785.37	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.28	0.00	470.69	0.013	0.01	0.01	7.751	A
B-AD	10.79	2.70	10.71	0.00	209.96	0.051	0.03	0.05	18.068	C
A-BCD	0.00	0.00	0.00	0.00	404.85	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	778.52	194.63	778.52	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	183.39	0.000	0.00	0.00	0.000	A
C-ABD	22.57	5.64	22.53	0.00	1045.15	0.022	0.02	0.03	3.517	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	933.98	233.49	933.98	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.69	0.00	418.00	0.018	0.01	0.02	8.773	A
B-AD	13.21	3.30	12.98	0.00	127.52	0.104	0.05	0.11	31.366	D
A-BCD	0.00	0.00	0.00	0.00	352.72	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	953.48	238.37	953.48	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	107.35	0.000	0.00	0.00	0.000	A
C-ABD	47.89	11.97	47.77	0.00	1191.65	0.040	0.03	0.06	3.143	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1123.67	280.92	1123.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.71	0.00	417.36	0.018	0.02	0.02	8.787	A
B-AD	13.21	3.30	13.20	0.00	127.62	0.104	0.11	0.11	31.457	D
A-BCD	0.00	0.00	0.00	0.00	352.69	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	953.48	238.37	953.48	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	107.31	0.000	0.00	0.00	0.000	A
C-ABD	47.93	11.98	47.93	0.00	1191.69	0.040	0.06	0.06	3.147	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1123.63	280.91	1123.63	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.31	0.00	469.73	0.013	0.02	0.01	7.768	A
B-AD	10.79	2.70	11.02	0.00	210.25	0.051	0.11	0.06	18.089	C
A-BCD	0.00	0.00	0.00	0.00	404.81	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	778.52	194.63	778.52	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	183.34	0.000	0.00	0.00	0.000	A
C-ABD	22.60	5.65	22.72	0.00	1045.16	0.022	0.06	0.03	3.528	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	933.95	233.49	933.95	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.28	0.00	506.34	0.010	0.01	0.01	7.184	A
B-AD	9.03	2.26	9.11	0.00	269.72	0.033	0.06	0.04	13.820	B
A-BCD	0.00	0.00	0.00	0.00	442.54	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	651.97	162.99	651.97	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	235.82	0.000	0.00	0.00	0.000	A
C-ABD	15.75	3.94	15.78	0.00	989.65	0.016	0.03	0.02	3.702	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	785.31	196.33	785.31	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.15	0.01	7.175	A	A
B-AD	0.49	0.03	13.807	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	3.695	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.751	A	A
B-AD	0.76	0.05	18.068	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.39	0.03	3.517	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.27	0.02	8.773	A	A
B-AD	1.55	0.10	31.366	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.85	0.06	3.143	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.28	0.02	8.787	A	A
B-AD	1.69	0.11	31.457	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.86	0.06	3.147	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.21	0.01	7.768	A	A
B-AD	0.88	0.06	18.089	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	3.528	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.184	A	A
B-AD	0.55	0.04	13.820	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.28	0.02	3.702	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 Q Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Q Dev, AM	2021 Q Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		12.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	-	0.252	0.252	0.126
1	B-C	688.258	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	534.412	0.092	0.234	0.234	-	-	-	0.147	0.334	0.147	-	-	-
1	B-D, offside lane	575.518	0.100	0.252	0.252	-	-	-	0.158	0.360	0.158	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	965.00	100.000
Bawdrip Lane	ONE HOUR	✓	24.00	100.000
A39 (W)	ONE HOUR	✓	736.00	100.000
Northern Arm	ONE HOUR	✓	1.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	21.000	944.000	0.000
	Bawdrip Lane	15.000	0.000	9.000	0.000
	A39 (W)	730.000	6.000	0.000	0.000
	Northern Arm	1.000	0.000	0.000	0.000

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

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.00	0.02	0.98	0.00
	Bawdrip Lane	0.63	0.00	0.38	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	1.000	1.000	1.080	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.120	1.320	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

	To				
		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
From	A39 (E)	0.0	0.0	8.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	12.0	32.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.03	9.50	0.03	A	8.26	12.39	1.74	8.44	0.02	1.74	8.44
B-AD	0.11	27.98	0.13	D	13.76	20.65	6.81	19.80	0.08	6.81	19.80
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	866.23	1299.35	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	4.93	0.06	A	22.67	34.01	3.22	5.68	0.04	3.22	5.68
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	652.69	979.04	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.72	0.00	487.26	0.014	0.00	0.01	7.491	A
B-AD	11.29	2.82	11.13	0.00	281.14	0.040	0.00	0.04	13.324	B
A-BCD	0.00	0.00	0.00	0.00	488.13	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	710.69	177.67	710.69	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	269.64	0.000	0.00	0.00	0.000	A
C-ABD	12.81	3.20	12.73	0.00	742.78	0.017	0.00	0.02	4.931	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	541.29	135.32	541.29	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.07	0.00	447.01	0.018	0.01	0.02	8.201	A
B-AD	13.48	3.37	13.40	0.00	224.06	0.060	0.04	0.06	17.082	C
A-BCD	0.00	0.00	0.00	0.00	459.85	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	848.64	212.16	848.64	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	224.25	0.000	0.00	0.00	0.000	A
C-ABD	18.55	4.64	18.51	0.00	788.25	0.024	0.02	0.03	4.697	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	643.10	160.77	643.10	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.88	0.00	389.22	0.025	0.02	0.03	9.490	A
B-AD	16.52	4.13	16.27	0.00	145.04	0.114	0.06	0.12	27.905	D
A-BCD	0.00	0.00	0.00	0.00	420.78	0.000	0.00	0.00	0.000	A
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	1039.36	259.84	1039.36	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	159.12	0.000	0.00	0.00	0.000	A
C-ABD	36.60	9.15	36.48	0.00	900.67	0.041	0.03	0.06	4.193	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	773.76	193.44	773.76	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	9.91	2.48	9.91	0.00	388.72	0.025	0.03	0.03	9.503	A
B-AD	16.52	4.13	16.51	0.00	145.13	0.114	0.12	0.13	27.984	D
A-BCD	0.00	0.00	0.00	0.00	420.75	0.000	0.00	0.00	0.000	A
III										
A-C	1039.36	259.84	1039.36	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	159.08	0.000	0.00	0.00	0.000	A
C-ABD	36.63	9.16	36.63	0.00	900.81	0.041	0.06	0.06	4.167	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	773.72	193.43	773.72	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	8.09	2.02	8.12	0.00	446.24	0.018	0.03	0.02	8.217	A
B-AD	13.48	3.37	13.73	0.00	224.31	0.060	0.13	0.07	17.116	C
A-BCD	0.00	0.00	0.00	0.00	459.81	0.000	0.00	0.00	0.000	A
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	848.64	212.16	848.64	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	224.20	0.000	0.00	0.00	0.000	A
C-ABD	18.58	4.65	18.70	0.00	788.61	0.024	0.06	0.03	4.620	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	643.07	160.77	643.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.78	1.69	6.79	0.00	486.73	0.014	0.02	0.01	7.500	A
B-AD	11.29	2.82	11.38	0.00	281.33	0.040	0.07	0.04	13.342	B
A-BCD	0.00	0.00	0.00	0.00	488.09	0.000	0.00	0.00	0.000	A
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	710.69	177.67	710.69	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	269.60	0.000	0.00	0.00	0.000	A
C-ABD	12.87	3.22	12.90	0.00	743.11	0.017	0.03	0.02	4.900	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	541.23	135.31	541.23	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.491	A	A
B-AD	0.59	0.04	13.324	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	4.931	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.27	0.02	8.201	A	A
B-AD	0.90	0.06	17.082	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.44	0.03	4.697	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.38	0.03	9.490	A	A
B-AD	1.74	0.12	27.905	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.87	0.06	4.193	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.39	0.03	9.503	A	A
B-AD	1.88	0.13	27.984	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.87	0.06	4.167	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.29	0.02	8.217	A	A
B-AD	1.03	0.07	17.116	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.44	0.03	4.620	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.22	0.01	7.500	A	A
B-AD	0.66	0.04	13.342	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.31	0.02	4.900	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 Q Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Q Dev, PM	2021 Q Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		11.08	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
A39 (E)	7.15		0.00		2.20	125.00	✓	0.00
A39 (W)	7.15		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

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)
Bawdrip Lane	One lane plus flare				10.00	6.60	4.30	3.00	3.00	✓	1.00	21	27
Northern Arm	One lane	2.20										25	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	646.352	-	-	-	-	-	-	0.238	0.340	0.238	-	-	-
1	B-A	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	-	0.252	0.252	0.126
1	B-C	686.865	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	533.330	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
1	B-D, offside lane	576.599	0.100	0.252	0.252	-	-	-	0.159	0.360	0.159	-	-	-
1	C-B	652.143	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	594.232	-	-	-	-	-	-	0.219	-	0.087	-	-	-
1	D-B, nearside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-B, offside lane	462.604	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
1	D-C	462.604	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A39 (E)	ONE HOUR	✓	881.00	100.000
Bawdrip Lane	ONE HOUR	✓	19.00	100.000
A39 (W)	ONE HOUR	✓	1068.00	100.000
Northern Arm	ONE HOUR	✓	3.00	100.000

Turning Proportions

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.000	12.000	869.000	0.000
	Bawdrip Lane	12.000	0.000	7.000	0.000
	A39 (W)	1059.000	7.000	0.000	2.000
	Northern Arm	0.000	0.000	3.000	0.000

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

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.00	0.01	0.99	0.00
	Bawdrip Lane	0.63	0.00	0.37	0.00
	A39 (W)	0.99	0.01	0.00	0.00
	Northern Arm	0.00	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	1.000	1.000	1.060	1.000
	Bawdrip Lane	1.000	1.000	1.000	1.000
	A39 (W)	1.040	1.000	1.000	1.000
	Northern Arm	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - untitled (for whole period)

		To			
From		A39 (E)	Bawdrip Lane	A39 (W)	Northern Arm
	A39 (E)	0.0	0.0	6.0	0.0
	Bawdrip Lane	0.0	0.0	0.0	0.0
	A39 (W)	4.0	0.0	0.0	0.0
	Northern Arm	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-CD	0.02	8.81	0.02	A	6.42	9.64	1.28	7.95	0.01	1.28	7.95
B-AD	0.11	32.33	0.12	D	11.01	16.52	6.03	21.91	0.07	6.03	21.91
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	11.01	16.52	-	-	-	-	-
A-C	-	-	-	-	797.41	1196.11	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.04	3.71	0.06	A	28.90	43.35	3.08	4.27	0.03	3.08	4.27
C-D	-	-	-	-	1.79	2.69	-	-	-	-	-
C-A	-	-	-	-	949.32	1423.99	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.23	0.00	506.31	0.010	0.00	0.01	7.184	A
B-AD	9.03	2.26	8.90	0.00	267.38	0.034	0.00	0.03	13.920	B
A-BCD	0.00	0.00	0.00	0.00	440.34	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	654.23	163.56	654.23	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	233.50	0.000	0.00	0.00	0.000	A
C-ABD	15.73	3.93	15.66	0.00	987.56	0.016	0.00	0.02	3.703	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	786.83	196.71	786.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.28	0.00	469.90	0.013	0.01	0.01	7.764	A
B-AD	10.79	2.70	10.71	0.00	207.43	0.052	0.03	0.05	18.286	C
A-BCD	0.00	0.00	0.00	0.00	402.19	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	781.21	195.30	781.21	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	180.50	0.000	0.00	0.00	0.000	A
C-ABD	22.64	5.66	22.60	0.00	1042.53	0.022	0.02	0.03	3.525	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	935.71	233.93	935.71	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.69	0.00	416.82	0.018	0.01	0.02	8.799	A
B-AD	13.21	3.30	12.97	0.00	124.43	0.106	0.05	0.11	32.223	D
A-BCD	0.00	0.00	0.00	0.00	349.45	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	956.79	239.20	956.79	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	103.58	0.000	0.00	0.00	0.000	A
C-ABD	48.26	12.07	48.14	0.00	1188.17	0.041	0.03	0.06	3.152	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1125.50	281.38	1125.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	7.71	1.93	7.71	0.00	416.14	0.019	0.02	0.02	8.813	A
B-AD	13.21	3.30	13.20	0.00	124.53	0.106	0.11	0.12	32.331	D
A-BCD	0.00	0.00	0.00	0.00	349.42	0.000	0.00	0.00	0.000	A
A-B	13.21	3.30	13.21	0.00	-	-	-	-	-	-
A-C	956.79	239.20	956.79	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	103.54	0.000	0.00	0.00	0.000	A
C-ABD	48.30	12.08	48.30	0.00	1188.21	0.041	0.06	0.06	3.160	A
C-D	2.13	0.53	2.13	0.00	-	-	-	-	-	-
C-A	1125.46	281.37	1125.46	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	6.29	1.57	6.31	0.00	468.90	0.013	0.02	0.01	7.782	A
B-AD	10.79	2.70	11.03	0.00	207.74	0.052	0.12	0.06	18.324	C
A-BCD	0.00	0.00	0.00	0.00	402.15	0.000	0.00	0.00	0.000	A
A-B	10.79	2.70	10.79	0.00	-	-	-	-	-	-
A-C	781.21	195.30	781.21	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	180.45	0.000	0.00	0.00	0.000	A
C-ABD	22.67	5.67	22.79	0.00	1042.52	0.022	0.06	0.03	3.543	A
C-D	1.77	0.44	1.77	0.00	-	-	-	-	-	-
C-A	935.67	233.92	935.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-CD	5.27	1.32	5.28	0.00	505.69	0.010	0.01	0.01	7.193	A
B-AD	9.03	2.26	9.12	0.00	267.61	0.034	0.06	0.04	13.933	B
A-BCD	0.00	0.00	0.00	0.00	440.31	0.000	0.00	0.00	0.000	A
A-B	9.03	2.26	9.03	0.00	-	-	-	-	-	-
A-C	654.23	163.56	654.23	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	233.47	0.000	0.00	0.00	0.000	A
C-ABD	15.79	3.95	15.82	0.00	987.54	0.016	0.03	0.02	3.711	A
C-D	1.49	0.37	1.49	0.00	-	-	-	-	-	-
C-A	786.77	196.69	786.77	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.15	0.01	7.184	A	A
B-AD	0.49	0.03	13.920	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	3.703	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.20	0.01	7.764	A	A
B-AD	0.77	0.05	18.286	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.40	0.03	3.525	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.27	0.02	8.799	A	A
B-AD	1.59	0.11	32.223	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.86	0.06	3.152	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.28	0.02	8.813	A	A
B-AD	1.73	0.12	32.331	D	C
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.87	0.06	3.160	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.21	0.01	7.782	A	A
B-AD	0.89	0.06	18.324	C	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.41	0.03	3.543	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-CD	0.16	0.01	7.193	A	A
B-AD	0.55	0.04	13.933	B	B
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.28	0.02	3.711	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-



Junctions 8							
PICADY 8 - Priority Intersection Module							
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Filename: J7 Woolavington Hill - Old Mill Road.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J7

Report generation date: 01/09/2014 09:53:47

« (Default Analysis Set) - 2021 Base, AM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2021 Base								
Stream B-C	0.07	7.39	0.06	A	0.03	6.75	0.03	A
Stream B-A	0.24	10.40	0.19	B	0.22	11.03	0.18	B
Stream C-AB	0.03	5.85	0.02	A	0.14	6.12	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2021 Dev								
Stream B-C	0.07	7.60	0.06	A	0.03	6.79	0.03	A
Stream B-A	0.26	11.12	0.21	B	0.23	11.56	0.19	B
Stream C-AB	0.03	5.87	0.02	A	0.18	5.76	0.09	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.

"D3 - 2021 Base, AM" model duration: 07:45 - 09:15

"D4 - 2021 Base, PM" model duration: 16:45 - 18:15

"D5 - 2021 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2021 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 09:53:47

File summary

Title	Old Mill Road / B3141
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

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

Units

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

(Default Analysis Set) - 2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Base, AM	2021 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		9.07	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B3141 (S)		Major
B	B	Old Mill Road		Minor
C	C	B3141 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.78		0.00		2.20	90.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.85	4.25	3.00	2.90	2.90	✓	1.00	26	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.175	0.093	0.234	0.148	0.335
1	B-C	692.062	0.102	0.259	-	-
1	C-B	626.083	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	180.00	100.000
B	ONE HOUR	✓	105.00	100.000
C	ONE HOUR	✓	199.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	41.000	139.000
	B	76.000	0.000	29.000
	C	189.000	10.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.23	0.77
	B	0.72	0.00	0.28
	C	0.95	0.05	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.220	1.070
	B	1.040	1.000	1.170
	C	1.050	1.120	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	22.0	7.0
	B	4.0	0.0	17.0
	C	5.0	12.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	7.39	0.07	A	26.61	39.92	4.72	7.10	0.05	4.72	7.10
B-A	0.19	10.40	0.24	B	69.74	104.61	16.83	9.65	0.19	16.83	9.65
C-AB	0.02	5.85	0.03	A	12.54	18.81	2.11	6.74	0.02	2.11	6.74
C-A	-	-	-	-	170.07	255.10	-	-	-	-	-
A-B	-	-	-	-	37.62	56.43	-	-	-	-	-
A-C	-	-	-	-	127.55	191.32	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	21.83	5.46	21.67	0.00	544.34	0.040	0.00	0.04	6.886	A
B-A	57.22	14.30	56.65	0.00	454.26	0.126	0.00	0.14	9.041	A
C-AB	9.66	2.42	9.59	0.00	625.36	0.015	0.00	0.02	5.846	A
C-A	140.16	35.04	140.16	0.00	-	-	-	-	-	-
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	104.65	26.16	104.65	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	26.07	6.52	26.03	0.00	533.94	0.049	0.04	0.05	7.087	A
B-A	68.32	17.08	68.17	0.00	443.94	0.154	0.14	0.18	9.576	A
C-AB	12.11	3.03	12.09	0.00	638.55	0.019	0.02	0.02	5.752	A
C-A	166.78	41.70	166.78	0.00	-	-	-	-	-	-
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	124.96	31.24	124.96	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	31.93	7.98	31.87	0.00	518.85	0.062	0.05	0.07	7.392	A
B-A	83.68	20.92	83.44	0.00	429.65	0.195	0.18	0.24	10.390	B
C-AB	15.83	3.96	15.80	0.00	656.78	0.024	0.02	0.03	5.623	A
C-A	203.27	50.82	203.27	0.00	-	-	-	-	-	-
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	153.04	38.26	153.04	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	31.93	7.98	31.93	0.00	518.74	0.062	0.06	0.07	7.394	A
B-A	83.68	20.92	83.67	0.00	429.64	0.195	0.24	0.24	10.405	B
C-AB	15.84	3.96	15.83	0.00	656.81	0.024	0.03	0.03	5.618	A
C-A	203.27	50.82	203.27	0.00	-	-	-	-	-	-
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	153.04	38.26	153.04	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	26.07	6.52	26.12	0.00	533.77	0.049	0.07	0.05	7.094	A
B-A	68.32	17.08	68.55	0.00	443.93	0.154	0.24	0.18	9.597	A
C-AB	12.12	3.03	12.15	0.00	638.61	0.019	0.03	0.02	5.739	A
C-A	166.77	41.69	166.77	0.00	-	-	-	-	-	-
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	124.96	31.24	124.96	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	21.83	5.46	21.87	0.00	544.06	0.040	0.05	0.04	6.893	A
B-A	57.22	14.30	57.37	0.00	454.23	0.126	0.18	0.15	9.076	A
C-AB	9.68	2.42	9.70	0.00	625.45	0.015	0.02	0.02	5.841	A
C-A	140.14	35.03	140.14	0.00	-	-	-	-	-	-
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	104.65	26.16	104.65	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.60	0.04	6.886	A	A
B-A	2.05	0.14	9.041	A	A
C-AB	0.26	0.02	5.846	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.75	0.05	7.087	A	A
B-A	2.63	0.18	9.576	A	A
C-AB	0.34	0.02	5.752	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.96	0.06	7.392	A	A
B-A	3.48	0.23	10.390	B	B
C-AB	0.45	0.03	5.623	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.98	0.07	7.394	A	A
B-A	3.59	0.24	10.405	B	B
C-AB	0.45	0.03	5.618	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.79	0.05	7.094	A	A
B-A	2.84	0.19	9.597	A	A
C-AB	0.34	0.02	5.739	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	6.893	A	A
B-A	2.24	0.15	9.076	A	A
C-AB	0.27	0.02	5.841	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8			
PICADY 8 - Priority Intersection Module			
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Filename: J8 Woolavington Hill - Higher Road - Vicarage Road.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J8

Report generation date: 01/09/2014 09:56:37

- » (Default Analysis Set) - 2021 Base, AM
- » (Default Analysis Set) - 2021 Base, PM
- » (Default Analysis Set) - 2021 Dev, AM
- » (Default Analysis Set) - 2021 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2021 Base								
Stream B-ACD	0.08	8.13	0.07	A	0.08	8.01	0.07	A
Stream A-BCD	0.07	5.85	0.05	A	0.11	6.44	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.26	9.83	0.21	A	0.74	13.58	0.43	B
Stream C-ABD	0.02	5.29	0.01	A	0.03	5.48	0.02	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2021 Dev								
Stream B-ACD	0.08	8.38	0.08	A	0.08	8.44	0.08	A
Stream A-BCD	0.08	6.04	0.05	A	0.13	6.03	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.27	10.37	0.21	B	0.78	14.33	0.44	B
Stream C-ABD	0.02	4.99	0.01	A	0.03	5.58	0.03	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D3 - 2021 Base, AM" model duration: 07:45 - 09:15

"D4 - 2021 Base, PM" model duration: 16:45 - 18:15

"D5 - 2021 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2021 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 09:56:34

File summary

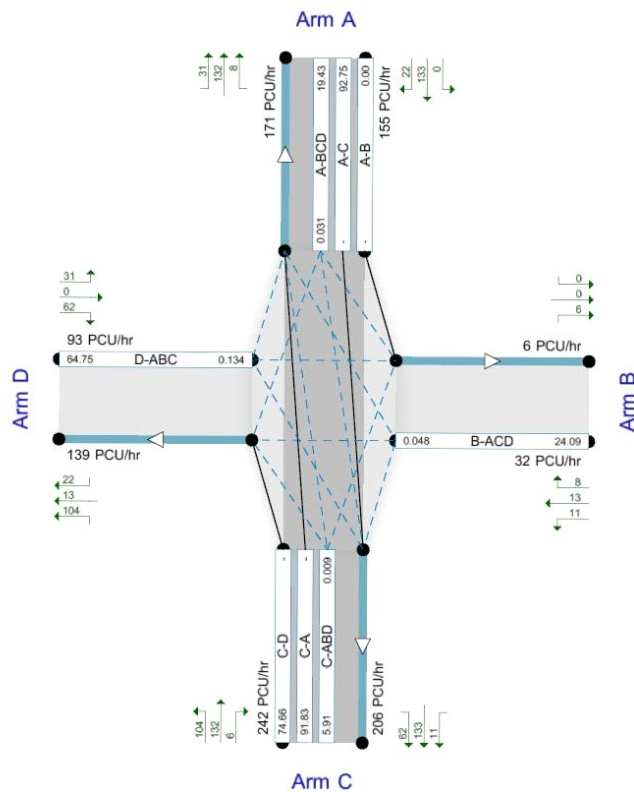
Title	Woolavington Hill / Higher Road / Vicarage Road
Location	
Site Number	
Date	25/11/2013
Version	
Status	
Identifier	
Client	
Jobnumber	TPLO1028
Enumerator	T Nichol
Description	Existing Layout

Analysis Options

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

Units

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



Showing original traffic demand (PCU/hr).
Streams (upstreams) show Total Demand (Veh/hr); Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2021 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2021 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
2021 Base, AM	2021 Base	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		8.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B3141 (N)		Major
B	B	Vicarage Road		Minor
C	C	B3141 (S)		Major
D	D	Higher Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.75		0.00		2.20	70.00	✓	0.00
C	6.75		0.00		2.20	55.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.25										18	19
D	One lane	4.10										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	614.501	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
1	B-A	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	-	0.225	0.225	0.112
1	B-C	651.814	0.097	0.244	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	B-D, offside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	C-B	605.814	0.227	0.227	0.324	-	-	-	-	-	-	-	-	-
1	D-A	692.650	-	-	-	-	-	-	0.260	-	0.103	-	-	-
1	D-B, nearside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	530.477	-	0.149	0.338	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	149.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	229.00	100.000
D	ONE HOUR	✓	86.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	127.000	22.000
	B	8.000	0.000	11.000	13.000
	C	123.000	6.000	0.000	100.000
	D	29.000	0.000	57.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.85	0.15
	B	0.25	0.00	0.34	0.41
	C	0.54	0.03	0.00	0.44
	D	0.34	0.00	0.66	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.050	1.000
	B	1.000	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.040
	D	1.080	1.000	1.080	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	5.0	0.0
	B	0.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	4.0
	D	8.0	0.0	8.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	8.13	0.08	A	29.36	44.05	5.72	7.79	0.06	5.72	7.79
A-BCD	0.05	5.85	0.07	A	24.72	37.08	4.89	7.91	0.05	4.89	7.91
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	112.01	168.01	-	-	-	-	-
D-ABC	0.21	9.83	0.26	A	78.92	118.37	18.01	9.13	0.20	18.02	9.13
C-ABD	0.01	5.29	0.02	A	7.70	11.54	1.09	5.64	0.01	1.09	5.64
C-D	-	-	-	-	90.78	136.17	-	-	-	-	-
C-A	-	-	-	-	111.66	167.49	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	23.89	0.00	500.41	0.048	0.00	0.05	7.551	A
A-BCD	19.43	4.86	19.27	0.00	635.75	0.031	0.00	0.04	5.838	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	92.75	23.19	92.75	0.00	-	-	-	-	-	-
D-ABC	64.75	16.19	64.13	0.00	484.15	0.134	0.00	0.15	8.559	A
C-ABD	5.91	1.48	5.87	0.00	687.88	0.009	0.00	0.01	5.278	A
C-D	74.66	18.67	74.66	0.00	-	-	-	-	-	-
C-A	91.83	22.96	91.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.72	0.00	491.08	0.059	0.05	0.06	7.785	A
A-BCD	23.98	6.00	23.93	0.00	640.32	0.037	0.04	0.05	5.838	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	109.97	27.49	109.97	0.00	-	-	-	-	-	-
D-ABC	77.31	19.33	77.15	0.00	474.44	0.163	0.15	0.19	9.057	A
C-ABD	7.43	1.86	7.42	0.00	703.96	0.011	0.01	0.01	5.163	A
C-D	88.99	22.25	88.99	0.00	-	-	-	-	-	-
C-A	109.45	27.36	109.45	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.16	0.00	478.17	0.074	0.06	0.08	8.125	A
A-BCD	30.72	7.68	30.64	0.00	646.89	0.047	0.05	0.07	5.839	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	133.34	33.33	133.34	0.00	-	-	-	-	-	-
D-ABC	94.69	23.67	94.44	0.00	461.03	0.205	0.19	0.26	9.812	A
C-ABD	9.74	2.43	9.72	0.00	726.24	0.013	0.01	0.02	5.018	A
C-D	108.70	27.17	108.70	0.00	-	-	-	-	-	-
C-A	133.70	33.42	133.70	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.23	0.00	478.14	0.074	0.08	0.08	8.127	A
A-BCD	30.73	7.68	30.73	0.00	646.88	0.048	0.07	0.07	5.845	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	133.32	33.33	133.32	0.00	-	-	-	-	-	-
D-ABC	94.69	23.67	94.68	0.00	461.00	0.205	0.26	0.26	9.827	A
C-ABD	9.74	2.44	9.74	0.00	726.21	0.013	0.02	0.02	5.024	A
C-D	108.70	27.17	108.70	0.00	-	-	-	-	-	-
C-A	133.70	33.42	133.70	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.83	0.00	491.03	0.059	0.08	0.06	7.791	A
A-BCD	24.00	6.00	24.07	0.00	640.30	0.037	0.07	0.05	5.848	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	109.95	27.49	109.95	0.00	-	-	-	-	-	-
D-ABC	77.31	19.33	77.55	0.00	474.39	0.163	0.26	0.20	9.078	A
C-ABD	7.43	1.86	7.45	0.00	703.89	0.011	0.02	0.01	5.176	A
C-D	88.98	22.25	88.98	0.00	-	-	-	-	-	-
C-A	109.45	27.36	109.45	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	24.14	0.00	500.32	0.048	0.06	0.05	7.562	A
A-BCD	19.46	4.87	19.51	0.00	635.71	0.031	0.05	0.04	5.849	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	92.71	23.18	92.71	0.00	-	-	-	-	-	-
D-ABC	64.75	16.19	64.91	0.00	484.06	0.134	0.20	0.16	8.593	A
C-ABD	5.92	1.48	5.93	0.00	687.77	0.009	0.01	0.01	5.287	A
C-D	74.66	18.66	74.66	0.00	-	-	-	-	-	-
C-A	91.83	22.96	91.83	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.73	0.05	7.551	A	A
A-BCD	0.59	0.04	5.838	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.20	0.15	8.559	A	A
C-ABD	0.14	0.01	5.278	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.91	0.06	7.785	A	A
A-BCD	0.78	0.05	5.838	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.82	0.19	9.057	A	A
C-ABD	0.17	0.01	5.163	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.16	0.08	8.125	A	A
A-BCD	1.06	0.07	5.839	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.72	0.25	9.812	A	A
C-ABD	0.23	0.02	5.018	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.19	0.08	8.127	A	A
A-BCD	1.07	0.07	5.845	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.84	0.26	9.827	A	A
C-ABD	0.23	0.02	5.024	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.96	0.06	7.791	A	A
A-BCD	0.79	0.05	5.848	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.04	0.20	9.078	A	A
C-ABD	0.18	0.01	5.176	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	7.562	A	A
A-BCD	0.61	0.04	5.849	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.40	0.16	8.593	A	A
C-ABD	0.14	0.01	5.287	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Base, PM	2021 Base	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		11.41	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B3141 (N)		Major
B	B	Vicarage Road		Minor
C	C	B3141 (S)		Major
D	D	Higher Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.75		0.00		2.20	70.00	✓	0.00
C	6.75		0.00		2.20	55.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.25										18	19
D	One lane	4.10										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	614.501	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
1	B-A	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	-	0.225	0.225	0.112
1	B-C	651.814	0.097	0.244	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	B-D, offside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	C-B	605.814	0.227	0.227	0.324	-	-	-	-	-	-	-	-	-
1	D-A	692.650	-	-	-	-	-	-	0.260	-	0.103	-	-	-
1	D-B, nearside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	530.477	-	0.149	0.338	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	187.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	211.00	100.000
D	ONE HOUR	✓	181.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	3.000	156.000	28.000
	B	8.000	0.000	15.000	9.000
	C	133.000	11.000	0.000	67.000
	D	47.000	8.000	126.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.02	0.83	0.15
	B	0.25	0.00	0.47	0.28
	C	0.63	0.05	0.00	0.32
	D	0.26	0.04	0.70	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.010	1.150
	B	1.000	1.000	1.000	1.000
	C	1.070	1.000	1.000	1.120
	D	1.000	1.130	1.030	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	1.0	15.0
	B	0.0	0.0	0.0	0.0
	C	7.0	0.0	0.0	12.0
	D	0.0	13.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	8.01	0.08	A	29.36	44.05	5.62	7.65	0.06	5.62	7.65
A-BCD	0.07	6.44	0.11	A	34.04	51.05	7.69	9.04	0.09	7.69	9.04
A-B	-	-	-	-	2.60	3.89	-	-	-	-	-
A-C	-	-	-	-	134.96	202.44	-	-	-	-	-
D-ABC	0.43	13.58	0.74	B	166.09	249.13	48.49	11.68	0.54	48.50	11.68
C-ABD	0.02	5.48	0.03	A	13.74	20.61	2.18	6.35	0.02	2.18	6.35
C-D	-	-	-	-	60.26	90.39	-	-	-	-	-
C-A	-	-	-	-	119.62	179.43	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	23.90	0.00	510.85	0.047	0.00	0.05	7.387	A
A-BCD	26.35	6.59	26.10	0.00	584.75	0.045	0.00	0.06	6.443	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	112.27	28.07	112.27	0.00	-	-	-	-	-	-
D-ABC	136.27	34.07	134.76	0.00	491.45	0.277	0.00	0.38	10.051	B
C-ABD	10.59	2.65	10.52	0.00	668.79	0.016	0.00	0.02	5.468	A
C-D	49.67	12.42	49.67	0.00	-	-	-	-	-	-
C-A	98.59	24.65	98.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.72	0.00	499.99	0.058	0.05	0.06	7.638	A
A-BCD	32.91	8.23	32.84	0.00	594.95	0.055	0.06	0.08	6.420	A
A-B	2.55	0.64	2.55	0.00	-	-	-	-	-	-
A-C	132.65	33.16	132.65	0.00	-	-	-	-	-	-
D-ABC	162.72	40.68	162.21	0.00	479.99	0.339	0.38	0.50	11.310	B
C-ABD	13.27	3.32	13.25	0.00	681.32	0.019	0.02	0.02	5.380	A
C-D	59.10	14.77	59.10	0.00	-	-	-	-	-	-
C-A	117.31	29.33	117.31	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.16	0.00	484.94	0.073	0.06	0.08	8.003	A
A-BCD	42.79	10.70	42.67	0.00	609.07	0.070	0.08	0.11	6.373	A
A-B	3.08	0.77	3.08	0.00	-	-	-	-	-	-
A-C	160.03	40.01	160.03	0.00	-	-	-	-	-	-
D-ABC	199.28	49.82	198.36	0.00	464.22	0.429	0.50	0.73	13.492	B
C-ABD	17.34	4.33	17.31	0.00	698.92	0.025	0.02	0.03	5.272	A
C-D	72.02	18.00	72.02	0.00	-	-	-	-	-	-
C-A	142.96	35.74	142.96	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.23	0.00	484.86	0.073	0.08	0.08	8.006	A
A-BCD	42.81	10.70	42.81	0.00	609.15	0.070	0.11	0.11	6.359	A
A-B	3.08	0.77	3.08	0.00	-	-	-	-	-	-
A-C	160.00	40.00	160.00	0.00	-	-	-	-	-	-
D-ABC	199.28	49.82	199.25	0.00	464.17	0.429	0.73	0.74	13.584	B
C-ABD	17.35	4.34	17.35	0.00	698.86	0.025	0.03	0.03	5.282	A
C-D	72.01	18.00	72.01	0.00	-	-	-	-	-	-
C-A	142.95	35.74	142.95	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.83	0.00	499.86	0.058	0.08	0.06	7.642	A
A-BCD	32.95	8.24	33.05	0.00	595.11	0.055	0.11	0.08	6.389	A
A-B	2.55	0.64	2.55	0.00	-	-	-	-	-	-
A-C	132.61	33.15	132.61	0.00	-	-	-	-	-	-
D-ABC	162.72	40.68	163.60	0.00	479.92	0.339	0.74	0.52	11.414	B
C-ABD	13.28	3.32	13.31	0.00	681.21	0.020	0.03	0.02	5.404	A
C-D	59.09	14.77	59.09	0.00	-	-	-	-	-	-
C-A	117.31	29.33	117.31	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	24.14	0.00	510.66	0.047	0.06	0.05	7.402	A
A-BCD	26.41	6.60	26.49	0.00	584.95	0.045	0.08	0.06	6.432	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	112.21	28.05	112.21	0.00	-	-	-	-	-	-
D-ABC	136.27	34.07	136.80	0.00	491.30	0.277	0.52	0.39	10.172	B
C-ABD	10.61	2.65	10.63	0.00	668.60	0.016	0.02	0.02	5.480	A
C-D	49.66	12.42	49.66	0.00	-	-	-	-	-	-
C-A	98.58	24.65	98.58	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.71	0.05	7.387	A	A
A-BCD	0.94	0.06	6.443	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.39	0.36	10.051	B	B
C-ABD	0.27	0.02	5.468	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.89	0.06	7.638	A	A
A-BCD	1.23	0.08	6.420	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.30	0.49	11.310	B	B
C-ABD	0.35	0.02	5.380	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.14	0.08	8.003	A	A
A-BCD	1.65	0.11	6.373	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.51	0.70	13.492	B	B
C-ABD	0.46	0.03	5.272	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.17	0.08	8.006	A	A
A-BCD	1.66	0.11	6.359	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	11.09	0.74	13.584	B	B
C-ABD	0.47	0.03	5.282	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.94	0.06	7.642	A	A
A-BCD	1.24	0.08	6.389	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.16	0.54	11.414	B	B
C-ABD	0.35	0.02	5.404	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.76	0.05	7.402	A	A
A-BCD	0.97	0.06	6.432	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.04	0.40	10.172	B	B
C-ABD	0.28	0.02	5.480	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, AM	2021 Dev	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		8.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B3141 (N)		Major
B	B	Vicarage Road		Minor
C	C	B3141 (S)		Major
D	D	Higher Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.75		0.00		2.20	70.00	✓	0.00
C	6.75		0.00		2.20	55.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.25										18	19
D	One lane	4.10										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	614.501	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
1	B-A	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	-	0.225	0.225	0.112
1	B-C	651.814	0.097	0.244	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	B-D, offside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	C-B	605.814	0.227	0.227	0.324	-	-	-	-	-	-	-	-	-
1	D-A	692.650	-	-	-	-	-	-	0.260	-	0.103	-	-	-
1	D-B, nearside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	530.477	-	0.149	0.338	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	153.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	316.00	100.000
D	ONE HOUR	✓	86.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	0.000	131.000	22.000
	B	8.000	0.000	11.000	13.000
	C	206.000	6.000	0.000	104.000
	D	29.000	0.000	57.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.86	0.14
	B	0.25	0.00	0.34	0.41
	C	0.65	0.02	0.00	0.33
	D	0.34	0.00	0.66	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.060	1.000	1.000	1.040
	D	1.070	1.000	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	7.0	0.0
	B	0.0	0.0	0.0	0.0
	C	6.0	0.0	0.0	4.0
	D	7.0	0.0	7.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.08	8.38	0.08	A	29.36	44.05	5.86	7.99	0.07	5.86	7.99
A-BCD	0.05	6.04	0.08	A	25.05	37.58	5.15	8.23	0.06	5.15	8.23
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	115.34	173.01	-	-	-	-	-
D-ABC	0.21	10.37	0.27	B	78.92	118.37	18.77	9.51	0.21	18.77	9.51
C-ABD	0.01	4.99	0.02	A	8.62	12.94	1.14	5.29	0.01	1.14	5.29
C-D	-	-	-	-	94.39	141.58	-	-	-	-	-
C-A	-	-	-	-	186.96	280.44	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	23.89	0.00	491.56	0.049	0.00	0.05	7.694	A
A-BCD	19.61	4.90	19.45	0.00	622.30	0.032	0.00	0.04	5.970	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	95.58	23.89	95.58	0.00	-	-	-	-	-	-
D-ABC	64.75	16.19	64.12	0.00	472.77	0.137	0.00	0.16	8.796	A
C-ABD	6.49	1.62	6.45	0.00	729.05	0.009	0.00	0.01	4.981	A
C-D	77.63	19.41	77.63	0.00	-	-	-	-	-	-
C-A	153.77	38.44	153.77	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.72	0.00	480.41	0.060	0.05	0.06	7.969	A
A-BCD	24.28	6.07	24.23	0.00	624.48	0.039	0.04	0.05	5.993	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	113.27	28.32	113.27	0.00	-	-	-	-	-	-
D-ABC	77.31	19.33	77.14	0.00	459.85	0.168	0.16	0.20	9.403	A
C-ABD	8.29	2.07	8.28	0.00	752.72	0.011	0.01	0.01	4.830	A
C-D	92.52	23.13	92.52	0.00	-	-	-	-	-	-
C-A	183.27	45.82	183.27	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.16	0.00	464.94	0.076	0.06	0.08	8.375	A
A-BCD	31.24	7.81	31.15	0.00	627.88	0.050	0.05	0.07	6.028	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	137.22	34.30	137.22	0.00	-	-	-	-	-	-
D-ABC	94.69	23.67	94.41	0.00	441.98	0.214	0.20	0.27	10.349	B
C-ABD	11.08	2.77	11.06	0.00	785.12	0.014	0.01	0.02	4.644	A
C-D	113.01	28.25	113.01	0.00	-	-	-	-	-	-
C-A	223.84	55.96	223.84	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.23	0.00	464.90	0.076	0.08	0.08	8.378	A
A-BCD	31.25	7.81	31.25	0.00	627.87	0.050	0.07	0.08	6.037	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	137.20	34.30	137.20	0.00	-	-	-	-	-	-
D-ABC	94.69	23.67	94.68	0.00	441.95	0.214	0.27	0.27	10.366	B
C-ABD	11.08	2.77	11.08	0.00	785.09	0.014	0.02	0.02	4.652	A
C-D	113.00	28.25	113.00	0.00	-	-	-	-	-	-
C-A	223.84	55.96	223.84	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.84	0.00	480.35	0.060	0.08	0.06	7.974	A
A-BCD	24.30	6.07	24.38	0.00	624.45	0.039	0.08	0.06	6.012	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	113.25	28.31	113.25	0.00	-	-	-	-	-	-
D-ABC	77.31	19.33	77.58	0.00	459.79	0.168	0.27	0.20	9.426	A
C-ABD	8.29	2.07	8.31	0.00	752.65	0.011	0.02	0.01	4.843	A
C-D	92.52	23.13	92.52	0.00	-	-	-	-	-	-
C-A	183.26	45.82	183.26	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	24.14	0.00	491.46	0.049	0.06	0.05	7.704	A
A-BCD	19.64	4.91	19.70	0.00	622.24	0.032	0.06	0.04	5.984	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	95.54	23.89	95.54	0.00	-	-	-	-	-	-
D-ABC	64.75	16.19	64.92	0.00	472.67	0.137	0.20	0.16	8.834	A
C-ABD	6.51	1.63	6.52	0.00	728.94	0.009	0.01	0.01	4.991	A
C-D	77.63	19.41	77.63	0.00	-	-	-	-	-	-
C-A	153.77	38.44	153.77	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.74	0.05	7.694	A	A
A-BCD	0.61	0.04	5.970	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.26	0.15	8.796	A	A
C-ABD	0.14	0.01	4.981	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.93	0.06	7.969	A	A
A-BCD	0.81	0.05	5.993	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.92	0.19	9.403	A	A
C-ABD	0.18	0.01	4.830	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.19	0.08	8.375	A	A
A-BCD	1.13	0.08	6.028	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.91	0.26	10.349	B	B
C-ABD	0.24	0.02	4.644	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.22	0.08	8.378	A	A
A-BCD	1.14	0.08	6.037	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.05	0.27	10.366	B	B
C-ABD	0.24	0.02	4.652	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.99	0.07	7.974	A	A
A-BCD	0.83	0.06	6.012	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.16	0.21	9.426	A	A
C-ABD	0.18	0.01	4.843	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.80	0.05	7.704	A	A
A-BCD	0.63	0.04	5.984	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.47	0.16	8.834	A	A
C-ABD	0.15	0.01	4.991	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2021 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
2021 Dev, PM	2021 Dev	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		11.79	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B3141 (N)		Major
B	B	Vicarage Road		Minor
C	C	B3141 (S)		Major
D	D	Higher Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.75		0.00		2.20	70.00	✓	0.00
C	6.75		0.00		2.20	55.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.25										18	19
D	One lane	4.10										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	614.501	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
1	B-A	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	-	0.225	0.225	0.112
1	B-C	651.814	0.097	0.244	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	B-D, offside lane	505.126	0.089	0.225	0.225	-	-	-	0.142	0.321	0.142	-	-	-
1	C-B	605.814	0.227	0.227	0.324	-	-	-	-	-	-	-	-	-
1	D-A	692.650	-	-	-	-	-	-	0.260	-	0.103	-	-	-
1	D-B, nearside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	530.477	0.149	0.149	0.338	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	530.477	-	0.149	0.338	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	268.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	215.00	100.000
D	ONE HOUR	✓	181.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	3.000	237.000	28.000
	B	8.000	0.000	15.000	9.000
	C	137.000	11.000	0.000	67.000
	D	47.000	8.000	126.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.01	0.88	0.10
	B	0.25	0.00	0.47	0.28
	C	0.64	0.05	0.00	0.31
	D	0.26	0.04	0.70	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.020	1.150
	B	1.000	1.000	1.000	1.000
	C	1.090	1.000	1.000	1.120
	D	1.000	1.130	1.030	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	2.0	15.0
	B	0.0	0.0	0.0	0.0
	C	9.0	0.0	0.0	12.0
	D	0.0	13.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.08	8.44	0.08	A	29.36	44.05	5.86	7.99	0.07	5.86	7.99
A-BCD	0.07	6.03	0.13	A	38.62	57.92	8.83	9.15	0.10	8.83	9.15
A-B	-	-	-	-	2.59	3.89	-	-	-	-	-
A-C	-	-	-	-	204.71	307.07	-	-	-	-	-
D-ABC	0.44	14.33	0.78	B	166.09	249.13	50.49	12.16	0.56	50.50	12.16
C-ABD	0.03	5.58	0.03	A	13.95	20.93	2.28	6.53	0.03	2.28	6.53
C-D	-	-	-	-	60.21	90.32	-	-	-	-	-
C-A	-	-	-	-	123.12	184.68	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	23.89	0.00	495.26	0.049	0.00	0.05	7.633	A
A-BCD	29.21	7.30	28.93	0.00	626.08	0.047	0.00	0.07	6.028	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	170.40	42.60	170.40	0.00	-	-	-	-	-	-
D-ABC	136.27	34.07	134.72	0.00	482.17	0.283	0.00	0.39	10.317	B
C-ABD	10.70	2.68	10.63	0.00	657.07	0.016	0.00	0.02	5.569	A
C-D	49.65	12.41	49.65	0.00	-	-	-	-	-	-
C-A	101.51	25.38	101.51	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.72	0.00	481.30	0.060	0.05	0.06	7.953	A
A-BCD	37.14	9.28	37.05	0.00	644.20	0.058	0.07	0.09	5.944	A
A-B	2.55	0.64	2.55	0.00	-	-	-	-	-	-
A-C	201.24	50.31	201.24	0.00	-	-	-	-	-	-
D-ABC	162.72	40.68	162.18	0.00	468.84	0.347	0.39	0.52	11.717	B
C-ABD	13.46	3.36	13.44	0.00	667.63	0.020	0.02	0.02	5.493	A
C-D	59.06	14.76	59.06	0.00	-	-	-	-	-	-
C-A	120.76	30.19	120.76	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.16	0.00	461.93	0.076	0.06	0.08	8.434	A
A-BCD	49.40	12.35	49.24	0.00	669.06	0.074	0.09	0.13	5.828	A
A-B	3.07	0.77	3.07	0.00	-	-	-	-	-	-
A-C	242.61	60.65	242.61	0.00	-	-	-	-	-	-
D-ABC	199.28	49.82	198.28	0.00	450.43	0.442	0.52	0.77	14.218	B
C-ABD	17.67	4.42	17.64	0.00	682.64	0.026	0.02	0.03	5.401	A
C-D	71.94	17.99	71.94	0.00	-	-	-	-	-	-
C-A	147.10	36.78	147.10	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	35.23	8.81	35.23	0.00	461.84	0.076	0.08	0.08	8.438	A
A-BCD	49.44	12.36	49.44	0.00	669.17	0.074	0.13	0.13	5.812	A
A-B	3.07	0.77	3.07	0.00	-	-	-	-	-	-
A-C	242.56	60.64	242.56	0.00	-	-	-	-	-	-
D-ABC	199.28	49.82	199.24	0.00	450.37	0.442	0.77	0.78	14.328	B
C-ABD	17.68	4.42	17.68	0.00	682.57	0.026	0.03	0.03	5.416	A
C-D	71.94	17.98	71.94	0.00	-	-	-	-	-	-
C-A	147.10	36.77	147.10	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	28.77	7.19	28.84	0.00	481.15	0.060	0.08	0.06	7.960	A
A-BCD	37.20	9.30	37.35	0.00	644.43	0.058	0.13	0.09	5.911	A
A-B	2.55	0.64	2.55	0.00	-	-	-	-	-	-
A-C	201.18	50.29	201.18	0.00	-	-	-	-	-	-
D-ABC	162.72	40.68	163.68	0.00	468.75	0.347	0.78	0.54	11.837	B
C-ABD	13.47	3.37	13.50	0.00	667.49	0.020	0.03	0.02	5.519	A
C-D	59.06	14.76	59.06	0.00	-	-	-	-	-	-
C-A	120.75	30.19	120.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	24.09	6.02	24.14	0.00	495.05	0.049	0.06	0.05	7.644	A
A-BCD	29.30	7.33	29.40	0.00	626.35	0.047	0.09	0.07	6.017	A
A-B	2.16	0.54	2.16	0.00	-	-	-	-	-	-
A-C	170.30	42.58	170.30	0.00	-	-	-	-	-	-
D-ABC	136.27	34.07	136.83	0.00	482.01	0.283	0.54	0.40	10.446	B
C-ABD	10.72	2.68	10.75	0.00	656.86	0.016	0.02	0.02	5.585	A
C-D	49.64	12.41	49.64	0.00	-	-	-	-	-	-
C-A	101.50	25.37	101.50	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.73	0.05	7.633	A	A
A-BCD	1.02	0.07	6.028	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.53	0.37	10.317	B	B
C-ABD	0.28	0.02	5.569	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.93	0.06	7.953	A	A
A-BCD	1.39	0.09	5.944	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.55	0.50	11.717	B	B
C-ABD	0.36	0.02	5.493	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.20	0.08	8.434	A	A
A-BCD	1.98	0.13	5.828	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	11.04	0.74	14.218	B	B
C-ABD	0.49	0.03	5.401	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.23	0.08	8.438	A	A
A-BCD	1.99	0.13	5.812	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	11.68	0.78	14.328	B	B
C-ABD	0.49	0.03	5.416	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.98	0.07	7.960	A	A
A-BCD	1.41	0.09	5.911	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.48	0.57	11.837	B	B
C-ABD	0.37	0.02	5.519	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.79	0.05	7.644	A	A
A-BCD	1.05	0.07	6.017	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.21	0.41	10.446	B	B
C-ABD	0.29	0.02	5.585	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-



Junctions 8							
ARCADY 8 - Roundabout Module							
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014							
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Filename: J17 Quantock Road - Homeberg Way.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J17

Report generation date: 01/09/2014 10:04:02

- » (Default Analysis Set) - 2018 Base, AM
- » (Default Analysis Set) - 2018 Base, PM
- » (Default Analysis Set) - 2018 Dev, AM
- » (Default Analysis Set) - 2018 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
Quantock Road	0.99	5.29	0.48	A	1.72	7.26	0.62	A
A39	1.08	4.42	0.50	A	1.30	5.06	0.54	A
Quantock Meadow	0.05	5.92	0.05	A	0.03	6.53	0.03	A
Homeberg Way	1.12	4.90	0.52	A	0.78	3.98	0.42	A
A1 - 2018 Dev								
Quantock Road	1.08	5.78	0.50	A	1.74	7.36	0.63	A
A39	1.10	4.48	0.50	A	1.63	5.76	0.60	A
Quantock Meadow	0.05	5.97	0.05	A	0.03	7.26	0.03	A
Homeberg Way	1.43	5.58	0.57	A	0.80	4.04	0.43	A

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

"D3 - 2018 Base, AM" model duration: 07:45 - 09:15

"D4 - 2018 Base, PM" model duration: 16:45 - 18:15

"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:04:00

File summary

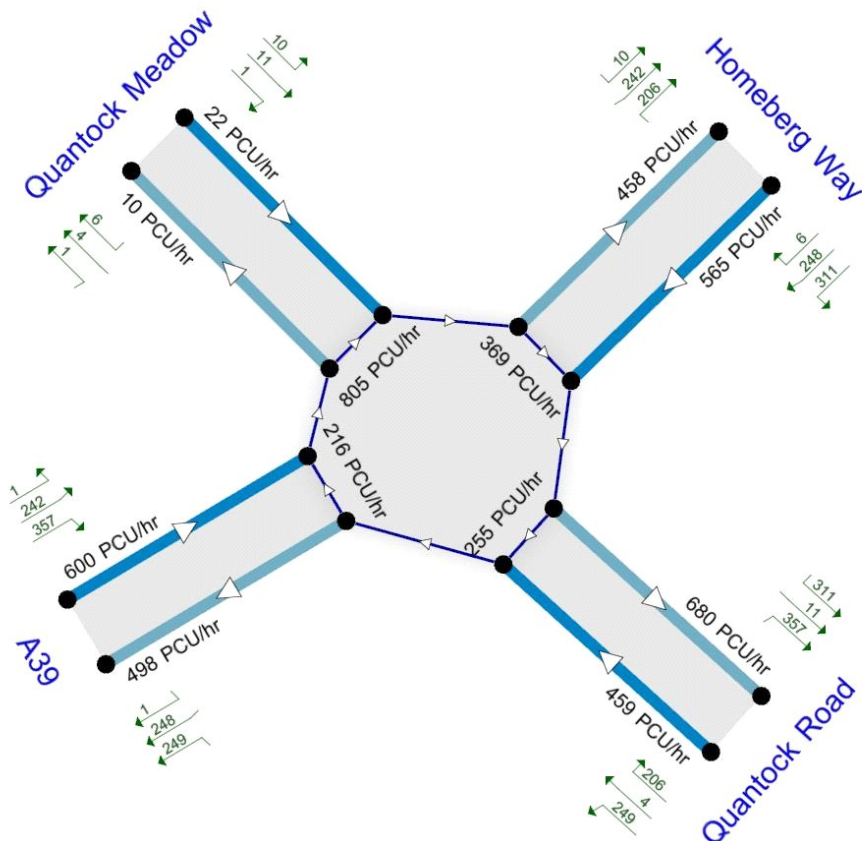
Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



Showing modelled flow through junction (PCU/hr).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2018 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Quantock Road	1	Quantock Road	
A39	2	A39	
Quantock Meadow	3	Quantock Meadow	
Homeberg Way	4	Homeberg Way	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Quantock Road	0.00	99999.00
A39	0.00	99999.00
Quantock Meadow	0.00	99999.00
Homeberg Way	0.00	99999.00

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
Quantock Road	3.90	7.40	7.00	15.00	40.00	17.00	
A39	3.70	7.90	23.00	18.00	40.00	18.00	
Quantock Meadow	3.00	5.50	8.00	16.00	40.00	20.00	
Homeberg Way	3.70	8.90	21.00	11.00	40.00	20.00	

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)
Quantock Road		(calculated)	(calculated)	0.638	1635.381
A39		(calculated)	(calculated)	0.712	1994.006
Quantock Meadow		(calculated)	(calculated)	0.572	1316.692
Homeberg Way		(calculated)	(calculated)	0.698	1989.535

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 (%)
Quantock Road	ONE HOUR	✓	577.00	100.000
A39	ONE HOUR	✓	734.00	100.000
Quantock Meadow	ONE HOUR	✓	29.00	100.000
Homeberg Way	ONE HOUR	✓	708.00	100.000

Turning Proportions

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.000	297.000	5.000	275.000
	A39	445.000	0.000	1.000	288.000
	Quantock Meadow	15.000	1.000	0.000	13.000
	Homeberg Way	411.000	290.000	7.000	0.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.00	0.51	0.01	0.48
	A39	0.61	0.00	0.00	0.39
	Quantock Meadow	0.52	0.03	0.00	0.45
	Homeberg Way	0.58	0.41	0.01	0.00

Vehicle Mix

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	1.000	1.120	1.000	1.000
	A39	1.070	1.000	1.000	1.120
	Quantock Meadow	1.000	1.000	1.000	1.000
	Homeberg Way	1.010	1.140	1.140	1.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.0	12.0	0.0	0.0
	A39	7.0	0.0	0.0	12.0
	Quantock Meadow	0.0	0.0	0.0	0.0
	Homeberg Way	1.0	14.0	14.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Quantock Road	0.48	5.29	0.99	A
A39	0.50	4.42	1.08	A
Quantock Meadow	0.05	5.92	0.05	A
Homeberg Way	0.52	4.90	1.12	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
Quantock Road	461.23	459.30	254.72	0.00	1472.94	0.313	0.48	3.765	A
A39	602.06	599.96	215.91	0.00	1840.38	0.327	0.53	3.156	A
Quantock Meadow	21.83	21.73	805.38	0.00	855.88	0.026	0.03	4.315	A
Homeberg Way	567.42	565.35	369.20	0.00	1731.79	0.328	0.52	3.280	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
Quantock Road	550.75	550.07	304.92	0.00	1440.93	0.382	0.65	4.291	A
A39	718.92	718.18	258.57	0.00	1810.02	0.397	0.71	3.591	A
Quantock Meadow	26.07	26.03	964.19	0.00	765.01	0.034	0.04	4.871	A
Homeberg Way	677.55	676.76	441.97	0.00	1680.99	0.403	0.71	3.812	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
Quantock Road	674.53	673.22	373.16	0.00	1397.41	0.483	0.98	5.268	A
A39	880.50	879.07	316.46	0.00	1768.83	0.498	1.07	4.401	A
Quantock Meadow	31.93	31.86	1180.16	0.00	641.44	0.050	0.05	5.905	A
Homeberg Way	829.83	828.21	540.98	0.00	1611.87	0.515	1.12	4.880	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
Quantock Road	674.53	674.51	373.87	0.00	1396.95	0.483	0.99	5.290	A
A39	880.50	880.48	317.06	0.00	1768.40	0.498	1.08	4.417	A
Quantock Meadow	31.93	31.93	1182.14	0.00	640.30	0.050	0.05	5.916	A
Homeberg Way	829.83	829.80	541.85	0.00	1611.26	0.515	1.12	4.903	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
Quantock Road	550.75	552.04	306.00	0.00	1440.24	0.382	0.66	4.311	A
A39	718.92	720.33	259.50	0.00	1809.36	0.397	0.72	3.608	A
Quantock Meadow	26.07	26.14	967.23	0.00	763.27	0.034	0.04	4.885	A
Homeberg Way	677.55	679.15	443.31	0.00	1680.06	0.403	0.72	3.833	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
Quantock Road	461.23	461.93	256.02	0.00	1472.11	0.313	0.49	3.788	A
A39	602.06	602.82	217.14	0.00	1839.50	0.327	0.53	3.172	A
Quantock Meadow	21.83	21.87	809.42	0.00	853.57	0.026	0.03	4.328	A
Homeberg Way	567.42	568.23	370.99	0.00	1730.54	0.328	0.52	3.298	A

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Base, PM	2018 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Quantock Road	1	Quantock Road	
A39	2	A39	
Quantock Meadow	3	Quantock Meadow	
Homeberg Way	4	Homeberg Way	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Quantock Road	0.00	99999.00
A39	0.00	99999.00
Quantock Meadow	0.00	99999.00
Homeberg Way	0.00	99999.00

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
Quantock Road	3.90	7.40	7.00	15.00	40.00	17.00	
A39	3.70	7.90	23.00	18.00	40.00	18.00	
Quantock Meadow	3.00	5.50	8.00	16.00	40.00	20.00	
Homeberg Way	3.70	8.90	21.00	11.00	40.00	20.00	

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)
Quantock Road		(calculated)	(calculated)	0.638	1635.381
A39		(calculated)	(calculated)	0.712	1994.006
Quantock Meadow		(calculated)	(calculated)	0.572	1316.692
Homeberg Way		(calculated)	(calculated)	0.698	1989.535

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 (%)
Quantock Road	ONE HOUR	✓	744.00	100.000
A39	ONE HOUR	✓	772.00	100.000
Quantock Meadow	ONE HOUR	✓	14.00	100.000
Homeberg Way	ONE HOUR	✓	606.00	100.000

Turning Proportions

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

	To				
From		Quantock Road	A39	Quantock Meadow	Homeberg Way
	Quantock Road	0.000	395.000	4.000	345.000
	A39	391.000	0.000	5.000	376.000
	Quantock Meadow	7.000	1.000	0.000	6.000
	Homeberg Way	279.000	317.000	10.000	0.000

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

	To				
From		Quantock Road	A39	Quantock Meadow	Homeberg Way
	Quantock Road	0.00	0.53	0.01	0.46
	A39	0.51	0.00	0.01	0.49
	Quantock Meadow	0.50	0.07	0.00	0.43
	Homeberg Way	0.46	0.52	0.02	0.00

Vehicle Mix

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

	To				
From		Quantock Road	A39	Quantock Meadow	Homeberg Way
	Quantock Road	1.000	1.080	1.000	1.020
	A39	1.070	1.000	1.000	1.120
	Quantock Meadow	1.000	1.000	1.000	1.000
	Homeberg Way	1.010	1.100	1.000	1.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.0	8.0	0.0	2.0
	A39	7.0	0.0	0.0	12.0
	Quantock Meadow	0.0	0.0	0.0	0.0
	Homeberg Way	1.0	10.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Quantock Road	0.62	7.26	1.72	A
A39	0.54	5.06	1.30	A
Quantock Meadow	0.03	6.53	0.03	A
Homeberg Way	0.42	3.98	0.78	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	589.11	586.29	269.91	0.00	1463.25	0.403	0.70	4.304	A
A39	635.78	633.40	274.16	0.00	1798.92	0.353	0.59	3.371	A
Quantock Meadow	10.54	10.49	893.31	0.00	805.57	0.013	0.01	4.527	A
Homeberg Way	482.19	480.61	319.79	0.00	1766.29	0.273	0.40	2.955	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
Quantock Road	703.45	702.23	323.06	0.00	1429.36	0.492	1.01	5.199	A
A39	759.18	758.26	328.37	0.00	1760.35	0.431	0.82	3.927	A
Quantock Meadow	12.59	12.57	1069.58	0.00	704.71	0.018	0.02	5.200	A
Homeberg Way	575.79	575.26	382.83	0.00	1722.28	0.334	0.53	3.315	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
Quantock Road	861.55	858.77	395.49	0.00	1383.17	0.623	1.70	7.181	A
A39	929.80	927.93	401.59	0.00	1708.25	0.544	1.29	5.034	A
Quantock Meadow	15.41	15.38	1308.64	0.00	567.93	0.027	0.03	6.514	A
Homeberg Way	705.19	704.21	468.49	0.00	1662.48	0.424	0.77	3.966	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	861.55	861.48	396.03	0.00	1382.82	0.623	1.72	7.259	A
A39	929.80	929.77	402.83	0.00	1707.37	0.545	1.30	5.064	A
Quantock Meadow	15.41	15.41	1311.68	0.00	566.19	0.027	0.03	6.535	A
Homeberg Way	705.19	705.18	469.42	0.00	1661.83	0.424	0.78	3.977	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	703.45	706.21	323.91	0.00	1428.82	0.492	1.03	5.258	A
A39	759.18	761.03	330.20	0.00	1759.05	0.432	0.84	3.952	A
Quantock Meadow	12.59	12.62	1074.11	0.00	702.12	0.018	0.02	5.221	A
Homeberg Way	575.79	576.75	384.24	0.00	1721.30	0.335	0.53	3.326	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
Quantock Road	589.11	590.37	271.11	0.00	1462.49	0.403	0.72	4.347	A
A39	635.78	636.72	276.05	0.00	1797.58	0.354	0.60	3.396	A
Quantock Meadow	10.54	10.56	898.44	0.00	802.63	0.013	0.01	4.546	A
Homeberg Way	482.19	482.74	321.47	0.00	1765.11	0.273	0.40	2.969	A

(Default Analysis Set) - 2018 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.25	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Quantock Road	1	Quantock Road	
A39	2	A39	
Quantock Meadow	3	Quantock Meadow	
Homeberg Way	4	Homeberg Way	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Quantock Road	0.00	99999.00
A39	0.00	99999.00
Quantock Meadow	0.00	99999.00
Homeberg Way	0.00	99999.00

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
Quantock Road	3.90	7.40	7.00	15.00	40.00	17.00	
A39	3.70	7.90	23.00	18.00	40.00	18.00	
Quantock Meadow	3.00	5.50	8.00	16.00	40.00	20.00	
Homeberg Way	3.70	8.90	21.00	11.00	40.00	20.00	

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)
Quantock Road		(calculated)	(calculated)	0.638	1635.381
A39		(calculated)	(calculated)	0.712	1994.006
Quantock Meadow		(calculated)	(calculated)	0.572	1316.692
Homeberg Way		(calculated)	(calculated)	0.698	1989.535

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 (%)
Quantock Road	ONE HOUR	✓	577.00	100.000
A39	ONE HOUR	✓	739.00	100.000
Quantock Meadow	ONE HOUR	✓	29.00	100.000
Homeberg Way	ONE HOUR	✓	791.00	100.000

Turning Proportions

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.000	297.000	5.000	275.000
	A39	445.000	0.000	1.000	293.000
	Quantock Meadow	15.000	1.000	0.000	13.000
	Homeberg Way	411.000	373.000	7.000	0.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.00	0.51	0.01	0.48
	A39	0.60	0.00	0.00	0.40
	Quantock Meadow	0.52	0.03	0.00	0.45
	Homeberg Way	0.52	0.47	0.01	0.00

Vehicle Mix

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	1.000	1.120	1.000	1.000
	A39	1.070	1.000	1.000	1.130
	Quantock Meadow	1.000	1.000	1.000	1.000
	Homeberg Way	1.010	1.120	1.140	1.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.0	12.0	0.0	0.0
	A39	7.0	0.0	0.0	13.0
	Quantock Meadow	0.0	0.0	0.0	0.0
	Homeberg Way	1.0	12.0	14.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Quantock Road	0.50	5.78	1.08	A
A39	0.50	4.48	1.10	A
Quantock Meadow	0.05	5.97	0.05	A
Homeberg Way	0.57	5.58	1.43	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
Quantock Road	461.23	459.22	320.04	0.00	1431.29	0.322	0.50	3.924	A
A39	608.49	606.34	215.87	0.00	1840.40	0.331	0.54	3.185	A
Quantock Meadow	21.83	21.73	811.72	0.00	852.25	0.026	0.03	4.334	A
Homeberg Way	633.04	630.60	369.19	0.00	1731.80	0.366	0.61	3.468	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
Quantock Road	550.75	550.00	383.12	0.00	1391.06	0.396	0.69	4.541	A
A39	726.59	725.83	258.53	0.00	1810.04	0.401	0.73	3.630	A
Quantock Meadow	26.07	26.03	971.81	0.00	760.65	0.034	0.04	4.900	A
Homeberg Way	755.91	754.90	441.96	0.00	1681.00	0.450	0.86	4.128	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
Quantock Road	674.53	673.02	468.73	0.00	1336.46	0.505	1.07	5.749	A
A39	889.89	888.42	316.36	0.00	1768.90	0.503	1.10	4.464	A
Quantock Meadow	31.93	31.86	1189.42	0.00	636.14	0.050	0.05	5.957	A
Homeberg Way	925.79	923.58	540.96	0.00	1611.88	0.574	1.41	5.542	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
Quantock Road	674.53	674.50	469.83	0.00	1335.76	0.505	1.08	5.780	A
A39	889.89	889.87	317.06	0.00	1768.40	0.503	1.10	4.481	A
Quantock Meadow	31.93	31.93	1191.53	0.00	634.93	0.050	0.05	5.969	A
Homeberg Way	925.79	925.75	541.85	0.00	1611.26	0.575	1.43	5.582	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
Quantock Road	550.75	552.24	384.74	0.00	1390.02	0.396	0.70	4.572	A
A39	726.59	728.04	259.59	0.00	1809.29	0.402	0.74	3.648	A
Quantock Meadow	26.07	26.14	975.03	0.00	758.81	0.034	0.04	4.915	A
Homeberg Way	755.91	758.10	443.33	0.00	1680.04	0.450	0.88	4.162	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
Quantock Road	461.23	462.00	321.80	0.00	1430.16	0.323	0.51	3.952	A
A39	608.49	609.27	217.17	0.00	1839.48	0.331	0.54	3.204	A
Quantock Meadow	21.83	21.87	815.90	0.00	849.86	0.026	0.03	4.349	A
Homeberg Way	633.04	634.08	371.00	0.00	1730.54	0.366	0.62	3.492	A

(Default Analysis Set) - 2018 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.83	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Quantock Road	1	Quantock Road	
A39	2	A39	
Quantock Meadow	3	Quantock Meadow	
Homeberg Way	4	Homeberg Way	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Quantock Road	0.00	99999.00
A39	0.00	99999.00
Quantock Meadow	0.00	99999.00
Homeberg Way	0.00	99999.00

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
Quantock Road	3.90	7.40	7.00	15.00	40.00	17.00	
A39	3.70	7.90	23.00	18.00	40.00	18.00	
Quantock Meadow	3.00	5.50	8.00	16.00	40.00	20.00	
Homeberg Way	3.70	8.90	21.00	11.00	40.00	20.00	

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)
Quantock Road		(calculated)	(calculated)	0.638	1635.381
A39		(calculated)	(calculated)	0.712	1994.006
Quantock Meadow		(calculated)	(calculated)	0.572	1316.692
Homeberg Way		(calculated)	(calculated)	0.698	1989.535

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 (%)
Quantock Road	ONE HOUR	✓	744.00	100.000
A39	ONE HOUR	✓	854.00	100.000
Quantock Meadow	ONE HOUR	✓	14.00	100.000
Homeberg Way	ONE HOUR	✓	612.00	100.000

Turning Proportions

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.000	395.000	4.000	345.000
	A39	391.000	0.000	5.000	458.000
	Quantock Meadow	7.000	1.000	0.000	6.000
	Homeberg Way	279.000	323.000	10.000	0.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.00	0.53	0.01	0.46
	A39	0.46	0.00	0.01	0.54
	Quantock Meadow	0.50	0.07	0.00	0.43
	Homeberg Way	0.46	0.53	0.02	0.00

Vehicle Mix

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	1.000	1.080	1.000	1.020
	A39	1.070	1.000	1.000	1.110
	Quantock Meadow	1.000	1.000	1.000	1.000
	Homeberg Way	1.010	1.110	1.000	1.000

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

	To				
		Quantock Road	A39	Quantock Meadow	Homeberg Way
From	Quantock Road	0.0	8.0	0.0	2.0
	A39	7.0	0.0	0.0	11.0
	Quantock Meadow	0.0	0.0	0.0	0.0
	Homeberg Way	1.0	11.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Quantock Road	0.63	7.36	1.74	A
A39	0.60	5.76	1.63	A
Quantock Meadow	0.03	7.26	0.03	A
Homeberg Way	0.43	4.04	0.80	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	589.11	586.28	277.28	0.00	1458.55	0.404	0.71	4.327	A
A39	701.47	698.70	274.16	0.00	1798.93	0.390	0.69	3.561	A
Quantock Meadow	10.54	10.48	958.61	0.00	768.21	0.014	0.01	4.751	A
Homeberg Way	489.60	487.97	319.72	0.00	1766.34	0.277	0.41	2.988	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
Quantock Road	703.45	702.22	331.89	0.00	1423.73	0.494	1.02	5.239	A
A39	837.62	836.47	328.37	0.00	1760.35	0.476	0.98	4.246	A
Quantock Meadow	12.59	12.56	1147.78	0.00	659.97	0.019	0.02	5.560	A
Homeberg Way	584.62	584.07	382.77	0.00	1722.32	0.339	0.54	3.358	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
Quantock Road	861.55	858.72	406.28	0.00	1376.29	0.626	1.72	7.274	A
A39	1025.88	1023.34	401.56	0.00	1708.27	0.601	1.62	5.712	A
Quantock Meadow	15.41	15.37	1404.03	0.00	513.35	0.030	0.03	7.228	A
Homeberg Way	716.02	715.00	468.28	0.00	1662.63	0.431	0.80	4.032	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	861.55	861.47	406.85	0.00	1375.92	0.626	1.74	7.357	A
A39	1025.88	1025.82	402.83	0.00	1707.37	0.601	1.63	5.762	A
Quantock Meadow	15.41	15.41	1407.73	0.00	511.23	0.030	0.03	7.259	A
Homeberg Way	716.02	716.00	469.42	0.00	1661.83	0.431	0.80	4.044	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Quantock Road	703.45	706.26	332.77	0.00	1423.16	0.494	1.04	5.301	A
A39	837.62	840.14	330.23	0.00	1759.03	0.476	1.00	4.285	A
Quantock Meadow	12.59	12.63	1153.24	0.00	656.84	0.019	0.02	5.590	A
Homeberg Way	584.62	585.63	384.45	0.00	1721.15	0.340	0.55	3.373	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
Quantock Road	589.11	590.39	278.52	0.00	1457.76	0.404	0.72	4.373	A
A39	701.47	702.66	276.06	0.00	1797.57	0.390	0.70	3.593	A
Quantock Meadow	10.54	10.56	964.40	0.00	764.89	0.014	0.01	4.774	A
Homeberg Way	489.60	490.15	321.54	0.00	1765.06	0.277	0.41	3.003	A

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014			
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Filename: J18 A39 - Main Road.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J18

Report generation date: 01/09/2014 10:05:13

- » (Default Analysis Set) - 2018 Base, AM
- » (Default Analysis Set) - 2018 Base, PM
- » (Default Analysis Set) - 2018 Dev, AM
- » (Default Analysis Set) - 2018 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
Main Road south	0.81	3.59	0.42	A	0.99	3.85	0.48	A
A39	0.44	3.53	0.28	A	0.48	3.69	0.29	A
Main Road north	1.48	11.26	0.59	B	2.31	15.06	0.70	C
A1 - 2018 Dev								
Main Road south	0.99	3.91	0.47	A	1.03	3.95	0.49	A
A39	0.46	3.60	0.28	A	0.62	3.97	0.35	A
Main Road north	1.51	11.49	0.60	B	2.98	19.58	0.75	C

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

"D3 - 2018 Base, AM " model duration: 07:45 - 09:15

"D4 - 2018 Base, PM" model duration: 16:45 - 18:15

"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:05:11

File summary

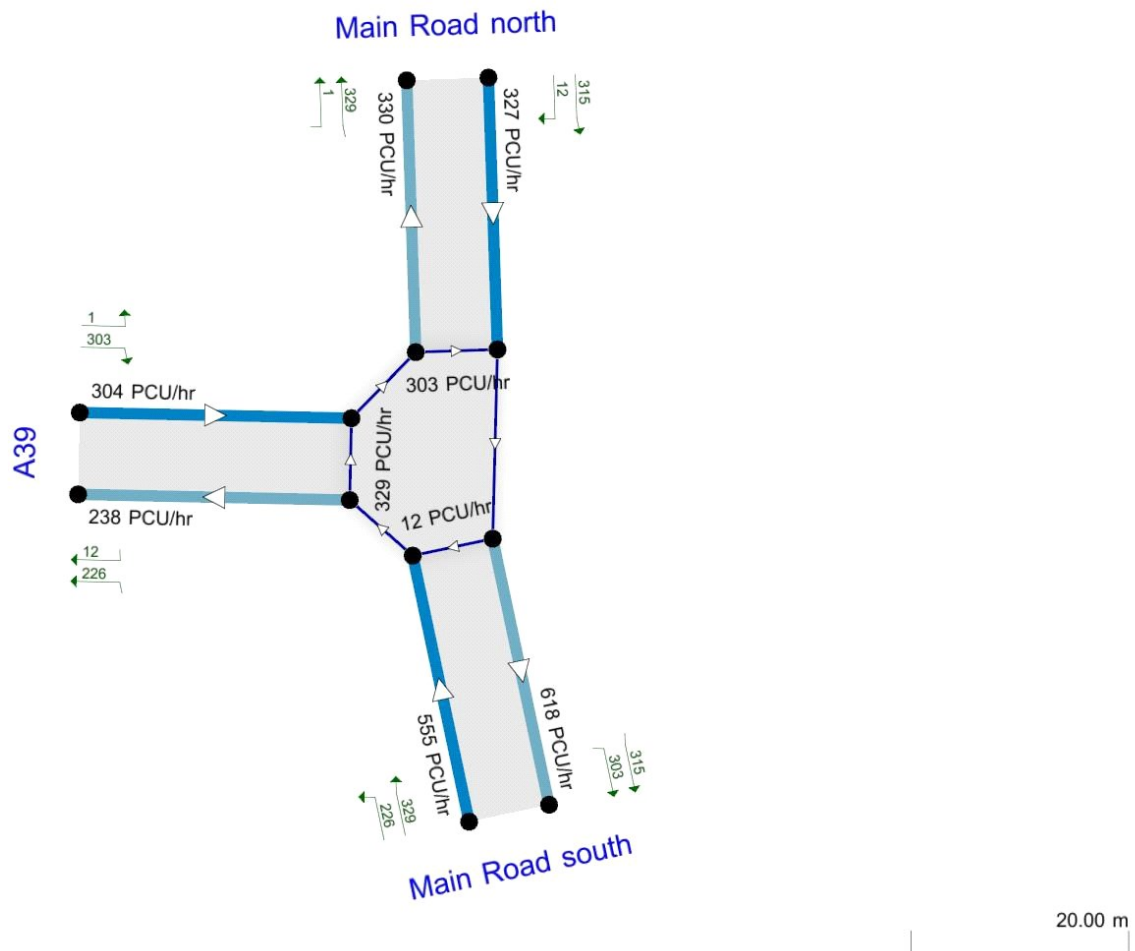
Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



Showing modelled flow through junction (PCU/hr).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1", Demand Set "D3 - 2018 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				5.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Main Road south	1	Main Road south	
A39	2	A39	
Main Road north	3	Main Road north	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Main Road south	0.00	99999.00		0.00
A39	0.00	99999.00		0.00
Main Road north	0.00	99999.00		0.00

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
Main Road south	3.70	8.00	17.00	20.00	48.00	15.00	
A39	3.90	8.00	15.00	20.00	48.00	16.00	
Main Road north	3.90	7.40	9.00	19.00	48.00	44.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Main Road south	None			
A39	None			
Main Road north	Direct		-500.00	

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)
Main Road south		(calculated)	(calculated)	0.677	1937.001
A39		(calculated)	(calculated)	0.676	1933.978
Main Road north		(calculated)	(calculated)	0.577	1069.582

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 (%)
Main Road south	ONE HOUR	✓	669.00	100.000
A39	ONE HOUR	✓	355.00	100.000
Main Road north	ONE HOUR	✓	421.00	100.000

Turning Proportions

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

	To			
From		Main Road south	A39	Main Road north
	Main Road south	0.000	247.000	422.000
	A39	354.000	0.000	1.000
	Main Road north	413.000	8.000	0.000

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

	To			
From		Main Road south	A39	Main Road north
	Main Road south	0.00	0.37	0.63
	A39	1.00	0.00	0.00
	Main Road north	0.98	0.02	0.00

Vehicle Mix

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

	To			
From		Main Road south	A39	Main Road north
	Main Road south	1.000	1.220	1.040
	A39	1.140	1.000	1.000
	Main Road north	1.020	2.000	1.000

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

	To			
From		Main Road south	A39	Main Road north
	Main Road south	0.0	22.0	4.0
	A39	14.0	0.0	0.0
	Main Road north	2.0	100.0	0.0

Results

Results Summary for whole modelled period

Name	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)
Main Road south	0.42	3.59	0.81	A	679.24	1018.86	54.98	3.24	0.61	54.98	3.24
A39	0.28	3.53	0.44	A	371.23	556.85	29.88	3.22	0.33	29.88	3.22
Main Road north	0.59	11.26	1.48	B	401.24	601.86	87.34	8.71	0.97	87.35	8.71

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	557.28	139.32	555.49	617.68	11.96	0.00	1928.90	1927.06	0.289	0.00	0.45	2.896	A
A39	304.57	76.14	303.59	238.09	329.35	0.00	1711.37	1161.72	0.178	0.00	0.25	2.913	A
Main Road north	329.19	82.30	326.80	330.10	302.84	0.00	894.85	400.94	0.368	0.00	0.60	6.555	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	665.44	166.36	664.91	740.20	14.35	0.00	1927.28	1927.06	0.345	0.45	0.58	3.153	A
A39	363.69	90.92	363.41	285.03	394.23	0.00	1667.52	1161.72	0.218	0.25	0.32	3.145	A
Main Road north	393.09	98.27	392.04	395.13	362.51	0.00	860.42	400.94	0.457	0.60	0.86	7.964	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	815.00	203.75	814.09	905.35	17.53	0.00	1925.13	1927.06	0.423	0.58	0.81	3.581	A
A39	445.43	111.36	444.96	348.94	482.68	0.00	1607.73	1161.72	0.277	0.32	0.43	3.526	A
Main Road north	481.43	120.36	479.02	483.78	443.86	0.00	813.48	400.94	0.592	0.86	1.46	11.096	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	815.00	203.75	814.99	908.06	17.61	0.00	1925.07	1927.06	0.423	0.81	0.81	3.587	A
A39	445.43	111.36	445.42	349.39	483.21	0.00	1607.38	1161.72	0.277	0.43	0.44	3.529	A
Main Road north	481.43	120.36	481.35	484.31	444.32	0.00	813.21	400.94	0.592	1.46	1.48	11.258	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	665.44	166.36	666.33	744.26	14.47	0.00	1927.20	1927.06	0.345	0.81	0.59	3.163	A
A39	363.69	90.92	364.16	285.73	395.07	0.00	1666.95	1161.72	0.218	0.44	0.32	3.149	A
Main Road north	393.09	98.27	395.47	395.97	363.26	0.00	859.99	400.94	0.457	1.48	0.89	8.089	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	557.28	139.32	557.82	622.32	12.09	0.00	1928.81	1927.06	0.289	0.59	0.45	2.908	A
A39	304.57	76.14	304.86	239.17	330.73	0.00	1710.44	1161.72	0.178	0.32	0.25	2.918	A
Main Road north	329.19	82.30	330.30	331.49	304.11	0.00	894.12	400.94	0.368	0.89	0.61	6.646	A

Queueing Delay Results for each time segment

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

Name	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
Main Road south	6.58	0.44	2.896	A	A
A39	3.62	0.24	2.913	A	A
Main Road north	8.62	0.57	6.555	A	A

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

Name	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
Main Road south	8.57	0.57	3.153	A	A
A39	4.68	0.31	3.145	A	A
Main Road north	12.46	0.83	7.964	A	A

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

Name	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
Main Road south	11.87	0.79	3.581	A	A
A39	6.41	0.43	3.526	A	A
Main Road north	20.75	1.38	11.096	B	B

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

Name	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
Main Road south	12.13	0.81	3.587	A	A
A39	6.53	0.44	3.529	A	A
Main Road north	22.14	1.48	11.258	B	B

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

Name	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
Main Road south	8.95	0.60	3.163	A	A
A39	4.86	0.32	3.149	A	A
Main Road north	13.90	0.93	8.089	A	A

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

Name	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
Main Road south	6.87	0.46	2.908	A	A
A39	3.77	0.25	2.918	A	A
Main Road north	9.47	0.63	6.646	A	A

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base, PM	2018 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				7.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Main Road south	1	Main Road south	
A39	2	A39	
Main Road north	3	Main Road north	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Main Road south	0.00	99999.00		0.00
A39	0.00	99999.00		0.00
Main Road north	0.00	99999.00		0.00

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
Main Road south	3.70	8.00	17.00	20.00	48.00	15.00	
A39	3.90	8.00	15.00	20.00	48.00	16.00	
Main Road north	3.90	7.40	9.00	19.00	48.00	44.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Main Road south	None			
A39	None			
Main Road north	Direct		-500.00	

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)
Main Road south		(calculated)	(calculated)	0.677	1937.001
A39		(calculated)	(calculated)	0.676	1933.978
Main Road north		(calculated)	(calculated)	0.577	1069.582

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 (%)
Main Road south	ONE HOUR	✓	781.00	100.000
A39	ONE HOUR	✓	359.00	100.000
Main Road north	ONE HOUR	✓	509.00	100.000

Turning Proportions

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

	To			
		Main Road south	A39	Main Road north
From	Main Road south	0.000	368.000	413.000
	A39	348.000	0.000	11.000
	Main Road north	500.000	9.000	0.000

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

	To			
		Main Road south	A39	Main Road north
From	Main Road south	0.00	0.47	0.53
	A39	0.97	0.00	0.03
	Main Road north	0.98	0.02	0.00

Vehicle Mix

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

	To			
		Main Road south	A39	Main Road north
From	Main Road south	1.000	1.150	1.010
	A39	1.190	1.000	1.000
	Main Road north	1.010	1.000	1.000

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

	To			
		Main Road south	A39	Main Road north
From	Main Road south	0.0	15.0	1.0
	A39	19.0	0.0	0.0
	Main Road north	1.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	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)
Main Road south	0.48	3.85	0.99	A	771.10	1156.65	65.63	3.40	0.73	65.63	3.40
A39	0.29	3.69	0.48	A	390.10	585.15	32.76	3.36	0.36	32.76	3.36
Main Road north	0.70	15.06	2.31	C	471.66	707.48	124.65	10.57	1.39	124.67	10.57

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	632.64	158.16	630.56	687.90	6.72	0.00	1932.45	1932.88	0.327	0.00	0.52	2.970	A
A39	320.05	80.01	318.98	324.28	313.00	0.00	1722.42	1285.48	0.186	0.00	0.27	3.036	A
Main Road north	386.97	96.74	383.90	321.26	310.72	0.00	890.30	347.07	0.435	0.00	0.77	7.137	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	755.44	188.86	754.78	824.41	8.06	0.00	1931.54	1932.88	0.391	0.52	0.69	3.290	A
A39	382.17	95.54	381.86	388.18	374.66	0.00	1680.74	1285.48	0.227	0.27	0.35	3.282	A
Main Road north	462.08	115.52	460.49	384.54	371.98	0.00	854.95	347.07	0.540	0.77	1.16	9.178	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	925.22	231.31	924.04	1007.17	9.83	0.00	1930.34	1932.88	0.479	0.69	0.98	3.844	A
A39	468.07	117.02	467.55	475.19	458.68	0.00	1623.95	1285.48	0.288	0.35	0.48	3.684	A
Main Road north	565.92	141.48	561.56	470.78	455.45	0.00	806.79	347.07	0.701	1.16	2.25	14.564	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	925.22	231.31	925.20	1011.74	9.91	0.00	1930.29	1932.88	0.479	0.98	0.99	3.853	A
A39	468.07	117.02	468.06	475.85	459.26	0.00	1623.56	1285.48	0.288	0.48	0.48	3.688	A
Main Road north	565.92	141.48	565.69	471.37	455.95	0.00	806.50	347.07	0.702	2.25	2.31	15.056	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	755.44	188.86	756.60	831.08	8.17	0.00	1931.47	1932.88	0.391	0.99	0.70	3.299	A
A39	382.17	95.54	382.69	389.20	375.57	0.00	1680.13	1285.48	0.227	0.48	0.35	3.286	A
Main Road north	462.08	115.52	466.46	385.47	372.78	0.00	854.49	347.07	0.541	2.31	1.21	9.472	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	632.64	158.16	633.32	693.94	6.81	0.00	1932.39	1932.88	0.327	0.70	0.53	2.982	A
A39	320.05	80.01	320.37	325.75	314.37	0.00	1721.49	1285.48	0.186	0.35	0.27	3.042	A
Main Road north	386.97	96.74	388.67	322.66	312.08	0.00	889.52	347.07	0.435	1.21	0.79	7.282	A

Queueing Delay Results for each time segment

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

Name	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
Main Road south	7.66	0.51	2.970	A	A
A39	3.96	0.26	3.036	A	A
Main Road north	10.97	0.73	7.137	A	A

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

Name	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
Main Road south	10.13	0.68	3.290	A	A
A39	5.13	0.34	3.282	A	A
Main Road north	16.70	1.11	9.178	A	A

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

Name	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
Main Road south	14.41	0.96	3.844	A	A
A39	7.03	0.47	3.684	A	A
Main Road north	31.12	2.07	14.564	B	B

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

Name	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
Main Road south	14.77	0.98	3.853	A	A
A39	7.17	0.48	3.688	A	A
Main Road north	34.34	2.29	15.056	C	B

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

Name	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
Main Road south	10.63	0.71	3.299	A	A
A39	5.34	0.36	3.286	A	A
Main Road north	19.25	1.28	9.472	A	A

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

Name	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
Main Road south	8.02	0.53	2.982	A	A
A39	4.13	0.28	3.042	A	A
Main Road north	12.27	0.82	7.282	A	A

(Default Analysis Set) - 2018 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Dev, AM	2018 Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				5.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Main Road south	1	Main Road south	
A39	2	A39	
Main Road north	3	Main Road north	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Main Road south	0.00	99999.00		0.00
A39	0.00	99999.00		0.00
Main Road north	0.00	99999.00		0.00

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
Main Road south	3.70	8.00	17.00	20.00	48.00	15.00	
A39	3.90	8.00	15.00	20.00	48.00	16.00	
Main Road north	3.90	7.40	9.00	19.00	48.00	44.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Main Road south	None			
A39	None			
Main Road north	Direct		-500.00	

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)
Main Road south		(calculated)	(calculated)	0.677	1937.001
A39		(calculated)	(calculated)	0.676	1933.978
Main Road north		(calculated)	(calculated)	0.577	1069.582

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 (%)
Main Road south	ONE HOUR	✓	752.00	100.000
A39	ONE HOUR	✓	361.00	100.000
Main Road north	ONE HOUR	✓	421.00	100.000

Turning Proportions

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	0.000	330.000	422.000
	A39	360.000	0.000	1.000
	Main Road north	413.000	8.000	0.000

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	0.00	0.44	0.56
	A39	1.00	0.00	0.00
	Main Road north	0.98	0.02	0.00

Vehicle Mix

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	1.000	1.180	1.040
	A39	1.150	1.000	1.000
	Main Road north	1.020	2.000	1.000

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	0.0	18.0	4.0
	A39	15.0	0.0	0.0
	Main Road north	2.0	100.0	0.0

Results

Results Summary for whole modelled period

Name	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)
Main Road south	0.47	3.91	0.99	A	760.04	1140.07	65.80	3.46	0.73	65.80	3.46
A39	0.28	3.60	0.46	A	380.81	571.22	31.16	3.27	0.35	31.16	3.27
Main Road north	0.60	11.49	1.51	B	401.24	601.86	88.61	8.83	0.98	88.62	8.84

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	623.57	155.89	621.48	625.49	11.96	0.00	1928.90	1928.23	0.323	0.00	0.52	3.027	A
A39	312.43	78.11	311.41	304.13	329.30	0.00	1711.40	1243.41	0.183	0.00	0.26	2.955	A
Main Road north	329.19	82.30	326.78	330.05	310.66	0.00	890.33	353.88	0.370	0.00	0.60	6.607	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	744.61	186.15	743.94	749.55	14.34	0.00	1927.28	1928.23	0.386	0.52	0.69	3.349	A
A39	373.08	93.27	372.78	364.10	394.19	0.00	1667.54	1243.41	0.224	0.26	0.33	3.196	A
Main Road north	393.09	98.27	392.02	395.09	371.88	0.00	855.01	353.88	0.460	0.60	0.87	8.050	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	911.95	227.99	910.78	916.75	17.53	0.00	1925.13	1928.23	0.474	0.69	0.98	3.906	A
A39	456.92	114.23	456.43	445.71	482.59	0.00	1607.79	1243.41	0.284	0.33	0.45	3.592	A
Main Road north	481.43	120.36	478.95	483.69	455.33	0.00	806.86	353.88	0.597	0.87	1.49	11.316	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	911.95	227.99	911.94	919.55	17.61	0.00	1925.07	1928.23	0.474	0.98	0.99	3.913	A
A39	456.92	114.23	456.92	446.34	483.21	0.00	1607.38	1243.41	0.284	0.45	0.46	3.596	A
Main Road north	481.43	120.36	481.34	484.31	455.82	0.00	806.58	353.88	0.597	1.49	1.51	11.487	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	744.61	186.15	745.77	753.74	14.47	0.00	1927.20	1928.23	0.386	0.99	0.70	3.358	A
A39	373.08	93.27	373.57	365.08	395.16	0.00	1666.89	1243.41	0.224	0.46	0.33	3.200	A
Main Road north	393.09	98.27	395.55	396.06	372.67	0.00	854.56	353.88	0.460	1.51	0.90	8.188	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	623.57	155.89	624.25	630.21	12.09	0.00	1928.81	1928.23	0.323	0.70	0.53	3.042	A
A39	312.43	78.11	312.73	305.57	330.77	0.00	1710.41	1243.41	0.183	0.33	0.26	2.963	A
Main Road north	329.19	82.30	330.32	331.52	311.98	0.00	889.57	353.88	0.370	0.90	0.62	6.701	A

Queueing Delay Results for each time segment

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

Name	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
Main Road south	7.69	0.51	3.027	A	A
A39	3.77	0.25	2.955	A	A
Main Road north	8.68	0.58	6.607	A	A

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

Name	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
Main Road south	10.17	0.68	3.349	A	A
A39	4.88	0.33	3.196	A	A
Main Road north	12.60	0.84	8.050	A	A

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

Name	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
Main Road south	14.43	0.96	3.906	A	A
A39	6.70	0.45	3.592	A	A
Main Road north	21.12	1.41	11.316	B	B

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

Name	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
Main Road south	14.79	0.99	3.913	A	A
A39	6.82	0.45	3.596	A	A
Main Road north	22.58	1.51	11.487	B	B

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

Name	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
Main Road south	10.67	0.71	3.358	A	A
A39	5.07	0.34	3.200	A	A
Main Road north	14.08	0.94	8.188	A	A

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

Name	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
Main Road south	8.06	0.54	3.042	A	A
A39	3.92	0.26	2.963	A	A
Main Road north	9.55	0.64	6.701	A	A

(Default Analysis Set) - 2018 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Dev, PM	2018 Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3				8.22	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Main Road south	1	Main Road south	
A39	2	A39	
Main Road north	3	Main Road north	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Main Road south	0.00	99999.00		0.00
A39	0.00	99999.00		0.00
Main Road north	0.00	99999.00		0.00

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
Main Road south	3.70	8.00	17.00	20.00	48.00	15.00	
A39	3.90	8.00	15.00	20.00	48.00	16.00	
Main Road north	3.90	7.40	9.00	19.00	48.00	44.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Main Road south	None			
A39	None			
Main Road north	Direct		-500.00	

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)
Main Road south		(calculated)	(calculated)	0.677	1937.001
A39		(calculated)	(calculated)	0.676	1933.978
Main Road north		(calculated)	(calculated)	0.577	1069.582

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 (%)
Main Road south	ONE HOUR	✓	787.00	100.000
A39	ONE HOUR	✓	441.00	100.000
Main Road north	ONE HOUR	✓	509.00	100.000

Turning Proportions

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	0.000	374.000	413.000
	A39	430.000	0.000	11.000
	Main Road north	500.000	9.000	0.000

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	0.00	0.48	0.52
	A39	0.98	0.00	0.02
	Main Road north	0.98	0.02	0.00

Vehicle Mix

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

	To			
		Main Road south	A39	Main Road north
From				
	Main Road south	1.000	1.170	1.010
	A39	1.170	1.000	1.000
	Main Road north	1.010	1.000	1.000

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

From	To			
		Main Road south	A39	Main Road north
	Main Road south	0.0	17.0	1.0
	A39	17.0	0.0	0.0
	Main Road north	1.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	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)
Main Road south	0.49	3.95	1.03	A	784.30	1176.45	68.21	3.48	0.76	68.21	3.48
A39	0.35	3.97	0.62	A	471.75	707.62	41.83	3.55	0.46	41.83	3.55
Main Road north	0.75	19.58	2.98	C	471.66	707.48	148.67	12.61	1.65	148.70	12.61

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	643.47	160.87	641.31	754.38	6.72	0.00	1932.45	1933.00	0.333	0.00	0.54	3.023	A
A39	387.04	96.76	385.70	335.05	312.98	0.00	1722.43	1296.35	0.225	0.00	0.34	3.137	A
Main Road north	386.97	96.74	383.66	321.24	377.44	0.00	851.80	337.60	0.454	0.00	0.83	7.713	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	768.37	192.09	767.67	903.95	8.06	0.00	1931.54	1933.00	0.398	0.54	0.71	3.357	A
A39	462.17	115.54	461.75	401.08	374.65	0.00	1680.75	1296.35	0.275	0.34	0.44	3.443	A
Main Road north	462.08	115.52	460.14	384.53	451.87	0.00	808.86	337.60	0.571	0.83	1.31	10.365	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	941.05	235.26	939.81	1103.13	9.80	0.00	1930.36	1933.00	0.488	0.71	1.02	3.942	A
A39	566.03	141.51	565.32	490.95	458.66	0.00	1623.97	1296.35	0.349	0.44	0.62	3.961	A
Main Road north	565.92	141.48	559.71	470.76	553.22	0.00	750.38	337.60	0.754	1.31	2.87	18.482	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	941.05	235.26	941.04	1109.49	9.90	0.00	1930.29	1933.00	0.488	1.02	1.03	3.951	A
A39	566.03	141.51	566.03	491.68	459.26	0.00	1623.56	1296.35	0.349	0.62	0.62	3.968	A
Main Road north	565.92	141.48	565.48	471.37	553.91	0.00	749.98	337.60	0.755	2.87	2.98	19.579	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	768.37	192.09	769.59	913.22	8.20	0.00	1931.44	1933.00	0.398	1.03	0.72	3.370	A
A39	462.17	115.54	462.87	402.21	375.59	0.00	1680.12	1296.35	0.275	0.62	0.44	3.451	A
Main Road north	462.08	115.52	468.45	385.49	452.97	0.00	808.22	337.60	0.572	2.98	1.38	10.889	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Main Road south	643.47	160.87	644.18	761.44	6.81	0.00	1932.39	1933.00	0.333	0.72	0.54	3.036	A
A39	387.04	96.76	387.46	336.61	314.38	0.00	1721.49	1296.35	0.225	0.44	0.34	3.148	A
Main Road north	386.97	96.74	389.08	322.67	379.17	0.00	850.80	337.60	0.455	1.38	0.86	7.910	A

Queueing Delay Results for each time segment

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

Name	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
Main Road south	7.92	0.53	3.023	A	A
A39	4.95	0.33	3.137	A	A
Main Road north	11.82	0.79	7.713	A	A

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

Name	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
Main Road south	10.51	0.70	3.357	A	A
A39	6.50	0.43	3.443	A	A
Main Road north	18.71	1.25	10.365	B	B

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

Name	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
Main Road south	15.02	1.00	3.942	A	A
A39	9.12	0.61	3.961	A	A
Main Road north	38.54	2.57	18.482	C	B

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

Name	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
Main Road south	15.41	1.03	3.951	A	A
A39	9.31	0.62	3.968	A	A
Main Road north	43.99	2.93	19.579	C	B

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

Name	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
Main Road south	11.04	0.74	3.370	A	A
A39	6.79	0.45	3.451	A	A
Main Road north	22.24	1.48	10.889	B	B

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

Name	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
Main Road south	8.30	0.55	3.036	A	A
A39	5.17	0.34	3.148	A	A
Main Road north	13.37	0.89	7.910	A	A



Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

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Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J19

Report generation date: 01/09/2014 10:06:22

- » (Default Analysis Set) - 2018 Base, AM
- » (Default Analysis Set) - 2018 Base, PM
- » (Default Analysis Set) - 2018 Dev, AM
- » (Default Analysis Set) - 2018 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
High Street	0.17	3.55	0.11	A	0.24	3.82	0.15	A
A39 south	0.33	3.54	0.21	A	0.49	3.73	0.30	A
A39 west	0.33	2.72	0.24	A	0.22	2.43	0.18	A
A1 - 2018 Dev								
High Street	0.19	3.67	0.12	A	0.34	3.76	0.21	A
A39 south	0.45	3.72	0.28	A	0.51	3.82	0.31	A
A39 west	0.35	2.85	0.25	A	0.23	2.45	0.18	A

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

"D3 - 2018 Base, AM " model duration: 07:45 - 09:15

"D4 - 2018 Base, PM" model duration: 16:45 - 18:15

"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:06:20

File summary

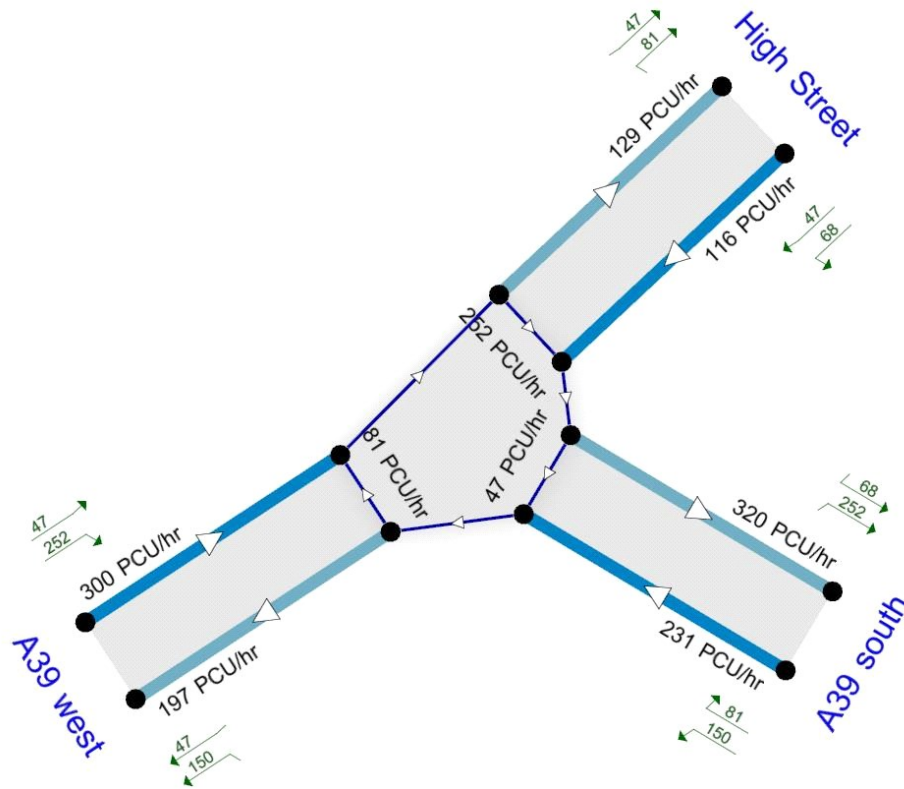
Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



20.00 m

Showing modelled flow through junction (PCU/hr).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1", Demand Set "D3 - 2018 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
High Street	1	High Street	
A39 south	2	A39 south	
A39 west	3	A39 west	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
High Street	0.00	99999.00
A39 south	0.00	99999.00
A39 west	0.00	99999.00

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
High Street	4.20	6.70	8.00	24.00	49.00	19.00	
A39 south	2.90	7.50	20.00	22.00	49.00	42.00	
A39 west	3.80	7.50	17.00	34.00	49.00	17.00	

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)
High Street		(calculated)	(calculated)	0.632	1727.841
A39 south		(calculated)	(calculated)	0.587	1619.035
A39 west		(calculated)	(calculated)	0.676	1930.483

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 (%)
High Street	ONE HOUR	✓	118.00	100.000
A39 south	ONE HOUR	✓	252.00	100.000
A39 west	ONE HOUR	✓	375.00	100.000

Turning Proportions

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

	To			
		High Street	A39 south	A39 west
	From			
	High Street	0.000	59.000	59.000
	A39 south	74.000	0.000	178.000
	A39 west	58.000	317.000	0.000

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

	To			
		High Street	A39 south	A39 west
	From			
	High Street	0.00	0.50	0.50
	A39 south	0.29	0.00	0.71
	A39 west	0.15	0.85	0.00

Vehicle Mix

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

	To			
		High Street	A39 south	A39 west
	From			
	High Street	1.000	1.540	1.070
	A39 south	1.460	1.000	1.120
	A39 west	1.090	1.060	1.000

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

	To			
From		High Street	A39 south	A39 west
	High Street	0.0	54.0	7.0
	A39 south	46.0	0.0	12.0
	A39 west	9.0	6.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
High Street	0.11	3.55	0.17	A
A39 south	0.21	3.54	0.33	A
A39 west	0.24	2.72	0.33	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
High Street	115.93	115.52	252.29	0.00	1568.52	0.074	0.10	3.233	A
A39 south	231.43	230.60	47.36	0.00	1591.25	0.145	0.21	3.226	A
A39 west	300.57	299.76	81.05	0.00	1875.73	0.160	0.20	2.430	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
High Street	138.43	138.33	301.91	0.00	1537.19	0.090	0.13	3.357	A
A39 south	276.35	276.15	56.71	0.00	1585.77	0.174	0.26	3.352	A
A39 west	358.91	358.71	97.06	0.00	1864.91	0.192	0.25	2.544	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
High Street	169.55	169.40	369.70	0.00	1494.37	0.113	0.17	3.545	A
A39 south	338.45	338.15	69.45	0.00	1578.29	0.214	0.33	3.541	A
A39 west	439.57	439.26	118.85	0.00	1850.19	0.238	0.33	2.716	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
High Street	169.55	169.54	369.96	0.00	1494.21	0.113	0.17	3.545	A
A39 south	338.45	338.45	69.51	0.00	1578.26	0.214	0.33	3.541	A
A39 west	439.57	439.57	118.95	0.00	1850.12	0.238	0.33	2.716	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
High Street	138.43	138.58	302.33	0.00	1536.92	0.090	0.13	3.361	A
A39 south	276.35	276.64	56.81	0.00	1585.71	0.174	0.26	3.357	A
A39 west	358.91	359.21	97.23	0.00	1864.80	0.192	0.25	2.545	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
High Street	115.93	116.03	253.14	0.00	1567.98	0.074	0.10	3.235	A
A39 south	231.43	231.63	47.57	0.00	1591.13	0.145	0.21	3.229	A
A39 west	300.57	300.77	81.41	0.00	1875.48	0.160	0.20	2.435	A

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Base, PM	2018 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
High Street	1	High Street	
A39 south	2	A39 south	
A39 west	3	A39 west	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
High Street	0.00	99999.00
A39 south	0.00	99999.00
A39 west	0.00	99999.00

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
High Street	4.20	6.70	8.00	24.00	49.00	19.00	
A39 south	2.90	7.50	20.00	22.00	49.00	42.00	
A39 west	3.80	7.50	17.00	34.00	49.00	17.00	

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)
High Street		(calculated)	(calculated)	0.632	1727.841
A39 south		(calculated)	(calculated)	0.587	1619.035
A39 west		(calculated)	(calculated)	0.676	1930.483

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 (%)
High Street	ONE HOUR	✓	145.00	100.000
A39 south	ONE HOUR	✓	371.00	100.000
A39 west	ONE HOUR	✓	295.00	100.000

Turning Proportions

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.000	93.000	52.000
	A39 south	65.000	0.000	306.000
	A39 west	71.000	224.000	0.000

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.00	0.64	0.36
	A39 south	0.18	0.00	0.82
	A39 west	0.24	0.76	0.00

Vehicle Mix

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

	To			
		High Street	A39 south	A39 west
From	High Street	1.000	1.650	1.020
	A39 south	1.790	1.000	1.020
	A39 west	1.000	1.030	1.000

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.0	65.0	2.0
	A39 south	79.0	0.0	2.0
	A39 west	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
High Street	0.15	3.82	0.24	A
A39 south	0.30	3.73	0.49	A
A39 west	0.18	2.43	0.22	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	155.46	154.85	173.27	0.00	1618.42	0.096	0.15	3.500	A
A39 south	322.57	321.41	39.78	0.00	1595.70	0.202	0.29	3.259	A
A39 west	227.15	226.59	87.28	0.00	1871.52	0.121	0.14	2.238	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
High Street	185.63	185.49	207.31	0.00	1596.92	0.116	0.19	3.631	A
A39 south	385.19	384.88	47.65	0.00	1591.08	0.242	0.37	3.446	A
A39 west	271.24	271.11	104.51	0.00	1859.87	0.146	0.17	2.317	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
High Street	227.35	227.13	253.87	0.00	1567.52	0.145	0.24	3.824	A
A39 south	471.75	471.28	58.34	0.00	1584.81	0.298	0.49	3.731	A
A39 west	332.20	332.00	127.97	0.00	1844.03	0.180	0.22	2.435	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	227.35	227.35	254.03	0.00	1567.42	0.145	0.24	3.824	A
A39 south	471.75	471.75	58.40	0.00	1584.78	0.298	0.49	3.734	A
A39 west	332.20	332.20	128.10	0.00	1843.94	0.180	0.22	2.435	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	185.63	185.84	207.56	0.00	1596.76	0.116	0.19	3.636	A
A39 south	385.19	385.66	47.74	0.00	1591.03	0.242	0.37	3.449	A
A39 west	271.24	271.44	104.72	0.00	1859.73	0.146	0.18	2.318	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
High Street	155.46	155.60	173.80	0.00	1618.09	0.096	0.15	3.504	A
A39 south	322.57	322.88	39.97	0.00	1595.59	0.202	0.29	3.266	A
A39 west	227.15	227.28	87.68	0.00	1871.25	0.121	0.14	2.239	A

(Default Analysis Set) - 2018 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.35	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
High Street	1	High Street	
A39 south	2	A39 south	
A39 west	3	A39 west	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
High Street	0.00	99999.00
A39 south	0.00	99999.00
A39 west	0.00	99999.00

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
High Street	4.20	6.70	8.00	24.00	49.00	19.00	
A39 south	2.90	7.50	20.00	22.00	49.00	42.00	
A39 west	3.80	7.50	17.00	34.00	49.00	17.00	

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)
High Street		(calculated)	(calculated)	0.632	1727.841
A39 south		(calculated)	(calculated)	0.587	1619.035
A39 west		(calculated)	(calculated)	0.676	1930.483

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 (%)
High Street	ONE HOUR	✓	124.00	100.000
A39 south	ONE HOUR	✓	335.00	100.000
A39 west	ONE HOUR	✓	375.00	100.000

Turning Proportions

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.000	65.000	59.000
	A39 south	157.000	0.000	178.000
	A39 west	58.000	317.000	0.000

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.00	0.52	0.48
	A39 south	0.47	0.00	0.53
	A39 west	0.15	0.85	0.00

Vehicle Mix

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

	To			
		High Street	A39 south	A39 west
From	High Street	1.000	1.580	1.070
	A39 south	1.250	1.000	1.120
	A39 west	1.090	1.060	1.000

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.0	58.0	7.0
	A39 south	25.0	0.0	12.0
	A39 west	9.0	6.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
High Street	0.12	3.67	0.19	A
A39 south	0.28	3.72	0.45	A
A39 west	0.25	2.85	0.35	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
High Street	124.85	124.38	252.27	0.00	1568.53	0.080	0.12	3.334	A
A39 south	297.84	296.75	47.35	0.00	1591.26	0.187	0.27	3.280	A
A39 west	300.57	299.74	147.21	0.00	1831.03	0.164	0.21	2.501	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
High Street	149.08	148.97	301.89	0.00	1537.19	0.097	0.14	3.467	A
A39 south	355.65	355.37	56.71	0.00	1585.77	0.224	0.34	3.455	A
A39 west	358.91	358.69	176.29	0.00	1811.38	0.198	0.26	2.638	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
High Street	182.58	182.41	369.68	0.00	1494.39	0.122	0.19	3.669	A
A39 south	435.57	435.14	69.44	0.00	1578.30	0.276	0.45	3.719	A
A39 west	439.57	439.23	215.86	0.00	1784.65	0.246	0.35	2.848	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
High Street	182.58	182.58	369.96	0.00	1494.21	0.122	0.19	3.669	A
A39 south	435.57	435.57	69.51	0.00	1578.26	0.276	0.45	3.719	A
A39 west	439.57	439.57	216.07	0.00	1784.51	0.246	0.35	2.849	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
High Street	149.08	149.24	302.36	0.00	1536.90	0.097	0.14	3.469	A
A39 south	355.65	356.07	56.82	0.00	1585.70	0.224	0.34	3.457	A
A39 west	358.91	359.24	176.63	0.00	1811.15	0.198	0.26	2.639	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
High Street	124.85	124.96	253.16	0.00	1567.97	0.080	0.12	3.338	A
A39 south	297.84	298.12	47.57	0.00	1591.13	0.187	0.27	3.290	A
A39 west	300.57	300.79	147.89	0.00	1830.57	0.164	0.21	2.507	A

(Default Analysis Set) - 2018 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
High Street	1	High Street	
A39 south	2	A39 south	
A39 west	3	A39 west	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
High Street	0.00	99999.00
A39 south	0.00	99999.00
A39 west	0.00	99999.00

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
High Street	4.20	6.70	8.00	24.00	49.00	19.00	
A39 south	2.90	7.50	20.00	22.00	49.00	42.00	
A39 west	3.80	7.50	17.00	34.00	49.00	17.00	

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)
High Street		(calculated)	(calculated)	0.632	1727.841
A39 south		(calculated)	(calculated)	0.587	1619.035
A39 west		(calculated)	(calculated)	0.676	1930.483

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 (%)
High Street	ONE HOUR	✓	227.00	100.000
A39 south	ONE HOUR	✓	377.00	100.000
A39 west	ONE HOUR	✓	295.00	100.000

Turning Proportions

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.000	175.000	52.000
	A39 south	71.000	0.000	306.000
	A39 west	71.000	224.000	0.000

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

	To			
		High Street	A39 south	A39 west
From	High Street	0.00	0.77	0.23
	A39 south	0.19	0.00	0.81
	A39 west	0.24	0.76	0.00

Vehicle Mix

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

	To			
From		High Street	A39 south	A39 west
	High Street	1.000	1.380	1.020
	A39 south	1.810	1.000	1.020
	A39 west	1.000	1.030	1.000

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

	To			
From		High Street	A39 south	A39 west
	High Street	0.0	38.0	2.0
	A39 south	81.0	0.0	2.0
	A39 west	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
High Street	0.21	3.76	0.34	A
A39 south	0.31	3.82	0.51	A
A39 west	0.18	2.45	0.23	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	221.75	220.92	173.27	0.00	1618.42	0.137	0.21	3.341	A
A39 south	331.73	330.51	39.78	0.00	1595.70	0.208	0.31	3.322	A
A39 west	227.15	226.58	96.39	0.00	1865.36	0.122	0.14	2.247	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
High Street	264.79	264.58	207.31	0.00	1596.92	0.166	0.26	3.505	A
A39 south	396.12	395.80	47.64	0.00	1591.08	0.249	0.39	3.520	A
A39 west	271.24	271.11	115.43	0.00	1852.50	0.146	0.17	2.328	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
High Street	324.29	323.97	253.87	0.00	1567.52	0.207	0.34	3.756	A
A39 south	485.14	484.63	58.34	0.00	1584.81	0.306	0.51	3.822	A
A39 west	332.20	332.00	141.34	0.00	1834.99	0.181	0.23	2.449	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	324.29	324.29	254.03	0.00	1567.42	0.207	0.34	3.756	A
A39 south	485.14	485.14	58.40	0.00	1584.78	0.306	0.51	3.825	A
A39 west	332.20	332.20	141.49	0.00	1834.89	0.181	0.23	2.449	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
High Street	264.79	265.10	207.56	0.00	1596.76	0.166	0.26	3.507	A
A39 south	396.12	396.62	47.74	0.00	1591.03	0.249	0.39	3.526	A
A39 west	271.24	271.44	115.67	0.00	1852.34	0.146	0.18	2.328	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
High Street	221.75	221.95	173.80	0.00	1618.08	0.137	0.21	3.345	A
A39 south	331.73	332.05	39.97	0.00	1595.59	0.208	0.31	3.330	A
A39 west	227.15	227.29	96.84	0.00	1865.06	0.122	0.14	2.247	A

Junctions 8							
PICADY 8 - Priority Intersection Module							
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014							
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Filename: J20 east High Street - Fore Street - Rodway.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J20 east

Report generation date: 01/09/2014 10:14:04

- » (Default Analysis Set) - 2018 Base, AM
- » (Default Analysis Set) - 2018 Base, PM
- » (Default Analysis Set) - 2018 Dev, AM
- » (Default Analysis Set) - 2018 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
Stream B-AC	0.91	11.29	0.47	B	2.30	18.71	0.70	C
Stream C-AB	1.72	14.73	0.61	B	0.82	9.34	0.42	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2018 Dev								
Stream B-AC	0.94	11.61	0.48	B	2.31	18.82	0.70	C
Stream C-AB	1.91	16.22	0.63	C	0.83	9.41	0.42	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.

"D3 - 2018 Base, AM" model duration: 07:45 - 09:15

"D4 - 2018 Base, PM" model duration: 16:45 - 18:15

"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:14:02

File summary

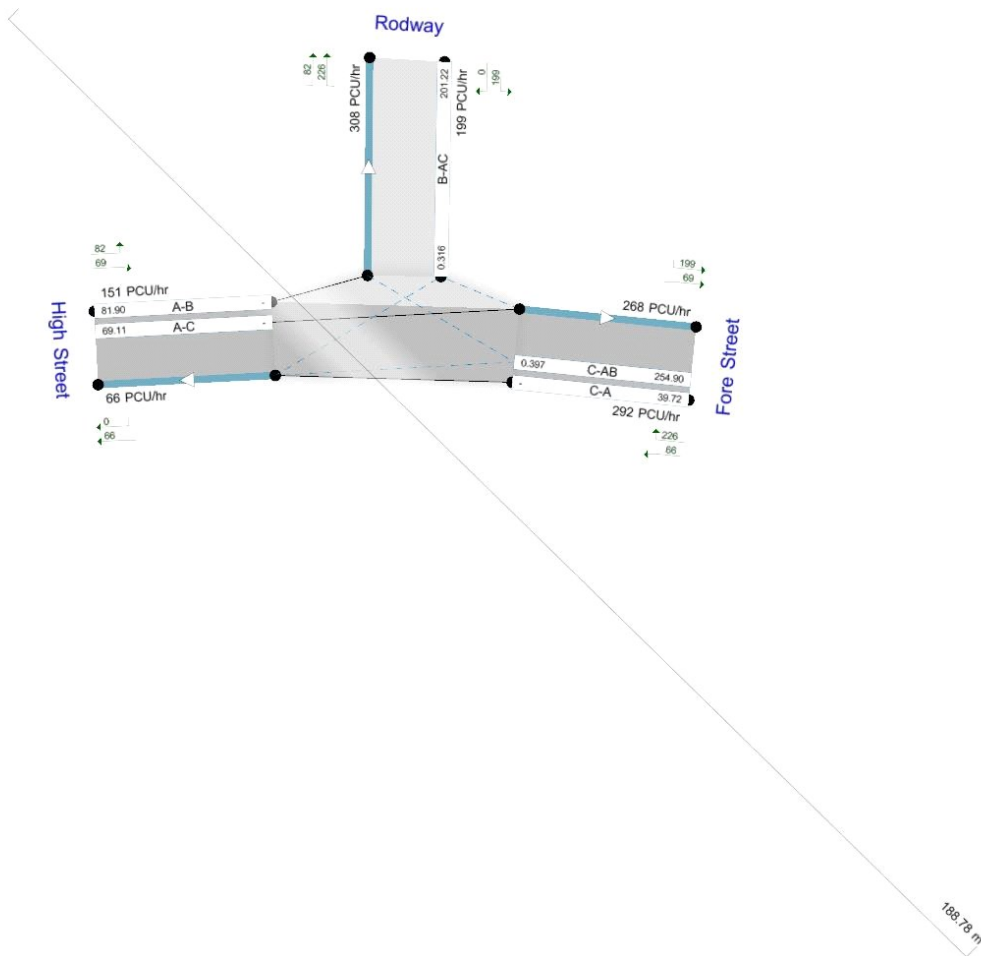
Title	(untitled)
Location	
Site Number	
Date	03/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RVC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2018 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.24	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
High Street	A	High Street		Major
Rodway	B	Rodway		Minor
Fore Street	C	Fore Street		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Fore Street	7.84		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Rodway	One lane	3.48										27	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	164.00	100.000
Rodway	ONE HOUR	✓	257.00	100.000
Fore Street	ONE HOUR	✓	376.00	100.000

Turning Proportions

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.000	74.000	90.000
	Rodway	0.000	0.000	257.000
	Fore Street	81.000	295.000	0.000

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.00	0.45	0.55
	Rodway	0.00	0.00	1.00
	Fore Street	0.22	0.78	0.00

Vehicle Mix

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

	To			
		High Street	Rodway	Fore Street
From	High Street	1.000	1.470	1.020
	Rodway	1.000	1.000	1.040
	Fore Street	1.080	1.030	1.000

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.0	47.0	2.0
	Rodway	0.0	0.0	4.0
	Fore Street	8.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	11.29	0.91	B
C-AB	0.61	14.73	1.72	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	201.22	199.33	0.00	636.86	0.316	0.47	8.521	A
C-AB	254.90	252.02	0.00	641.85	0.397	0.72	9.500	A
C-A	39.72	39.72	0.00	-	-	-	-	-
A-B	81.90	81.90	0.00	-	-	-	-	-
A-C	69.11	69.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.28	239.66	0.00	632.22	0.380	0.63	9.522	A
C-AB	311.48	310.26	0.00	644.27	0.483	1.02	11.132	B
C-A	40.31	40.31	0.00	-	-	-	-	-
A-B	97.79	97.79	0.00	-	-	-	-	-
A-C	82.53	82.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	294.28	293.18	0.00	625.81	0.470	0.90	11.217	B
C-AB	393.60	390.96	0.00	647.63	0.608	1.68	14.436	B
C-A	37.26	37.26	0.00	-	-	-	-	-
A-B	119.77	119.77	0.00	-	-	-	-	-
A-C	101.07	101.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	294.28	294.24	0.00	625.81	0.470	0.91	11.288	B
C-AB	393.99	393.84	0.00	647.98	0.608	1.72	14.732	B
C-A	36.87	36.87	0.00	-	-	-	-	-
A-B	119.77	119.77	0.00	-	-	-	-	-
A-C	101.07	101.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.28	241.34	0.00	632.22	0.380	0.65	9.604	A
C-AB	311.95	314.52	0.00	644.77	0.484	1.08	11.416	B
C-A	39.84	39.84	0.00	-	-	-	-	-
A-B	97.79	97.79	0.00	-	-	-	-	-
A-C	82.53	82.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	201.22	201.87	0.00	636.86	0.316	0.49	8.621	A
C-AB	255.34	256.67	0.00	642.21	0.398	0.75	9.717	A
C-A	39.28	39.28	0.00	-	-	-	-	-
A-B	81.90	81.90	0.00	-	-	-	-	-
A-C	69.11	69.11	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Base, PM	2018 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
High Street	A	High Street		Major
Rodway	B	Rodway		Minor
Fore Street	C	Fore Street		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Fore Street	7.84		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Rodway	One lane	3.48										27	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	54.00	100.000
Rodway	ONE HOUR	✓	405.00	100.000
Fore Street	ONE HOUR	✓	310.00	100.000

Turning Proportions

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.000	54.000	0.000
	Rodway	0.000	0.000	405.000
	Fore Street	97.000	213.000	0.000

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.00	1.00	0.00
	Rodway	0.00	0.00	1.00
	Fore Street	0.31	0.69	0.00

Vehicle Mix

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

	To			
From		High Street	Rodway	Fore Street
	High Street	1.000	1.930	1.000
	Rodway	1.000	1.000	1.020
	Fore Street	1.010	1.020	1.000

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.0	93.0	0.0
	Rodway	0.0	0.0	2.0
	Fore Street	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.70	18.71	2.30	C
C-AB	0.42	9.34	0.82	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	311.00	307.38	0.00	653.46	0.476	0.91	10.506	B
C-AB	184.03	182.34	0.00	662.79	0.278	0.42	7.612	A
C-A	53.29	53.29	0.00	-	-	-	-	-
A-B	78.46	78.46	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	371.37	369.76	0.00	652.04	0.570	1.31	12.935	B
C-AB	225.13	224.57	0.00	669.08	0.336	0.56	8.248	A
C-A	58.26	58.26	0.00	-	-	-	-	-
A-B	93.69	93.69	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	454.83	451.12	0.00	650.08	0.700	2.24	18.108	C
C-AB	284.81	283.81	0.00	677.76	0.420	0.81	9.300	A
C-A	62.27	62.27	0.00	-	-	-	-	-
A-B	114.75	114.75	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	454.83	454.57	0.00	650.08	0.700	2.30	18.712	C
C-AB	284.96	284.93	0.00	677.91	0.420	0.82	9.344	A
C-A	62.12	62.12	0.00	-	-	-	-	-
A-B	114.75	114.75	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	371.37	375.00	0.00	652.04	0.570	1.39	13.424	B
C-AB	225.32	226.28	0.00	669.30	0.337	0.58	8.303	A
C-A	58.06	58.06	0.00	-	-	-	-	-
A-B	93.69	93.69	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	311.00	312.79	0.00	653.46	0.476	0.95	10.834	B
C-AB	184.29	184.87	0.00	662.99	0.278	0.43	7.685	A
C-A	53.03	53.03	0.00	-	-	-	-	-
A-B	78.46	78.46	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	14.23	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
High Street	A	High Street		Major
Rodway	B	Rodway		Minor
Fore Street	C	Fore Street		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Fore Street	7.84		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Rodway	One lane	3.48										27	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	247.00	100.000
Rodway	ONE HOUR	✓	257.00	100.000
Fore Street	ONE HOUR	✓	376.00	100.000

Turning Proportions

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.000	157.000	90.000
	Rodway	0.000	0.000	257.000
	Fore Street	81.000	295.000	0.000

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.00	0.64	0.36
	Rodway	0.00	0.00	1.00
	Fore Street	0.22	0.78	0.00

Vehicle Mix

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

	To			
		High Street	Rodway	Fore Street
From	High Street	1.000	1.260	1.020
	Rodway	1.000	1.000	1.040
	Fore Street	1.080	1.030	1.000

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

	To			
		High Street	Rodway	Fore Street
From	High Street	0.0	26.0	2.0
	Rodway	0.0	0.0	4.0
	Fore Street	8.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.48	11.61	0.94	B
C-AB	0.63	16.22	1.91	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	201.22	199.30	0.00	630.62	0.319	0.48	8.643	A
C-AB	255.57	252.58	0.00	627.30	0.407	0.75	9.878	A
C-A	39.04	39.04	0.00	-	-	-	-	-
A-B	148.93	148.93	0.00	-	-	-	-	-
A-C	69.11	69.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.28	239.64	0.00	624.76	0.385	0.64	9.704	A
C-AB	312.71	311.36	0.00	627.04	0.499	1.09	11.775	B
C-A	39.09	39.09	0.00	-	-	-	-	-
A-B	177.84	177.84	0.00	-	-	-	-	-
A-C	82.53	82.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	294.28	293.13	0.00	616.67	0.477	0.93	11.528	B
C-AB	395.97	392.89	0.00	626.77	0.632	1.86	15.811	C
C-A	34.89	34.89	0.00	-	-	-	-	-
A-B	217.80	217.80	0.00	-	-	-	-	-
A-C	101.07	101.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	294.28	294.24	0.00	616.67	0.477	0.94	11.608	B
C-AB	396.44	396.25	0.00	627.19	0.632	1.91	16.223	C
C-A	34.42	34.42	0.00	-	-	-	-	-
A-B	217.80	217.80	0.00	-	-	-	-	-
A-C	101.07	101.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.28	241.39	0.00	624.76	0.385	0.66	9.795	A
C-AB	313.26	316.27	0.00	627.64	0.499	1.15	12.139	B
C-A	38.54	38.54	0.00	-	-	-	-	-
A-B	177.84	177.84	0.00	-	-	-	-	-
A-C	82.53	82.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	201.22	201.89	0.00	630.62	0.319	0.49	8.748	A
C-AB	256.06	257.54	0.00	627.70	0.408	0.78	10.127	B
C-A	38.56	38.56	0.00	-	-	-	-	-
A-B	148.93	148.93	0.00	-	-	-	-	-
A-C	69.11	69.11	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.26	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
High Street	A	High Street		Major
Rodway	B	Rodway		Minor
Fore Street	C	Fore Street		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Fore Street	7.84		0.00		2.20	100.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Rodway	One lane	3.48										27	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
High Street	ONE HOUR	✓	60.00	100.000
Rodway	ONE HOUR	✓	405.00	100.000
Fore Street	ONE HOUR	✓	310.00	100.000

Turning Proportions

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.000	60.000	0.000
	Rodway	0.000	0.000	405.000
	Fore Street	97.000	213.000	0.000

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.00	1.00	0.00
	Rodway	0.00	0.00	1.00
	Fore Street	0.31	0.69	0.00

Vehicle Mix

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

	To			
From		High Street	Rodway	Fore Street
	High Street	1.000	1.930	1.000
	Rodway	1.000	1.000	1.020
	Fore Street	1.010	1.020	1.000

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

	To			
From		High Street	Rodway	Fore Street
	High Street	0.0	93.0	0.0
	Rodway	0.0	0.0	2.0
	Fore Street	1.0	2.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.70	18.82	2.31	C
C-AB	0.42	9.41	0.83	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	311.00	307.37	0.00	652.65	0.477	0.91	10.529	B
C-AB	184.10	182.40	0.00	660.91	0.279	0.42	7.644	A
C-A	53.22	53.22	0.00	-	-	-	-	-
A-B	87.18	87.18	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	371.37	369.75	0.00	651.07	0.570	1.31	12.973	B
C-AB	225.24	224.68	0.00	666.85	0.338	0.57	8.292	A
C-A	58.14	58.14	0.00	-	-	-	-	-
A-B	104.10	104.10	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	454.83	451.09	0.00	648.89	0.701	2.25	18.210	C
C-AB	285.03	284.02	0.00	675.07	0.422	0.82	9.367	A
C-A	62.05	62.05	0.00	-	-	-	-	-
A-B	127.50	127.50	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	454.83	454.57	0.00	648.89	0.701	2.31	18.825	C
C-AB	285.18	285.15	0.00	675.22	0.422	0.83	9.414	A
C-A	61.89	61.89	0.00	-	-	-	-	-
A-B	127.50	127.50	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	371.37	375.03	0.00	651.07	0.570	1.40	13.472	B
C-AB	225.44	226.41	0.00	667.08	0.338	0.58	8.346	A
C-A	57.94	57.94	0.00	-	-	-	-	-
A-B	104.10	104.10	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	311.00	312.80	0.00	652.65	0.477	0.95	10.863	B
C-AB	184.36	184.94	0.00	661.11	0.279	0.44	7.715	A
C-A	52.97	52.97	0.00	-	-	-	-	-
A-B	87.18	87.18	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: J20 west High Street - Rodway.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 1\J20 west

Report generation date: 01/09/2014 10:23:59

» (Default Analysis Set) - 2018 Base, AM

» (Default Analysis Set) - 2018 Base, PM

» (Default Analysis Set) - 2018 Dev, AM

» (Default Analysis Set) - 2018 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2018 Base								
Stream B-AC	0.39	11.78	0.21	B	0.46	14.58	0.19	B
Stream C-AB	0.66	8.09	0.27	A	2.08	10.78	0.53	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2018 Dev								
Stream B-AC	0.77	12.91	0.38	B	0.53	14.98	0.22	B
Stream C-AB	0.76	8.73	0.30	A	5.70	23.03	0.78	C
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D3 - 2018 Base, AM" model duration: 07:45 - 09:15

"D4 - 2018 Base, PM" model duration: 16:45 - 18:15

"D5 - 2018 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2018 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:23:57

File summary

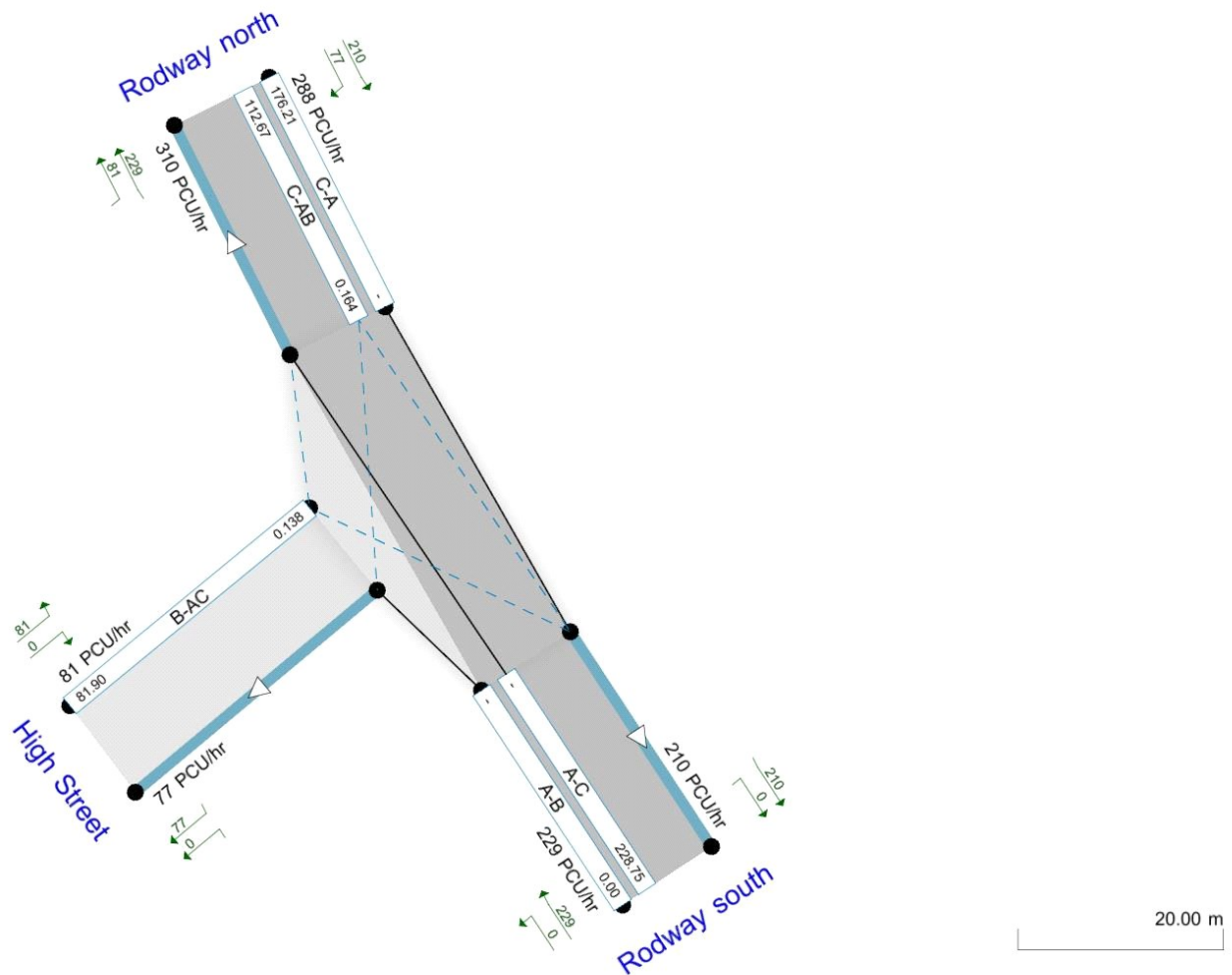
Title	(untitled)
Location	
Site Number	
Date	03/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr). Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1 ", Demand Set "D3 - 2018 Base, AM "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Base, AM	2018 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	9.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Rodway south	A	Rodway south		Major
High Street	B	High Street		Minor
Rodway north	C	Rodway north		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Rodway north	7.73		0.00		2.20	23.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
High Street	One lane	3.26										26	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	295.00	100.000
High Street	ONE HOUR	✓	74.00	100.000
Rodway north	ONE HOUR	✓	346.00	100.000

Turning Proportions

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

	To			
From		Rodway south	High Street	Rodway north
	Rodway south	0.000	0.000	295.000
	High Street	0.000	0.000	74.000
	Rodway north	269.000	77.000	0.000

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

	To			
From		Rodway south	High Street	Rodway north
	Rodway south	0.00	0.00	1.00
	High Street	0.00	0.00	1.00
	Rodway north	0.78	0.22	0.00

Vehicle Mix

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

	To			
From		Rodway south	High Street	Rodway north
	Rodway south	1.000	1.000	1.030
	High Street	1.000	1.000	1.470
	Rodway north	1.040	1.350	1.000

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

	To			
		Rodway south	High Street	Rodway north
From	Rodway south	0.0	0.0	3.0
	High Street	0.0	0.0	47.0
	Rodway north	4.0	35.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	11.78	0.39	B
C-AB	0.27	8.09	0.66	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.90	80.97	0.00	593.64	0.138	0.23	10.304	B
C-AB	112.67	111.32	0.00	686.47	0.164	0.34	7.738	A
C-A	176.21	176.21	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	228.75	228.75	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.79	97.55	0.00	583.35	0.168	0.29	10.887	B
C-AB	145.06	144.58	0.00	707.15	0.205	0.46	7.879	A
C-A	199.89	199.89	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.15	273.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.77	119.39	0.00	569.13	0.210	0.39	11.757	B
C-AB	196.37	195.55	0.00	736.00	0.267	0.66	8.088	A
C-A	226.11	226.11	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	334.55	334.55	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	119.77	119.76	0.00	569.13	0.210	0.39	11.776	B
C-AB	196.65	196.64	0.00	736.32	0.267	0.66	8.036	A
C-A	225.83	225.83	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	334.55	334.55	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.79	98.14	0.00	583.35	0.168	0.30	10.916	B
C-AB	145.41	146.21	0.00	707.64	0.205	0.46	7.759	A
C-A	199.54	199.54	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.15	273.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.90	82.14	0.00	593.64	0.138	0.24	10.352	B
C-AB	113.20	113.67	0.00	686.93	0.165	0.35	7.711	A
C-A	175.68	175.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	228.75	228.75	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Base, PM	2018 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.61	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Rodway south	A	Rodway south		Major
High Street	B	High Street		Minor
Rodway north	C	Rodway north		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Rodway north	7.73		0.00		2.20	23.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
High Street	One lane	3.26										26	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	213.00	100.000
High Street	ONE HOUR	✓	54.00	100.000
Rodway north	ONE HOUR	✓	538.00	100.000

Turning Proportions

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

	To			
		Rodway south	High Street	Rodway north
From				
	Rodway south	0.000	0.000	213.000
	High Street	0.000	0.000	54.000
	Rodway north	405.000	133.000	0.000

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

	To			
		Rodway south	High Street	Rodway north
From				
	Rodway south	0.00	0.00	1.00
	High Street	0.00	0.00	1.00
	Rodway north	0.75	0.25	0.00

Vehicle Mix

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

	To			
		Rodway south	High Street	Rodway north
From				
	Rodway south	1.000	1.000	1.020
	High Street	1.000	1.000	1.930
	Rodway north	1.020	1.450	1.000

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

	To			
		Rodway south	High Street	Rodway north
From				
	Rodway south	0.0	0.0	2.0
	High Street	0.0	0.0	93.0
	Rodway north	2.0	45.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	14.58	0.46	B
C-AB	0.53	10.78	2.08	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	78.46	77.34	0.00	608.74	0.129	0.28	13.048	B
C-AB	242.37	239.10	0.00	767.42	0.316	0.82	8.432	A
C-A	213.82	213.82	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	163.56	163.56	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.69	93.41	0.00	601.39	0.156	0.35	13.671	B
C-AB	322.96	321.37	0.00	805.40	0.401	1.21	9.192	A
C-A	221.78	221.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	195.31	195.31	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.75	114.32	0.00	591.22	0.194	0.46	14.555	B
C-AB	453.94	450.53	0.00	856.69	0.530	2.06	10.776	B
C-A	213.23	213.23	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	239.21	239.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	114.75	114.73	0.00	591.22	0.194	0.46	14.581	B
C-AB	455.70	455.64	0.00	858.17	0.531	2.08	10.741	B
C-A	211.47	211.47	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	239.21	239.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.69	94.08	0.00	601.39	0.156	0.36	13.708	B
C-AB	324.90	328.30	0.00	807.57	0.402	1.23	9.022	A
C-A	219.84	219.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	195.31	195.31	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	78.46	78.75	0.00	608.74	0.129	0.29	13.116	B
C-AB	244.25	245.81	0.00	768.99	0.318	0.84	8.427	A
C-A	211.94	211.94	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	163.56	163.56	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Dev, AM	2018 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	10.91	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Rodway south	A	Rodway south		Major
High Street	B	High Street		Minor
Rodway north	C	Rodway north		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Rodway north	7.73		0.00		2.20	23.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
High Street	One lane	3.26										26	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	295.00	100.000
High Street	ONE HOUR	✓	157.00	100.000
Rodway north	ONE HOUR	✓	341.00	100.000

Turning Proportions

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.000	0.000	295.000
	High Street	0.000	0.000	157.000
	Rodway north	258.000	83.000	0.000

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.00	0.00	1.00
	High Street	0.00	0.00	1.00
	Rodway north	0.76	0.24	0.00

Vehicle Mix

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	1.000	1.000	1.030
	High Street	1.000	1.000	1.260
	Rodway north	1.040	1.400	1.000

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.0	0.0	3.0
	High Street	0.0	0.0	26.0
	Rodway north	4.0	40.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	12.91	0.77	B
C-AB	0.30	8.73	0.76	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	148.93	147.27	0.00	593.64	0.251	0.42	10.125	B
C-AB	124.19	122.66	0.00	680.47	0.183	0.38	8.186	A
C-A	165.29	165.29	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	228.75	228.75	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	177.84	177.33	0.00	583.35	0.305	0.54	11.156	B
C-AB	159.49	158.95	0.00	699.98	0.228	0.52	8.404	A
C-A	186.18	186.18	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.15	273.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	217.80	216.92	0.00	569.13	0.383	0.76	12.844	B
C-AB	215.19	214.24	0.00	727.21	0.296	0.76	8.728	A
C-A	208.17	208.17	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	334.55	334.55	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	217.80	217.77	0.00	569.13	0.383	0.77	12.907	B
C-AB	215.51	215.50	0.00	727.56	0.296	0.76	8.662	A
C-A	207.85	207.85	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	334.55	334.55	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	177.84	178.68	0.00	583.35	0.305	0.56	11.234	B
C-AB	159.90	160.83	0.00	700.53	0.228	0.53	8.260	A
C-A	185.78	185.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	273.15	273.15	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	148.93	149.46	0.00	593.64	0.251	0.43	10.226	B
C-AB	124.79	125.32	0.00	680.98	0.183	0.39	8.158	A
C-A	164.70	164.70	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	228.75	228.75	0.00	-	-	-	-	-

(Default Analysis Set) - 2018 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2018 Dev, PM	2018 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	21.63	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Rodway south	A	Rodway south		Major
High Street	B	High Street		Minor
Rodway north	C	Rodway north		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Rodway north	7.73		0.00		2.20	23.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
High Street	One lane	3.26										26	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Rodway south	ONE HOUR	✓	213.00	100.000
High Street	ONE HOUR	✓	60.00	100.000
Rodway north	ONE HOUR	✓	621.00	100.000

Turning Proportions

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.000	0.000	213.000
	High Street	0.000	0.000	60.000
	Rodway north	405.000	216.000	0.000

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.00	0.00	1.00
	High Street	0.00	0.00	1.00
	Rodway north	0.65	0.35	0.00

Vehicle Mix

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	1.000	1.000	1.020
	High Street	1.000	1.000	1.930
	Rodway north	1.020	1.310	1.000

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

	To			
		Rodway south	High Street	Rodway north
	From			
	Rodway south	0.0	0.0	2.0
	High Street	0.0	0.0	93.0
	Rodway north	2.0	31.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	14.98	0.53	B
C-AB	0.78	23.03	5.70	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.18	85.91	0.00	608.74	0.143	0.32	13.258	B
C-AB	357.50	351.98	0.00	768.19	0.465	1.38	10.106	B
C-A	166.53	166.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	163.56	163.56	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.10	103.78	0.00	601.39	0.173	0.40	13.954	B
C-AB	474.34	470.66	0.00	806.04	0.588	2.30	12.668	B
C-A	151.40	151.40	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	195.31	195.31	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.50	127.01	0.00	591.22	0.216	0.52	14.950	B
C-AB	667.77	655.63	0.00	858.08	0.778	5.34	20.845	C
C-A	98.61	98.61	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	239.21	239.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	127.50	127.48	0.00	591.22	0.216	0.53	14.982	B
C-AB	678.05	676.58	0.00	863.81	0.785	5.70	23.032	C
C-A	88.32	88.32	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	239.21	239.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	104.10	104.56	0.00	601.39	0.173	0.41	13.997	B
C-AB	481.99	494.97	0.00	813.02	0.593	2.46	13.494	B
C-A	143.76	143.76	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	195.31	195.31	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	87.18	87.51	0.00	608.74	0.143	0.33	13.338	B
C-AB	361.46	365.48	0.00	771.39	0.469	1.45	10.413	B
C-A	162.57	162.57	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	163.56	163.56	0.00	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2014	
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Filename: J38 A403 Chittening Road - Severn Road.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 2\J38

Report generation date: 01/09/2014 10:27:39

-
- » (Default Analysis Set) - 2020 Base, AM
 - » (Default Analysis Set) - 2020 Base, PM
 - » (Default Analysis Set) - 2020 Dev, AM
 - » (Default Analysis Set) - 2020 Dev, PM
 - » (Default Analysis Set) - 2020 Dev Sens, AM
 - » (Default Analysis Set) - 2020 Dev Sens, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2020 Base								
Stream B-C	0.43	10.52	0.25	B	0.11	7.58	0.09	A
Stream B-A	0.54	16.59	0.33	C	0.34	13.66	0.25	B
Stream C-AB	0.40	12.95	0.23	B	0.90	12.50	0.42	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2020 Dev								
Stream B-C	0.44	10.74	0.25	B	0.16	7.48	0.12	A
Stream B-A	0.58	17.59	0.34	C	0.36	14.57	0.26	B
Stream C-AB	0.52	13.13	0.28	B	0.93	12.72	0.43	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2020 Dev Sens								
Stream B-C	0.49	11.94	0.28	B	0.17	8.01	0.13	A
Stream B-A	0.79	20.34	0.42	C	0.49	16.56	0.33	C
Stream C-AB	0.54	13.33	0.29	B	1.00	13.12	0.44	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.

"D3 - 2020 Base, AM" model duration: 07:45 - 09:15

"D4 - 2020 Base, PM" model duration: 16:45 - 18:15

"D5 - 2020 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Dev, PM" model duration: 16:45 - 18:15

"D7 - 2020 Dev Sens, AM" model duration: 07:45 - 09:15

"D8 - 2020 Dev Sens, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:27:36

File summary

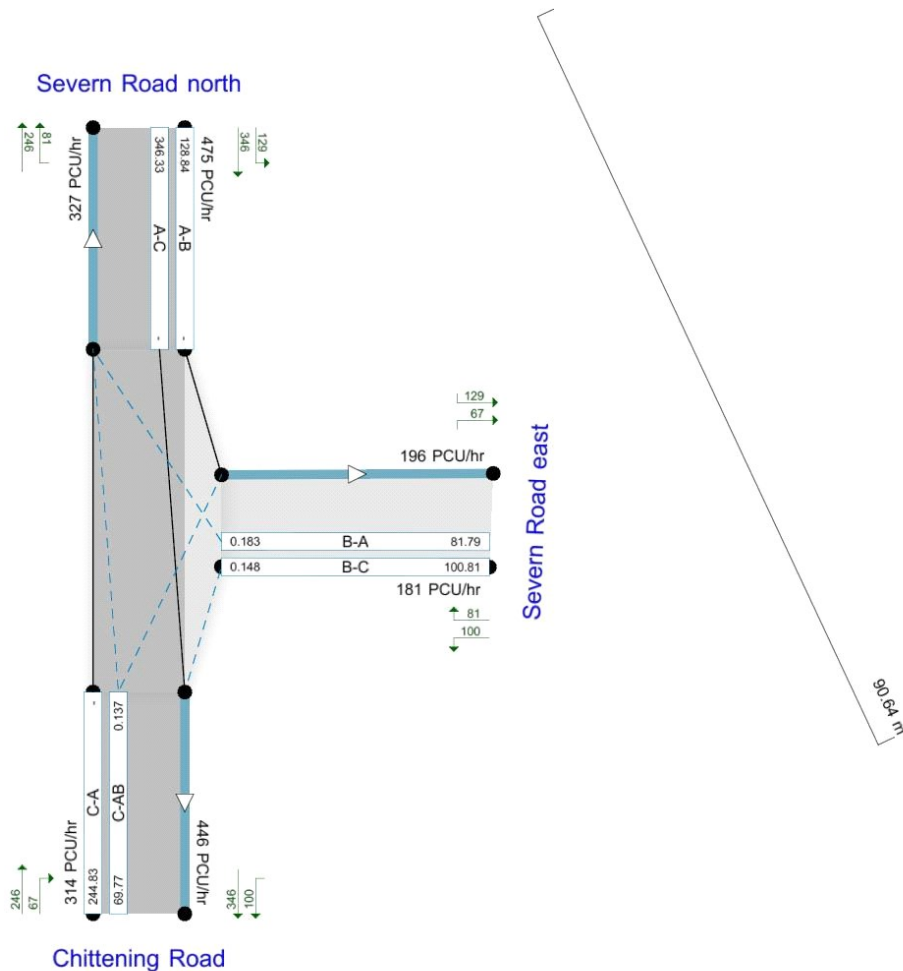
Title	(untitled)
Location	
Site Number	
Date	03/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr). Streams (downstreams) show RFC (s).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1"; Demand Set "D3 - 2020 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2020 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Base, AM	2020 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.16	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	621.249	0.106	0.269	0.169	0.384
1	B-C	833.928	0.120	0.304	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	531.00	100.000
Severn Road east	ONE HOUR	✓	200.00	100.000
Chittening Road	ONE HOUR	✓	307.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.000	157.000	374.000
	Severn Road east	97.000	0.000	103.000
	Chittening Road	239.000	68.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.00	0.30	0.70
	Severn Road east	0.49	0.00	0.52
	Chittening Road	0.78	0.22	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	1.000	1.090	1.230
	Severn Road east	1.120	1.000	1.300
	Chittening Road	1.370	1.330	1.000

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

	To			
From		Severn Road north	Severn Road east	Chittening Road
	Severn Road north	0.0	9.0	23.0
	Severn Road east	12.0	0.0	30.0
	Chittening Road	37.0	33.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	10.52	0.43	B
B-A	0.33	16.59	0.54	C
C-AB	0.23	12.95	0.40	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	100.81	99.91	0.00	679.20	0.148	0.22	8.067	A
B-A	81.79	80.80	0.00	446.06	0.183	0.25	11.009	B
C-AB	69.77	68.92	0.00	508.38	0.137	0.21	10.882	B
C-A	244.83	244.83	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	346.33	346.33	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	120.37	120.09	0.00	645.04	0.187	0.29	8.910	A
B-A	97.67	97.29	0.00	411.32	0.237	0.34	12.824	B
C-AB	84.77	84.50	0.00	493.96	0.172	0.28	11.697	B
C-A	290.89	290.89	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	413.55	413.55	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	147.43	146.91	0.00	593.02	0.249	0.42	10.474	B
B-A	119.61	118.84	0.00	362.70	0.330	0.54	16.479	C
C-AB	107.78	107.30	0.00	478.27	0.225	0.40	12.916	B
C-A	352.31	352.31	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	506.49	506.49	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	147.43	147.41	0.00	592.29	0.249	0.43	10.519	B
B-A	119.61	119.59	0.00	362.58	0.330	0.54	16.588	C
C-AB	107.78	107.76	0.00	478.48	0.225	0.40	12.949	B
C-A	352.31	352.31	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	506.49	506.49	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	120.37	120.87	0.00	644.11	0.187	0.30	8.954	A
B-A	97.67	98.42	0.00	411.20	0.238	0.36	12.920	B
C-AB	84.77	85.23	0.00	494.36	0.171	0.29	11.741	B
C-A	290.89	290.89	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	413.55	413.55	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	100.81	101.10	0.00	678.23	0.149	0.23	8.114	A
B-A	81.79	82.19	0.00	445.81	0.183	0.26	11.102	B
C-AB	69.77	70.05	0.00	508.51	0.137	0.22	10.940	B
C-A	244.83	244.83	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	346.33	346.33	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Base, PM	2020 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.07	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	669.919	0.115	0.290	0.182	0.414
1	B-C	771.732	0.111	0.281	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	389.00	100.000
Severn Road east	ONE HOUR	✓	121.00	100.000
Chittening Road	ONE HOUR	✓	607.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.000	144.000	245.000
	Severn Road east	80.000	0.000	41.000
	Chittening Road	454.000	153.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.00	0.37	0.63
	Severn Road east	0.66	0.00	0.34
	Chittening Road	0.75	0.25	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	1.000	1.010	1.260
	Severn Road east	1.030	1.000	1.180
	Chittening Road	1.200	1.150	1.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.0	1.0	26.0
	Severn Road east	3.0	0.0	18.0
	Chittening Road	20.0	15.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	7.58	0.11	A
B-A	0.25	13.66	0.34	B
C-AB	0.42	12.50	0.90	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.42	36.15	0.00	670.54	0.054	0.07	6.693	A
B-A	62.04	61.40	0.00	460.31	0.135	0.16	9.267	A
C-AB	141.71	140.10	0.00	554.41	0.256	0.40	9.985	A
C-A	400.91	400.91	0.00	-	-	-	-	-
A-B	109.49	109.49	0.00	-	-	-	-	-
A-C	232.41	232.41	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
B-C	43.49	43.42	0.00	647.95	0.067	0.08	7.026	A
B-A	74.08	73.84	0.00	419.04	0.177	0.22	10.733	B
C-AB	177.56	176.93	0.00	557.30	0.319	0.56	10.907	B
C-A	470.38	470.38	0.00	-	-	-	-	-
A-B	130.75	130.75	0.00	-	-	-	-	-
A-C	277.51	277.51	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	53.27	53.16	0.00	613.70	0.087	0.11	7.575	A
B-A	90.72	90.25	0.00	362.52	0.250	0.34	13.593	B
C-AB	239.89	238.59	0.00	573.39	0.418	0.89	12.405	B
C-A	553.67	553.67	0.00	-	-	-	-	-
A-B	160.13	160.13	0.00	-	-	-	-	-
A-C	339.89	339.89	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	53.27	53.27	0.00	613.21	0.087	0.11	7.585	A
B-A	90.72	90.71	0.00	362.17	0.251	0.34	13.656	B
C-AB	239.89	239.82	0.00	574.25	0.418	0.90	12.498	B
C-A	553.67	553.67	0.00	-	-	-	-	-
A-B	160.13	160.13	0.00	-	-	-	-	-
A-C	339.89	339.89	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	43.49	43.60	0.00	647.27	0.067	0.09	7.037	A
B-A	74.08	74.54	0.00	418.53	0.177	0.22	10.795	B
C-AB	177.56	178.81	0.00	558.87	0.318	0.59	11.020	B
C-A	470.38	470.38	0.00	-	-	-	-	-
A-B	130.75	130.75	0.00	-	-	-	-	-
A-C	277.51	277.51	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	36.42	36.49	0.00	669.86	0.054	0.07	6.706	A
B-A	62.04	62.28	0.00	459.57	0.135	0.16	9.340	A
C-AB	141.71	142.39	0.00	554.98	0.255	0.42	10.094	B
C-A	400.91	400.91	0.00	-	-	-	-	-
A-B	109.49	109.49	0.00	-	-	-	-	-
A-C	232.41	232.41	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Dev, AM	2020 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.57	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	620.297	0.106	0.268	0.169	0.383
1	B-C	835.144	0.120	0.304	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	532.00	100.000
Severn Road east	ONE HOUR	✓	201.00	100.000
Chittening Road	ONE HOUR	✓	345.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.000	157.000	375.000
	Severn Road east	97.000	0.000	104.000
	Chittening Road	257.000	88.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.00	0.30	0.70
	Severn Road east	0.48	0.00	0.52
	Chittening Road	0.74	0.26	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	1.000	1.090	1.230
	Severn Road east	1.120	1.000	1.310
	Chittening Road	1.350	1.270	1.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.0	9.0	23.0
	Severn Road east	12.0	0.0	31.0
	Chittening Road	35.0	27.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	10.74	0.44	B
B-A	0.34	17.59	0.58	C
C-AB	0.28	13.13	0.52	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	102.57	101.65	0.00	679.07	0.151	0.23	8.154	A
B-A	81.79	80.77	0.00	436.46	0.187	0.25	11.305	B
C-AB	86.80	85.76	0.00	510.66	0.170	0.26	10.754	B
C-A	258.54	258.54	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	347.25	347.25	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	122.48	122.18	0.00	644.07	0.190	0.30	9.032	A
B-A	97.67	97.26	0.00	399.93	0.244	0.36	13.306	B
C-AB	106.06	105.71	0.00	497.99	0.213	0.35	11.674	B
C-A	306.31	306.31	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	414.65	414.65	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	150.00	149.46	0.00	589.83	0.254	0.44	10.696	B
B-A	119.61	118.76	0.00	348.85	0.343	0.57	17.458	C
C-AB	136.54	135.87	0.00	486.36	0.281	0.52	13.082	B
C-A	368.51	368.51	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	507.85	507.85	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	150.00	149.99	0.00	588.96	0.255	0.44	10.743	B
B-A	119.61	119.58	0.00	348.68	0.343	0.58	17.593	C
C-AB	136.54	136.51	0.00	486.95	0.280	0.52	13.128	B
C-A	368.51	368.51	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	507.85	507.85	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	122.48	123.00	0.00	643.00	0.190	0.31	9.078	A
B-A	97.67	98.49	0.00	399.74	0.244	0.37	13.420	B
C-AB	106.06	106.70	0.00	499.06	0.213	0.36	11.733	B
C-A	306.31	306.31	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	414.65	414.65	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	102.57	102.87	0.00	678.01	0.151	0.24	8.205	A
B-A	81.79	82.22	0.00	436.11	0.188	0.26	11.406	B
C-AB	86.80	87.17	0.00	511.03	0.170	0.27	10.825	B
C-A	258.54	258.54	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	347.25	347.25	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Dev, PM	2020 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.14	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	651.316	0.112	0.282	0.177	0.403
1	B-C	795.505	0.115	0.290	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	409.00	100.000
Severn Road east	ONE HOUR	✓	140.00	100.000
Chittening Road	ONE HOUR	✓	609.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.000	144.000	265.000
	Severn Road east	80.000	0.000	60.000
	Chittening Road	455.000	154.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.00	0.35	0.65
	Severn Road east	0.57	0.00	0.43
	Chittening Road	0.75	0.25	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	1.000	1.010	1.240
	Severn Road east	1.030	1.000	1.140
	Chittening Road	1.200	1.150	1.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.0	1.0	24.0
	Severn Road east	3.0	0.0	14.0
	Chittening Road	20.0	15.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	7.48	0.16	A
B-A	0.26	14.57	0.36	B
C-AB	0.43	12.72	0.93	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	51.50	51.13	0.00	686.06	0.075	0.09	6.461	A
B-A	62.04	61.37	0.00	442.78	0.140	0.17	9.706	A
C-AB	142.93	141.28	0.00	551.80	0.259	0.41	10.077	B
C-A	401.46	401.46	0.00	-	-	-	-	-
A-B	109.49	109.49	0.00	-	-	-	-	-
A-C	247.39	247.39	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	61.49	61.39	0.00	661.56	0.093	0.12	6.838	A
B-A	74.08	73.82	0.00	401.73	0.184	0.23	11.298	B
C-AB	179.41	178.76	0.00	554.63	0.323	0.57	11.040	B
C-A	470.65	470.65	0.00	-	-	-	-	-
A-B	130.75	130.75	0.00	-	-	-	-	-
A-C	295.40	295.40	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	75.31	75.15	0.00	624.36	0.121	0.15	7.470	A
B-A	90.72	90.20	0.00	345.44	0.263	0.36	14.497	B
C-AB	243.37	242.00	0.00	571.18	0.426	0.91	12.617	B
C-A	552.78	552.78	0.00	-	-	-	-	-
A-B	160.13	160.13	0.00	-	-	-	-	-
A-C	361.80	361.80	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	75.31	75.31	0.00	623.79	0.121	0.16	7.481	A
B-A	90.72	90.71	0.00	345.09	0.263	0.36	14.573	B
C-AB	243.37	243.30	0.00	572.06	0.425	0.93	12.718	B
C-A	552.78	552.78	0.00	-	-	-	-	-
A-B	160.13	160.13	0.00	-	-	-	-	-
A-C	361.80	361.80	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	61.49	61.64	0.00	660.77	0.093	0.12	6.853	A
B-A	74.08	74.58	0.00	401.24	0.185	0.24	11.368	B
C-AB	179.41	180.73	0.00	556.25	0.323	0.60	11.157	B
C-A	470.65	470.65	0.00	-	-	-	-	-
A-B	130.75	130.75	0.00	-	-	-	-	-
A-C	295.40	295.40	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	51.50	51.59	0.00	685.25	0.075	0.09	6.476	A
B-A	62.04	62.30	0.00	442.09	0.140	0.17	9.771	A
C-AB	142.93	143.63	0.00	552.38	0.259	0.43	10.191	B
C-A	401.46	401.46	0.00	-	-	-	-	-
A-B	109.49	109.49	0.00	-	-	-	-	-
A-C	247.39	247.39	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Dev Sens, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Dev Sens, AM	2020 Dev Sens	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.18	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	630.959	0.108	0.273	0.172	0.390
1	B-C	821.519	0.118	0.299	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	565.00	100.000
Severn Road east	ONE HOUR	✓	221.00	100.000
Chittening Road	ONE HOUR	✓	378.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.000	157.000	408.000
	Severn Road east	117.000	0.000	104.000
	Chittening Road	290.000	88.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.00	0.28	0.72
	Severn Road east	0.53	0.00	0.47
	Chittening Road	0.77	0.23	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	1.000	1.090	1.220
	Severn Road east	1.100	1.000	1.310
	Chittening Road	1.320	1.270	1.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From	Severn Road north	0.0	9.0	22.0
	Severn Road east	10.0	0.0	31.0
	Chittening Road	32.0	27.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	11.94	0.49	B
B-A	0.42	20.34	0.79	C
C-AB	0.29	13.33	0.54	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	102.57	101.60	0.00	652.55	0.157	0.24	8.545	A
B-A	96.89	95.64	0.00	431.68	0.224	0.31	11.742	B
C-AB	87.17	86.11	0.00	506.08	0.172	0.27	10.874	B
C-A	285.16	285.16	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	374.74	374.74	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	122.48	122.15	0.00	612.54	0.200	0.32	9.611	A
B-A	115.70	115.15	0.00	392.05	0.295	0.45	14.272	B
C-AB	106.89	106.52	0.00	493.44	0.217	0.36	11.828	B
C-A	337.71	337.71	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	447.48	447.48	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	150.00	149.35	0.00	546.43	0.275	0.49	11.856	B
B-A	141.70	140.41	0.00	336.24	0.421	0.77	20.087	C
C-AB	138.71	137.99	0.00	482.78	0.287	0.54	13.283	B
C-A	405.81	405.81	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	548.04	548.04	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	150.00	149.98	0.00	544.77	0.275	0.49	11.943	B
B-A	141.70	141.65	0.00	336.15	0.422	0.79	20.342	C
C-AB	138.71	138.68	0.00	483.21	0.287	0.54	13.334	B
C-A	405.81	405.81	0.00	-	-	-	-	-
A-B	188.42	188.42	0.00	-	-	-	-	-
A-C	548.04	548.04	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	122.48	123.12	0.00	610.58	0.201	0.33	9.688	A
B-A	115.70	116.96	0.00	392.11	0.295	0.47	14.455	B
C-AB	106.89	107.57	0.00	494.21	0.216	0.37	11.892	B
C-A	337.71	337.71	0.00	-	-	-	-	-
A-B	153.84	153.84	0.00	-	-	-	-	-
A-C	447.48	447.48	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	102.57	102.91	0.00	650.93	0.158	0.25	8.610	A
B-A	96.89	97.48	0.00	431.53	0.225	0.32	11.874	B
C-AB	87.17	87.56	0.00	506.34	0.172	0.27	10.949	B
C-A	285.16	285.16	0.00	-	-	-	-	-
A-B	128.84	128.84	0.00	-	-	-	-	-
A-C	374.74	374.74	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Dev Sens, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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
2020 Dev Sens, PM	2020 Dev Sens	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.09	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Severn Road north	A	Severn Road north		Major
Severn Road east	B	Severn Road east		Minor
Chittening Road	C	Chittening Road		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)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

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	660.729	0.113	0.286	0.180	0.408
1	B-C	783.476	0.113	0.285	-	-
1	C-B	604.077	0.220	0.220	-	-

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 (%)
Severn Road north	ONE HOUR	✓	456.00	100.000
Severn Road east	ONE HOUR	✓	156.00	100.000
Chittening Road	ONE HOUR	✓	640.00	100.000

Turning Proportions

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.000	160.000	296.000
	Severn Road east	96.000	0.000	60.000
	Chittening Road	486.000	154.000	0.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.00	0.35	0.65
	Severn Road east	0.62	0.00	0.38
	Chittening Road	0.76	0.24	0.00

Vehicle Mix

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	1.000	1.010	1.230
	Severn Road east	1.020	1.000	1.140
	Chittening Road	1.200	1.150	1.000

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

	To			
		Severn Road north	Severn Road east	Chittening Road
From				
	Severn Road north	0.0	1.0	23.0
	Severn Road east	2.0	0.0	14.0
	Chittening Road	20.0	15.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	8.01	0.17	A
B-A	0.33	16.56	0.49	C
C-AB	0.44	13.12	1.00	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	51.50	51.11	0.00	661.62	0.078	0.10	6.717	A
B-A	73.72	72.90	0.00	435.11	0.169	0.21	10.116	B
C-AB	144.05	142.36	0.00	545.98	0.264	0.42	10.251	B
C-A	428.34	428.34	0.00	-	-	-	-	-
A-B	121.66	121.66	0.00	-	-	-	-	-
A-C	274.10	274.10	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	61.49	61.39	0.00	633.40	0.097	0.12	7.175	A
B-A	88.03	87.68	0.00	390.71	0.225	0.29	12.108	B
C-AB	182.01	181.31	0.00	549.34	0.331	0.60	11.280	B
C-A	501.48	501.48	0.00	-	-	-	-	-
A-B	145.28	145.28	0.00	-	-	-	-	-
A-C	327.30	327.30	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	75.31	75.13	0.00	588.21	0.128	0.17	7.996	A
B-A	107.81	107.05	0.00	329.77	0.327	0.48	16.430	C
C-AB	250.46	248.94	0.00	568.50	0.441	0.98	13.003	B
C-A	586.64	586.64	0.00	-	-	-	-	-
A-B	177.92	177.92	0.00	-	-	-	-	-
A-C	400.86	400.86	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	75.31	75.31	0.00	587.32	0.128	0.17	8.015	A
B-A	107.81	107.79	0.00	329.40	0.327	0.49	16.564	C
C-AB	250.46	250.38	0.00	569.47	0.440	1.00	13.121	B
C-A	586.64	586.64	0.00	-	-	-	-	-
A-B	177.92	177.92	0.00	-	-	-	-	-
A-C	400.86	400.86	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	61.49	61.66	0.00	632.32	0.097	0.12	7.195	A
B-A	88.03	88.78	0.00	390.19	0.226	0.30	12.211	B
C-AB	182.01	183.49	0.00	551.14	0.330	0.63	11.416	B
C-A	501.48	501.48	0.00	-	-	-	-	-
A-B	145.28	145.28	0.00	-	-	-	-	-
A-C	327.30	327.30	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	51.50	51.60	0.00	660.66	0.078	0.10	6.738	A
B-A	73.72	74.08	0.00	434.39	0.170	0.21	10.203	B
C-AB	144.05	144.81	0.00	546.63	0.264	0.44	10.375	B
C-A	428.34	428.34	0.00	-	-	-	-	-
A-B	121.66	121.66	0.00	-	-	-	-	-
A-C	274.10	274.10	0.00	-	-	-	-	-

Junctions 8	
ARCADY 8 - Roundabout Module	
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Filename: J39 A403 Smoke Lane - Poplar Way west upgrade.arc8

Path: P:\TP London\TP Projects\TPLO1078 - Hinkley SoCG and CPCWS2 - Construction Programme Changes\B - Calculations\Modelling\Programme Rev 2\J39

Report generation date: 01/09/2014 10:33:41

- » (Default Analysis Set) - 2020 Base, AM
- » (Default Analysis Set) - 2020 Base, PM
- » (Default Analysis Set) - 2020 Dev, AM
- » (Default Analysis Set) - 2020 Dev, PM
- » (Default Analysis Set) - 2020 Sens Dev, AM
- » (Default Analysis Set) - 2020 Sens Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2020 Base								
Smoke Lane	1.00	5.32	0.47	A	0.61	4.20	0.35	A
Poplar Way West	0.19	4.25	0.14	A	0.22	3.81	0.17	A
St Andrew's Road	0.66	3.91	0.36	A	0.71	4.06	0.38	A
Access	0.03	3.97	0.03	A	0.05	3.78	0.05	A
A1 - 2020 Dev								
Smoke Lane	1.06	5.63	0.48	A	0.64	4.27	0.37	A
Poplar Way West	0.19	4.29	0.14	A	0.30	4.06	0.22	A
St Andrew's Road	0.84	4.25	0.42	A	0.72	4.08	0.38	A
Access	0.04	4.20	0.03	A	0.05	3.79	0.05	A
A1 - 2020 Sens Dev								
Smoke Lane	1.16	5.88	0.51	A	0.71	4.44	0.39	A
Poplar Way West	0.20	4.38	0.14	A	0.31	4.15	0.23	A
St Andrew's Road	0.91	4.42	0.44	A	0.78	4.21	0.40	A
Access	0.04	4.29	0.03	A	0.06	3.87	0.05	A

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

"D1 - 2020 Base, AM" model duration: 07:45 - 09:15

"D2 - 2020 Base, PM" model duration: 16:45 - 18:15

"D3 - 2020 Dev, AM" model duration: 07:45 - 09:15

"D4 - 2020 Dev, PM" model duration: 16:45 - 18:15

"D5 - 2020 Sens Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 Sens Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 01/09/2014 10:33:38

File summary

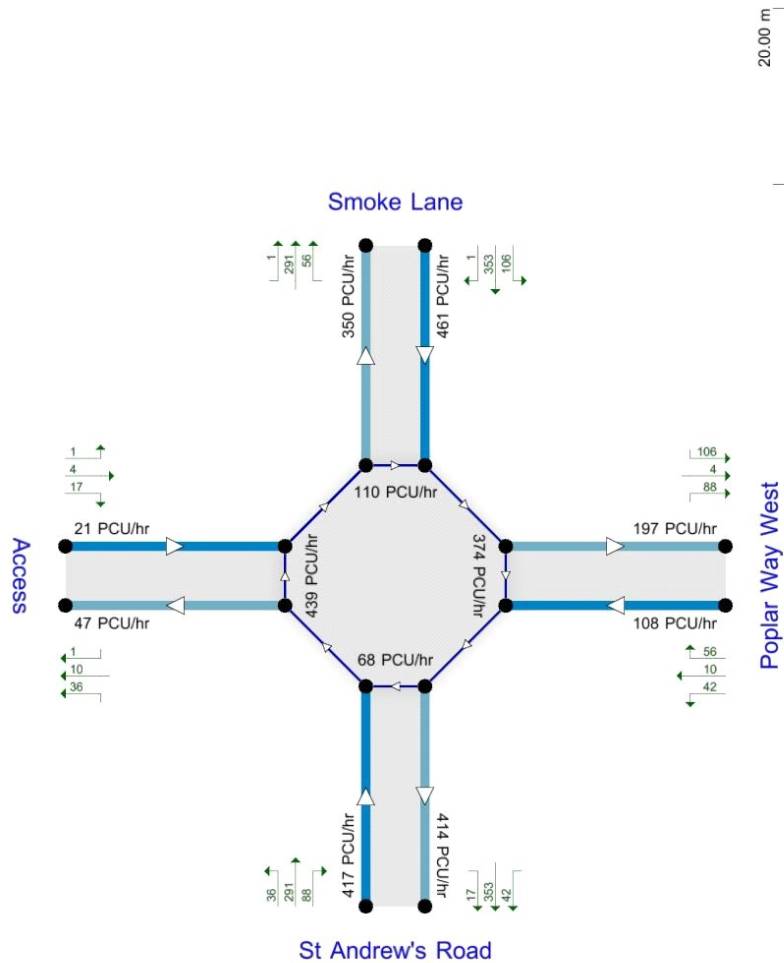
Title	(untitled)
Location	
Site Number	
Date	07/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

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	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1", Demand Set "D1 - 2020 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2020 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Base, AM	2020 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	615.00	100.000
Poplar Way West	ONE HOUR	✓	144.00	100.000
St Andrew's Road	ONE HOUR	✓	556.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

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

	To				
		Smoke Lane	Poplar Way West	St Andrew's Road	Access
From	Smoke Lane	2.000	141.000	471.000	1.000
	Poplar Way West	75.000	0.000	56.000	13.000
	St Andrew's Road	388.000	117.000	3.000	48.000
	Access	1.000	5.000	22.000	0.000

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

	To				
		Smoke Lane	Poplar Way West	St Andrew's Road	Access
From	Smoke Lane	0.00	0.23	0.77	0.00
	Poplar Way West	0.52	0.00	0.39	0.09
	St Andrew's Road	0.70	0.21	0.01	0.09
	Access	0.04	0.18	0.79	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.090	1.150	1.000
	Poplar Way West	1.160	1.000	1.310	1.000
	St Andrew's Road	1.200	1.130	1.000	1.100
	Access	2.000	1.000	1.230	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	9.0	15.0	0.0
	Poplar Way West	16.0	0.0	31.0	0.0
	St Andrew's Road	20.0	13.0	0.0	10.0
	Access	100.0	0.0	23.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.47	5.32	1.00	A
Poplar Way West	0.14	4.25	0.19	A
St Andrew's Road	0.36	3.91	0.66	A
Access	0.03	3.97	0.03	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
Smoke Lane	463.00	460.94	110.26	0.00	1475.75	0.314	0.52	4.018	A
Poplar Way West	108.41	107.97	374.01	0.00	1275.62	0.085	0.11	3.687	A
St Andrew's Road	418.59	417.07	68.23	0.00	1713.39	0.244	0.38	3.258	A
Access	21.08	21.00	438.80	0.00	1237.32	0.017	0.02	3.543	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
Smoke Lane	552.87	552.20	132.04	0.00	1462.81	0.378	0.68	4.484	A
Poplar Way West	129.45	129.34	448.05	0.00	1231.85	0.105	0.14	3.905	A
St Andrew's Road	499.83	499.41	81.73	0.00	1704.85	0.293	0.48	3.507	A
Access	25.17	25.15	525.45	0.00	1186.10	0.021	0.03	3.711	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
Smoke Lane	677.13	675.91	161.67	0.00	1445.21	0.469	0.99	5.301	A
Poplar Way West	158.55	158.36	548.44	0.00	1172.51	0.135	0.19	4.245	A
St Andrew's Road	612.17	611.46	100.07	0.00	1693.25	0.362	0.66	3.905	A
Access	30.83	30.80	643.35	0.00	1116.40	0.028	0.03	3.970	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
Smoke Lane	677.13	677.11	161.85	0.00	1445.11	0.469	1.00	5.319	A
Poplar Way West	158.55	158.54	549.39	0.00	1171.94	0.135	0.19	4.248	A
St Andrew's Road	612.17	612.16	100.19	0.00	1693.17	0.362	0.66	3.910	A
Access	30.83	30.83	644.09	0.00	1115.96	0.028	0.03	3.971	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
Smoke Lane	552.87	554.07	132.33	0.00	1462.64	0.378	0.70	4.503	A
Poplar Way West	129.45	129.63	449.54	0.00	1230.97	0.105	0.14	3.909	A
St Andrew's Road	499.83	500.52	81.92	0.00	1704.73	0.293	0.49	3.514	A
Access	25.17	25.20	526.63	0.00	1185.40	0.021	0.03	3.717	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
Smoke Lane	463.00	463.70	110.78	0.00	1475.44	0.314	0.52	4.042	A
Poplar Way West	108.41	108.53	376.22	0.00	1274.31	0.085	0.11	3.692	A
St Andrew's Road	418.59	419.02	68.59	0.00	1713.17	0.244	0.38	3.266	A
Access	21.08	21.10	440.88	0.00	1236.09	0.017	0.02	3.546	A

(Default Analysis Set) - 2020 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Base, PM	2020 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.07	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	475.00	100.000
Poplar Way West	ONE HOUR	✓	192.00	100.000
St Andrew's Road	ONE HOUR	✓	572.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

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

	To				
		Smoke Lane	Poplar Way West	St Andrew's Road	Access
From	Smoke Lane	1.000	89.000	385.000	0.000
	Poplar Way West	112.000	0.000	77.000	3.000
	St Andrew's Road	508.000	49.000	1.000	14.000
	Access	1.000	10.000	36.000	0.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.00	0.19	0.81	0.00
	Poplar Way West	0.58	0.00	0.40	0.02
	St Andrew's Road	0.89	0.09	0.00	0.02
	Access	0.02	0.21	0.77	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.060	1.130	1.000
	Poplar Way West	1.050	1.000	1.100	1.000
	St Andrew's Road	1.160	1.410	2.000	1.210
	Access	1.000	1.000	1.080	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	6.0	13.0	0.0
	Poplar Way West	5.0	0.0	10.0	0.0
	St Andrew's Road	16.0	41.0	100.0	21.0
	Access	0.0	0.0	8.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.35	4.20	0.61	A
Poplar Way West	0.17	3.81	0.22	A
St Andrew's Road	0.38	4.06	0.71	A
Access	0.05	3.78	0.05	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	357.60	356.21	72.01	0.00	1498.47	0.239	0.35	3.512	A
Poplar Way West	144.55	144.02	317.22	0.00	1309.19	0.110	0.13	3.299	A
St Andrew's Road	430.63	429.04	87.01	0.00	1701.51	0.253	0.40	3.333	A
Access	35.38	35.26	503.30	0.00	1199.19	0.030	0.03	3.278	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
Smoke Lane	427.02	426.62	86.23	0.00	1490.03	0.287	0.45	3.778	A
Poplar Way West	172.60	172.46	379.92	0.00	1272.13	0.136	0.17	3.498	A
St Andrew's Road	514.22	513.76	104.20	0.00	1690.64	0.304	0.51	3.607	A
Access	42.25	42.22	602.68	0.00	1140.44	0.037	0.04	3.474	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
Smoke Lane	522.98	522.34	105.58	0.00	1478.53	0.354	0.61	4.198	A
Poplar Way West	211.40	211.17	465.17	0.00	1221.73	0.173	0.22	3.806	A
St Andrew's Road	629.78	629.01	127.58	0.00	1675.84	0.376	0.71	4.055	A
Access	51.75	51.69	737.90	0.00	1060.50	0.049	0.05	3.782	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	522.98	522.98	105.70	0.00	1478.46	0.354	0.61	4.204	A
Poplar Way West	211.40	211.39	465.72	0.00	1221.40	0.173	0.22	3.808	A
St Andrew's Road	629.78	629.77	127.72	0.00	1675.76	0.376	0.71	4.060	A
Access	51.75	51.75	738.77	0.00	1059.99	0.049	0.05	3.784	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	427.02	427.65	86.42	0.00	1489.91	0.287	0.45	3.783	A
Poplar Way West	172.60	172.82	380.82	0.00	1271.60	0.136	0.17	3.501	A
St Andrew's Road	514.22	514.97	104.41	0.00	1690.50	0.304	0.52	3.615	A
Access	42.25	42.31	604.08	0.00	1139.61	0.037	0.04	3.480	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
Smoke Lane	357.60	358.00	72.35	0.00	1498.27	0.239	0.35	3.526	A
Poplar Way West	144.55	144.69	318.81	0.00	1308.26	0.110	0.13	3.305	A
St Andrew's Road	430.63	431.10	87.42	0.00	1701.26	0.253	0.40	3.344	A
Access	35.38	35.42	505.70	0.00	1197.77	0.030	0.03	3.285	A

(Default Analysis Set) - 2020 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Dev, AM	2020 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	617.00	100.000
Poplar Way West	ONE HOUR	✓	146.00	100.000
St Andrew's Road	ONE HOUR	✓	648.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	2.000	141.000	473.000	1.000
	Poplar Way West	75.000	0.000	58.000	13.000
	St Andrew's Road	426.000	171.000	3.000	48.000
	Access	1.000	5.000	22.000	0.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.00	0.23	0.77	0.00
	Poplar Way West	0.51	0.00	0.40	0.09
	St Andrew's Road	0.66	0.26	0.00	0.07
	Access	0.04	0.18	0.79	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.090	1.160	1.000
	Poplar Way West	1.160	1.000	1.330	1.000
	St Andrew's Road	1.190	1.100	1.000	1.100
	Access	2.000	1.000	1.230	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	9.0	16.0	0.0
	Poplar Way West	16.0	0.0	33.0	0.0
	St Andrew's Road	19.0	10.0	0.0	10.0
	Access	100.0	0.0	23.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.48	5.63	1.06	A
Poplar Way West	0.14	4.29	0.19	A
St Andrew's Road	0.42	4.25	0.84	A
Access	0.03	4.20	0.04	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
Smoke Lane	464.51	462.37	150.75	0.00	1451.70	0.320	0.53	4.149	A
Poplar Way West	109.92	109.46	375.46	0.00	1274.77	0.086	0.11	3.719	A
St Andrew's Road	487.85	486.02	68.23	0.00	1713.40	0.285	0.46	3.389	A
Access	21.08	20.99	507.74	0.00	1196.56	0.018	0.02	3.665	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
Smoke Lane	554.67	553.95	180.52	0.00	1434.01	0.387	0.71	4.669	A
Poplar Way West	131.25	131.13	449.81	0.00	1230.81	0.107	0.14	3.941	A
St Andrew's Road	582.54	581.98	81.73	0.00	1704.85	0.342	0.60	3.707	A
Access	25.17	25.15	608.03	0.00	1137.28	0.022	0.03	3.875	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
Smoke Lane	679.33	677.99	221.01	0.00	1409.96	0.482	1.05	5.608	A
Poplar Way West	160.75	160.56	550.54	0.00	1171.26	0.137	0.19	4.288	A
St Andrew's Road	713.46	712.51	100.07	0.00	1693.25	0.421	0.84	4.242	A
Access	30.83	30.79	744.40	0.00	1056.66	0.029	0.04	4.201	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
Smoke Lane	679.33	679.30	221.30	0.00	1409.79	0.482	1.06	5.629	A
Poplar Way West	160.75	160.75	551.59	0.00	1170.64	0.137	0.19	4.291	A
St Andrew's Road	713.46	713.45	100.19	0.00	1693.17	0.421	0.84	4.251	A
Access	30.83	30.83	745.38	0.00	1056.08	0.029	0.04	4.203	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
Smoke Lane	554.67	555.99	180.98	0.00	1433.74	0.387	0.73	4.693	A
Poplar Way West	131.25	131.44	451.44	0.00	1229.85	0.107	0.14	3.947	A
St Andrew's Road	582.54	583.48	81.93	0.00	1704.73	0.342	0.60	3.719	A
Access	25.17	25.21	609.58	0.00	1136.36	0.022	0.03	3.880	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
Smoke Lane	464.51	465.25	151.50	0.00	1451.25	0.320	0.54	4.175	A
Poplar Way West	109.92	110.04	377.77	0.00	1273.40	0.086	0.11	3.725	A
St Andrew's Road	487.85	488.41	68.59	0.00	1713.17	0.285	0.46	3.401	A
Access	21.08	21.10	510.27	0.00	1195.07	0.018	0.02	3.670	A

(Default Analysis Set) - 2020 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Dev, PM	2020 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.14	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	494.00	100.000
Poplar Way West	ONE HOUR	✓	244.00	100.000
St Andrew's Road	ONE HOUR	✓	576.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	89.000	404.000	0.000
	Poplar Way West	112.000	0.000	129.000	3.000
	St Andrew's Road	510.000	51.000	1.000	14.000
	Access	1.000	10.000	36.000	0.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.00	0.18	0.82	0.00
	Poplar Way West	0.46	0.00	0.53	0.01
	St Andrew's Road	0.89	0.09	0.00	0.02
	Access	0.02	0.21	0.77	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.060	1.120	1.000
	Poplar Way West	1.050	1.000	1.070	1.000
	St Andrew's Road	1.160	1.430	2.000	1.210
	Access	1.000	1.000	1.080	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	6.0	12.0	0.0
	Poplar Way West	5.0	0.0	7.0	0.0
	St Andrew's Road	16.0	43.0	100.0	21.0
	Access	0.0	0.0	8.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.37	4.27	0.64	A
Poplar Way West	0.22	4.06	0.30	A
St Andrew's Road	0.38	4.08	0.72	A
Access	0.05	3.79	0.05	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	371.91	370.45	73.51	0.00	1497.58	0.248	0.36	3.535	A
Poplar Way West	183.70	183.00	331.46	0.00	1300.77	0.141	0.17	3.411	A
St Andrew's Road	433.64	432.03	87.00	0.00	1701.52	0.255	0.40	3.346	A
Access	35.38	35.26	506.28	0.00	1197.43	0.030	0.03	3.283	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
Smoke Lane	444.10	443.68	88.02	0.00	1488.96	0.298	0.47	3.815	A
Poplar Way West	219.35	219.16	396.98	0.00	1262.04	0.174	0.22	3.658	A
St Andrew's Road	517.81	517.35	104.19	0.00	1690.64	0.306	0.52	3.623	A
Access	42.25	42.22	606.27	0.00	1138.32	0.037	0.04	3.481	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
Smoke Lane	543.90	543.21	107.78	0.00	1477.23	0.368	0.64	4.270	A
Poplar Way West	268.65	268.33	486.04	0.00	1209.39	0.222	0.30	4.053	A
St Andrew's Road	634.19	633.41	127.57	0.00	1675.85	0.378	0.71	4.079	A
Access	51.75	51.69	742.28	0.00	1057.91	0.049	0.05	3.792	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	543.90	543.89	107.90	0.00	1477.15	0.368	0.64	4.275	A
Poplar Way West	268.65	268.65	486.64	0.00	1209.04	0.222	0.30	4.056	A
St Andrew's Road	634.19	634.18	127.72	0.00	1675.76	0.378	0.72	4.084	A
Access	51.75	51.75	743.18	0.00	1057.38	0.049	0.05	3.794	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	444.10	444.77	88.22	0.00	1488.84	0.298	0.47	3.823	A
Poplar Way West	219.35	219.66	397.95	0.00	1261.47	0.174	0.22	3.665	A
St Andrew's Road	517.81	518.58	104.43	0.00	1690.49	0.306	0.52	3.631	A
Access	42.25	42.31	607.71	0.00	1137.47	0.037	0.04	3.484	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
Smoke Lane	371.91	372.33	73.86	0.00	1497.38	0.248	0.37	3.550	A
Poplar Way West	183.70	183.89	333.13	0.00	1299.79	0.141	0.18	3.418	A
St Andrew's Road	433.64	434.12	87.42	0.00	1701.25	0.255	0.41	3.360	A
Access	35.38	35.42	508.73	0.00	1195.98	0.030	0.03	3.287	A

(Default Analysis Set) - 2020 Sens Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Sens Dev, AM	2020 Sens Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.04	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	650.00	100.000
Poplar Way West	ONE HOUR	✓	146.00	100.000
St Andrew's Road	ONE HOUR	✓	680.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	2.000	141.000	506.000	1.000
	Poplar Way West	75.000	0.000	58.000	13.000
	St Andrew's Road	459.000	170.000	3.000	48.000
	Access	1.000	5.000	22.000	0.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.00	0.22	0.78	0.00
	Poplar Way West	0.51	0.00	0.40	0.09
	St Andrew's Road	0.68	0.25	0.00	0.07
	Access	0.04	0.18	0.79	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.090	1.150	1.000
	Poplar Way West	1.160	1.000	1.330	1.000
	St Andrew's Road	1.190	1.100	1.000	1.100
	Access	2.000	1.000	1.230	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	9.0	15.0	0.0
	Poplar Way West	16.0	0.0	33.0	0.0
	St Andrew's Road	19.0	10.0	0.0	10.0
	Access	100.0	0.0	23.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.51	5.88	1.16	A
Poplar Way West	0.14	4.38	0.20	A
St Andrew's Road	0.44	4.42	0.91	A
Access	0.03	4.29	0.04	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
Smoke Lane	489.35	487.06	149.99	0.00	1452.15	0.337	0.57	4.226	A
Poplar Way West	109.92	109.46	400.15	0.00	1260.17	0.087	0.11	3.764	A
St Andrew's Road	511.94	509.98	68.22	0.00	1713.40	0.299	0.49	3.459	A
Access	21.08	20.99	531.70	0.00	1182.40	0.018	0.02	3.710	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
Smoke Lane	584.34	583.53	179.62	0.00	1434.55	0.407	0.77	4.800	A
Poplar Way West	131.25	131.13	479.41	0.00	1213.32	0.108	0.15	4.005	A
St Andrew's Road	611.31	610.70	81.73	0.00	1704.85	0.359	0.64	3.810	A
Access	25.17	25.15	636.74	0.00	1120.30	0.022	0.03	3.935	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
Smoke Lane	715.66	714.14	219.90	0.00	1410.62	0.507	1.15	5.856	A
Poplar Way West	160.75	160.55	586.72	0.00	1149.88	0.140	0.19	4.379	A
St Andrew's Road	748.69	747.63	100.07	0.00	1693.25	0.442	0.91	4.406	A
Access	30.83	30.79	779.52	0.00	1035.89	0.030	0.04	4.288	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
Smoke Lane	715.66	715.63	220.20	0.00	1410.44	0.507	1.16	5.883	A
Poplar Way West	160.75	160.75	587.92	0.00	1149.17	0.140	0.20	4.384	A
St Andrew's Road	748.69	748.68	100.19	0.00	1693.17	0.442	0.91	4.415	A
Access	30.83	30.83	780.61	0.00	1035.25	0.030	0.04	4.290	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
Smoke Lane	584.34	585.83	180.10	0.00	1434.26	0.407	0.79	4.828	A
Poplar Way West	131.25	131.44	481.26	0.00	1212.22	0.108	0.15	4.012	A
St Andrew's Road	611.31	612.36	81.93	0.00	1704.73	0.359	0.65	3.821	A
Access	25.17	25.21	638.46	0.00	1119.29	0.022	0.03	3.939	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
Smoke Lane	489.35	490.18	150.75	0.00	1451.70	0.337	0.58	4.256	A
Poplar Way West	109.92	110.04	402.69	0.00	1258.67	0.087	0.12	3.772	A
St Andrew's Road	511.94	512.56	68.59	0.00	1713.17	0.299	0.50	3.477	A
Access	21.08	21.10	534.42	0.00	1180.80	0.018	0.02	3.715	A

(Default Analysis Set) - 2020 Sens Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2020 Sens Dev, PM	2020 Sens Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
Smoke Lane	1	Smoke Lane	
Poplar Way West	2	Poplar Way West	
St Andrew's Road	3	St Andrew's Road	
Access	4	Access	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Smoke Lane	0.00	99999.00
Poplar Way West	0.00	99999.00
St Andrew's Road	0.00	99999.00
Access	0.00	99999.00

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
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

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)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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 (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	525.00	100.000
Poplar Way West	ONE HOUR	✓	245.00	100.000
St Andrew's Road	ONE HOUR	✓	605.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	89.000	435.000	0.000
	Poplar Way West	113.000	0.000	129.000	3.000
	St Andrew's Road	540.000	51.000	0.000	14.000
	Access	1.000	10.000	36.000	0.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.00	0.17	0.83	0.00
	Poplar Way West	0.46	0.00	0.53	0.01
	St Andrew's Road	0.89	0.08	0.00	0.02
	Access	0.02	0.21	0.77	0.00

Vehicle Mix

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	1.000	1.060	1.120	1.000
	Poplar Way West	1.050	1.000	1.070	1.000
	St Andrew's Road	1.160	1.430	2.000	1.210
	Access	1.000	1.000	1.080	1.000

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

	To				
From		Smoke Lane	Poplar Way West	St Andrew's Road	Access
	Smoke Lane	0.0	6.0	12.0	0.0
	Poplar Way West	5.0	0.0	7.0	0.0
	St Andrew's Road	16.0	43.0	100.0	21.0
	Access	0.0	0.0	8.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.39	4.44	0.71	A
Poplar Way West	0.23	4.15	0.31	A
St Andrew's Road	0.40	4.21	0.78	A
Access	0.05	3.87	0.06	A

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	395.25	393.67	72.75	0.00	1498.03	0.264	0.40	3.611	A
Poplar Way West	184.45	183.74	353.93	0.00	1287.49	0.143	0.18	3.455	A
St Andrew's Road	455.48	453.76	87.75	0.00	1701.05	0.268	0.43	3.401	A
Access	35.38	35.25	528.76	0.00	1184.14	0.030	0.03	3.321	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
Smoke Lane	471.96	471.50	87.12	0.00	1489.49	0.317	0.51	3.920	A
Poplar Way West	220.25	220.05	423.91	0.00	1246.13	0.177	0.23	3.718	A
St Andrew's Road	543.88	543.37	105.09	0.00	1690.08	0.322	0.56	3.702	A
Access	42.25	42.22	633.19	0.00	1122.40	0.038	0.04	3.532	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
Smoke Lane	578.04	577.25	106.67	0.00	1477.88	0.391	0.71	4.429	A
Poplar Way West	269.75	269.42	518.99	0.00	1189.92	0.227	0.31	4.144	A
St Andrew's Road	666.12	665.25	128.66	0.00	1675.16	0.398	0.77	4.202	A
Access	51.75	51.69	775.22	0.00	1038.44	0.050	0.06	3.867	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	578.04	578.02	106.80	0.00	1477.81	0.391	0.71	4.437	A
Poplar Way West	269.75	269.75	519.67	0.00	1189.51	0.227	0.31	4.147	A
St Andrew's Road	666.12	666.11	128.82	0.00	1675.06	0.398	0.78	4.209	A
Access	51.75	51.75	776.21	0.00	1037.86	0.050	0.06	3.870	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	471.96	472.73	87.33	0.00	1489.37	0.317	0.52	3.930	A
Poplar Way West	220.25	220.57	425.00	0.00	1245.48	0.177	0.23	3.722	A
St Andrew's Road	543.88	544.73	105.34	0.00	1689.92	0.322	0.56	3.710	A
Access	42.25	42.31	634.76	0.00	1121.47	0.038	0.04	3.538	A

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

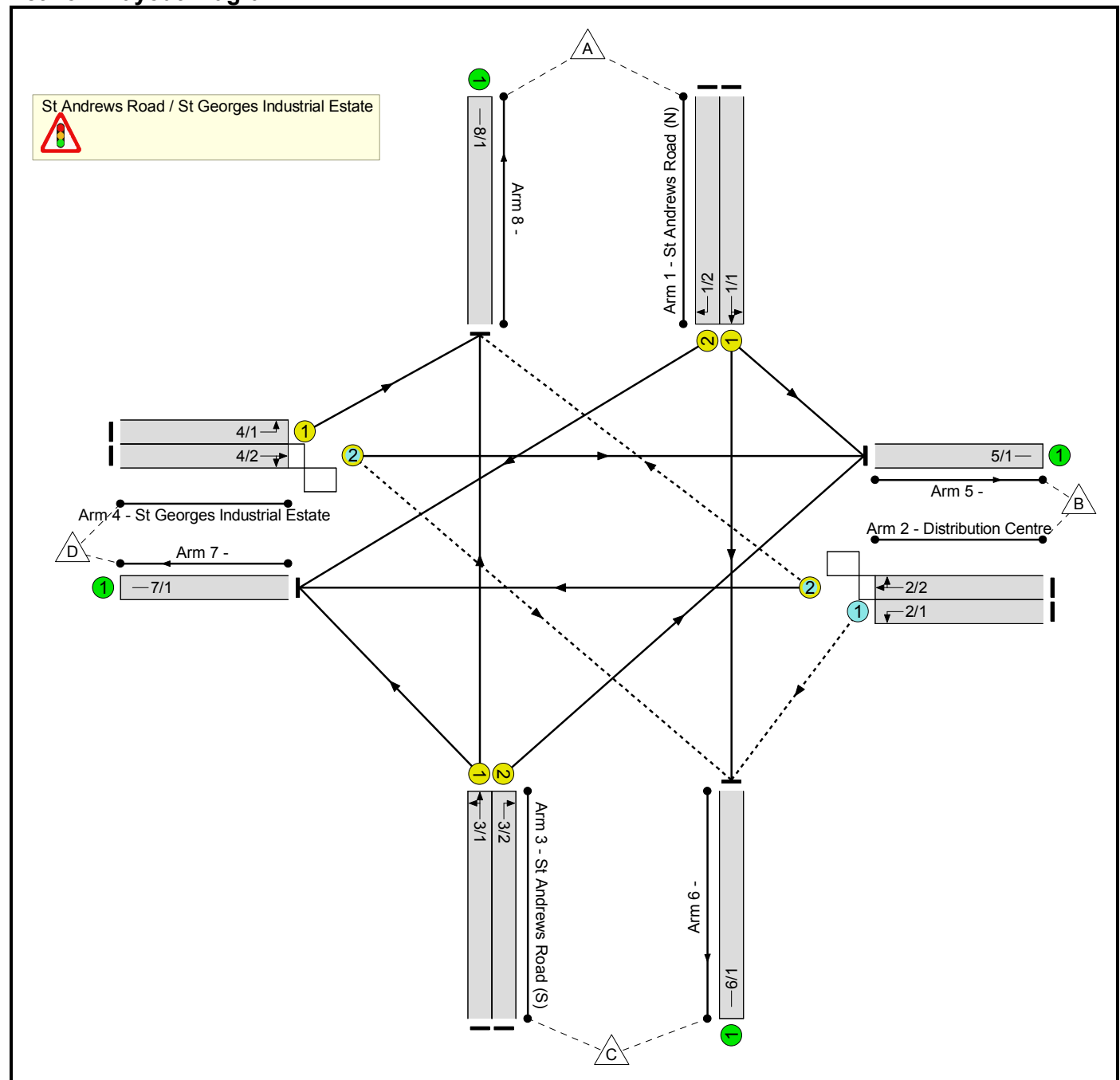
Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	395.25	395.72	73.11	0.00	1497.82	0.264	0.40	3.626	A
Poplar Way West	184.45	184.65	355.77	0.00	1286.41	0.143	0.18	3.465	A
St Andrew's Road	455.48	455.99	88.18	0.00	1700.77	0.268	0.43	3.415	A
Access	35.38	35.42	531.36	0.00	1182.60	0.030	0.03	3.328	A

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	St Andrew's Road / St Georges Industrial Estate
Location:	
File name:	St Andrews Road_St Georges Industrial Estate.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	'As build' layout and signal timings obtained from Bristol City Council.

Network Layout Diagram



Basic Results Summary

Scenario 1: 'AM BASE 2020' (FG1: 'AM BASE 2020', Plan 1: 'No All Red')

C1	PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	13.79	Cycle Time (s): 240
	PRC Over All Lanes (%):	3.7	Total Delay Over All Lanes(pcuHr):	13.83	

Basic Results Summary

Scenario 2: 'PM BASE 2020' (FG2: 'PM BASE 2020', Plan 1: 'No All Red')

Scenario 2: 1st Phase 2020 (Cycle: 140s, Phase 1: 40s, Phase 2: 40s, Phase 3: 40s)																		
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: St Andrew's Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	76.9%	31	38	0	9.7	-	-	
St Andrews Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	76.9%	31	38	0	9.7	-	-	
1/1	St Andrews Road (N) Left Ahead	U	C		2	175	-	1105	1948	1437	76.9%	-	-	-	4.6	14.9	24.1	
1/2	St Andrews Road (N) Right	U	D		1	7	-	7	1897	63	11.1%	-	-	-	0.3	144.6	0.5	
2/1	Distribution Centre Left	O	-		-	-	-	41	1900	711	5.8%	3	38	0	0.0	2.7	0.0	
2/2	Distribution Centre Ahead Right	O	F		2	14	-	10	1760	117	8.5%	10	0	0	0.2	69.5	0.4	
3/1	St Andrews Road (S) Left Ahead	U	A		2	188	-	1156	2010	1591	72.6%	-	-	-	3.4	10.7	25.4	
3/2	St Andrews Road (S) Right	U	B		2	15	-	29	1904	135	21.5%	-	-	-	0.6	69.6	1.0	
4/1	St Georges Industrial Estate Left	U	E		2	14	-	13	1752	117	11.1%	-	-	-	0.3	70.1	0.5	
4/2	St Georges Industrial Estate Ahead Right	O	E		2	14	-	18	1967	131	13.7%	18	0	0	0.3	68.9	0.6	
		C1	PRC for Signalled Lanes (%):				17.0	Total Delay for Signalled Lanes (pcuHr):				9.66	Cycle Time (s): 240					
			PRC Over All Lanes (%):				17.0	Total Delay Over All Lanes(pcuHr):				9.69						

Basic Results Summary

Scenario 3: 'AM BASE 2020+DEV' (FG3: 'AM BASE 2020+DEV', Plan 1: 'No All Red')

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: St Andrew's Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	87.3%	60	54	0	14.7	-	-
St Andrews Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	87.3%	60	54	0	14.7	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		2	175	-	1253	1947	1436	87.3%	-	-	-	7.3	21.1	34.3
1/2	St Andrews Road (N) Right	U	D		1	7	-	7	1897	63	11.1%	-	-	-	0.3	144.6	0.5
2/1	Distribution Centre Left	O	-		-	-	-	58	1900	706	8.2%	4	54	0	0.0	2.8	0.0
2/2	Distribution Centre Ahead Right	O	F		2	14	-	15	1760	117	12.8%	15	0	0	0.3	71.0	0.5
3/1	St Andrews Road (S) Left Ahead	U	A		2	188	-	1123	2012	1593	70.5%	-	-	-	3.2	10.2	23.6
3/2	St Andrews Road (S) Right	U	B		2	15	-	87	1904	135	64.5%	-	-	-	2.2	90.6	3.7
4/1	St Georges Industrial Estate Left	U	E		2	14	-	23	1752	117	19.7%	-	-	-	0.5	72.2	0.8
4/2	St Georges Industrial Estate Ahead Right	O	E		2	14	-	42	1967	131	32.0%	42	0	0	0.9	74.0	1.6
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):				3.1 3.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			14.61 14.65	Cycle Time (s): 240					

Basic Results Summary

Scenario 4: 'PM BASE 2020+DEV' (FG4: 'PM BASE 2020+DEV', Plan 1: 'No All Red')

Scenario 4 - Phase 2026-DEV (PCU) - Phase 2026-DEV, Plan 7: No Air Road																	
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: St Andrew's Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	81.7%	31	38	0	11.0	-	-
St Andrews Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	81.7%	31	38	0	11.0	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		2	175	-	1175	1949	1437	81.7%	-	-	-	5.6	17.2	28.3
1/2	St Andrews Road (N) Right	U	D		1	7	-	13	1897	63	20.6%	-	-	-	0.5	148.6	1.0
2/1	Distribution Centre Left	O	-		-	-	-	41	1900	711	5.8%	3	38	0	0.0	2.7	0.0
2/2	Distribution Centre Ahead Right	O	F		2	14	-	10	1760	117	8.5%	10	0	0	0.2	69.5	0.4
3/1	St Andrews Road (S) Left Ahead	U	A		2	188	-	1161	2010	1591	73.0%	-	-	-	3.5	10.8	25.5
3/2	St Andrews Road (S) Right	U	B		2	15	-	29	1904	135	21.5%	-	-	-	0.6	69.6	1.0
4/1	St Georges Industrial Estate Left	U	E		2	14	-	13	1752	117	11.1%	-	-	-	0.3	70.1	0.5
4/2	St Georges Industrial Estate Ahead Right	O	E		2	14	-	18	1967	131	13.7%	18	0	0	0.3	68.9	0.6
		C1	PRC for Signalled Lanes (%):		10.1		Total Delay for Signalled Lanes (pcuHr):		10.97		Cycle Time (s):		240				
			PRC Over All Lanes (%):		10.1		Total Delay Over All Lanes(pcuHr):		11.01								

Basic Results Summary

Scenario 5: 'AM BASE 2020+DEV (SEA SENS)' (FG5: 'AM BASE 2020+DEV (SEA SENS)', Plan 1: 'No All Red')

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: St Andrew's Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	89.8%	60	54	0	16.2	-	-
St Andrews Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	89.8%	60	54	0	16.2	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		2	175	-	1290	1947	1436	89.8%	-	-	-	8.6	23.9	37.9
1/2	St Andrews Road (N) Right	U	D		1	7	-	7	1897	63	11.1%	-	-	-	0.3	144.6	0.5
2/1	Distribution Centre Left	O	-		-	-	-	58	1900	706	8.2%	4	54	0	0.0	2.8	0.0
2/2	Distribution Centre Ahead Right	O	F		2	14	-	15	1760	117	12.8%	15	0	0	0.3	71.0	0.5
3/1	St Andrews Road (S) Left Ahead	U	A		2	188	-	1160	2012	1593	72.8%	-	-	-	3.5	10.8	25.5
3/2	St Andrews Road (S) Right	U	B		2	15	-	87	1904	135	64.5%	-	-	-	2.2	90.6	3.7
4/1	St Georges Industrial Estate Left	U	E		2	14	-	23	1752	117	19.7%	-	-	-	0.5	72.2	0.8
4/2	St Georges Industrial Estate Ahead Right	O	E		2	14	-	42	1967	131	32.0%	42	0	0	0.9	74.0	1.6
C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 16.13 Cycle Time (s): 240 PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 16.18																	

Basic Results Summary

Scenario 6: 'PM BASE 2020+DEV (SEA SENS)' (FG6: 'PM BASE 2020+DEV (SEA SENS)', Plan 1: 'No All Red')

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: St Andrew's Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	84.2%	31	38	0	12.0	-	-
St Andrews Road / St Georges Industrial Estate	-	-	-		-	-	-	-	-	-	84.2%	31	38	0	12.0	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		2	175	-	1210	1949	1437	84.2%	-	-	-	6.3	18.6	30.8
1/2	St Andrews Road (N) Right	U	D		1	7	-	13	1897	63	20.6%	-	-	-	0.5	148.6	1.0
2/1	Distribution Centre Left	O	-		-	-	-	41	1900	711	5.8%	3	38	0	0.0	2.7	0.0
2/2	Distribution Centre Ahead Right	O	F		2	14	-	10	1760	117	8.5%	10	0	0	0.2	69.5	0.4
3/1	St Andrews Road (S) Left Ahead	U	A		2	188	-	1196	2010	1591	75.2%	-	-	-	3.8	11.5	27.7
3/2	St Andrews Road (S) Right	U	B		2	15	-	29	1904	135	21.5%	-	-	-	0.6	69.6	1.0
4/1	St Georges Industrial Estate Left	U	E		2	14	-	13	1752	117	11.1%	-	-	-	0.3	70.1	0.5
4/2	St Georges Industrial Estate Ahead Right	O	E		2	14	-	18	1967	131	13.7%	18	0	0	0.3	68.9	0.6
C1 PRC for Signalled Lanes (%): 6.9 PRC Over All Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 11.96 Total Delay Over All Lanes(pcuHr): 11.99 Cycle Time (s): 240																	

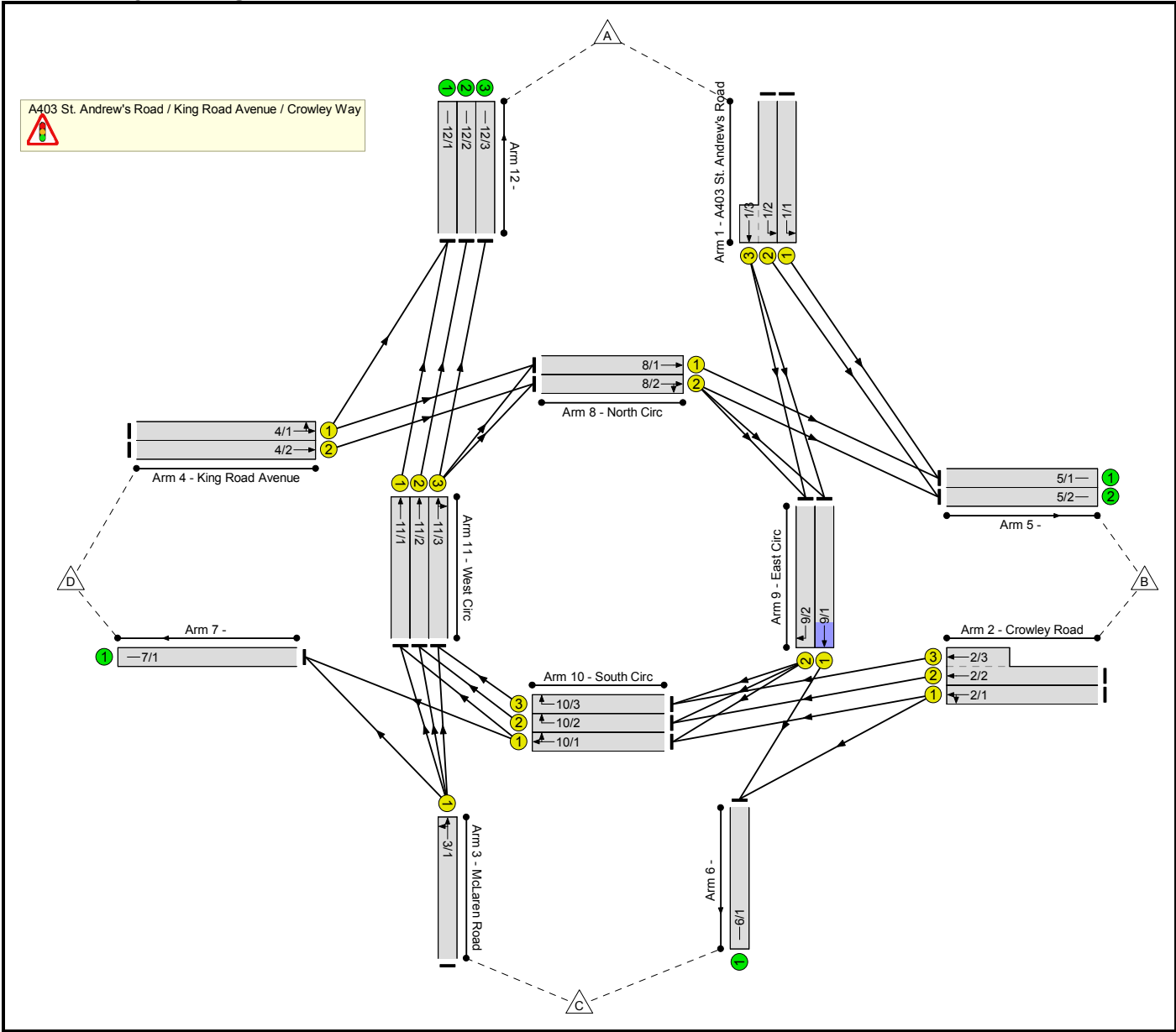
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A403 St. Andrew's Road / King Road Avenue / Crowley Way
Location:	
File name:	A403 St. Andrew's Road_King Road Avenue_Crowley Way Edit.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results**Scenario 1: 'AM BASE 2020'** (FG1: 'AM BASE 2020', 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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	73.5%	0	0	0	22.0	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	73.5%	0	0	0	22.0	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	52	-	425	1881	1108	38.4%	-	-	-	1.5	12.5	5.9
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	52	-	578	2049:2155	967+295	45.8 : 45.8%	-	-	-	2.0	12.3	7.2
2/1	Crowley Road Left Ahead	U	D		1	52	-	637	1915	1128	56.5%	-	-	-	2.7	15.1	10.4
2/2+2/3	Crowley Road Ahead	U	D		1	52	-	1074	2135:2120	735+727	73.5 : 73.5%	-	-	-	4.5	15.2	13.1
3/1	McLaren Road Left Ahead	U	F		1	11	-	189	2000	267	70.9%	-	-	-	3.1	59.8	5.7
4/1	King Road Avenue Ahead Left	U	H		1	7	-	85	1991	177	48.0%	-	-	-	1.4	58.4	2.5
4/2	King Road Avenue Ahead	U	H		1	7	-	92	2150	191	48.1%	-	-	-	1.5	57.0	2.6
8/1	North Circ Ahead	U	A		1	28	-	167	2115	682	24.5%	-	-	-	1.0	20.7	2.1
8/2	North Circ Ahead Right	U	A		1	28	-	117	2254	726	16.1%	-	-	-	0.3	9.0	0.7
9/1	East Circ Ahead	U	C		1	28	-	76	1935	623	12.2%	-	-	-	0.8	40.2	1.9
9/2	East Circ Right	U	C		1	28	-	60	1962	632	9.5%	-	-	-	0.7	40.2	1.6

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM BASE 2020' (FG2: 'PM BASE 2020', 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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	63.0%	0	0	0	17.2	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	63.0%	0	0	0	17.2	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	54	-	681	1881	1150	59.2%	-	-	-	2.7	14.5	10.9
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	54	-	806	2049:2155	1138+141	63.0 : 63.0%	-	-	-	3.2	14.5	13.0
2/1	Crowley Road Left Ahead	U	D		1	54	-	249	1906	1165	21.4%	-	-	-	0.7	9.8	2.9
2/2+2/3	Crowley Road Ahead	U	D		1	54	-	546	2135:2120	772+728	36.4 : 36.4%	-	-	-	1.5	9.7	3.4
3/1	McLaren Road Left Ahead	U	F		1	8	-	116	2000	200	58.0%	-	-	-	1.9	59.8	3.4
4/1	King Road Avenue Ahead Left	U	H		1	8	-	114	1996	200	57.1%	-	-	-	1.9	59.4	3.3
4/2	King Road Avenue Ahead	U	H		1	8	-	122	2150	215	56.7%	-	-	-	2.0	57.7	3.5
8/1	North Circ Ahead	U	A		1	26	-	175	2115	635	27.6%	-	-	-	1.0	21.2	2.0
8/2	North Circ Ahead Right	U	A		1	26	-	132	2241	672	19.6%	-	-	-	0.2	5.7	0.3
9/1	East Circ Ahead	U	C		1	26	-	95	1935	581	16.4%	-	-	-	0.9	35.1	2.1
9/2	East Circ Right	U	C		1	26	-	8	1962	589	1.4%	-	-	-	0.1	38.2	0.2

Basic Results Summary

Scenario 3: 'AM BASE 2020+DEV' (FG3: 'AM BASE 2020+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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	23.1	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	23.1	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	53	-	428	1881	1129	37.9%	-	-	-	1.4	11.9	5.8
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	53	-	583	2049:2155	987+297	45.4 : 45.4%	-	-	-	1.9	11.8	7.1
2/1	Crowley Road Left Ahead	U	D		1	53	-	683	1915	1149	59.4%	-	-	-	2.9	15.0	11.2
2/2+2/3	Crowley Road Ahead	U	D		1	53	-	1123	2135:2120	748+736	75.7 : 75.7%	-	-	-	4.8	15.3	14.4
3/1	McLaren Road Left Ahead	U	F		1	10	-	189	2000	244	77.3%	-	-	-	3.6	69.0	6.2
4/1	King Road Avenue Ahead Left	U	H		1	7	-	85	1991	177	48.0%	-	-	-	1.4	58.4	2.5
4/2	King Road Avenue Ahead	U	H		1	7	-	92	2150	191	48.1%	-	-	-	1.5	57.0	2.6
8/1	North Circ Ahead	U	A		1	27	-	161	2115	658	24.5%	-	-	-	1.0	23.4	2.1
8/2	North Circ Ahead Right	U	A		1	27	-	123	2254	701	17.5%	-	-	-	0.4	10.4	0.8
9/1	East Circ Ahead	U	C		1	27	-	76	1935	602	12.6%	-	-	-	0.9	40.9	1.9
9/2	East Circ Right	U	C		1	27	-	60	1962	610	9.8%	-	-	-	0.7	40.8	1.6

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 4: 'PM BASE 2020+DEV' (FG4: 'PM BASE 2020+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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	18.0	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	18.0	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	56	-	717	1881	1191	60.2%	-	-	-	2.7	13.6	11.3
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	56	-	845	2049:2155	1185+139	63.8 : 63.8%	-	-	-	3.2	13.5	13.2
2/1	Crowley Road Left Ahead	U	D		1	56	-	253	1906	1207	21.0%	-	-	-	0.6	8.9	2.8
2/2+2/3	Crowley Road Ahead	U	D		1	56	-	548	2135:2120	800+744	35.5 : 35.5%	-	-	-	1.3	8.8	3.3
3/1	McLaren Road Left Ahead	U	F		1	7	-	116	2000	178	65.3%	-	-	-	2.2	68.0	3.7
4/1	King Road Avenue Ahead Left	U	H		1	7	-	113	1996	177	63.7%	-	-	-	2.1	66.8	3.6
4/2	King Road Avenue Ahead	U	H		1	7	-	123	2150	191	64.4%	-	-	-	2.2	65.4	3.8
8/1	North Circ Ahead	U	A		1	24	-	162	2115	587	27.6%	-	-	-	1.1	25.2	1.9
8/2	North Circ Ahead Right	U	A		1	24	-	145	2242	623	23.3%	-	-	-	0.4	8.8	0.7
9/1	East Circ Ahead	U	C		1	24	-	95	1935	538	17.7%	-	-	-	1.0	36.2	2.1
9/2	East Circ Right	U	C		1	24	-	8	1962	545	1.5%	-	-	-	0.1	39.4	0.2

Basic Results Summary

Table Results Summary																	
10/1	South Circ Ahead Right	U	E		1	73	-	201	2080	1710	11.8%	-	-	-	0.1	2.3	0.5
10/2	South Circ Right	U	E		1	73	-	284	2148	1766	16.1%	-	-	-	0.2	2.0	0.5
10/3	South Circ Right	U	E		1	73	-	264	2122	1745	15.1%	-	-	-	0.1	2.0	0.5
11/1	West Circ Ahead	U	G		1	73	-	179	2090	1718	10.4%	-	-	-	0.1	1.7	0.3
11/2	West Circ Ahead	U	G		1	73	-	327	2255	1854	17.6%	-	-	-	0.3	2.8	1.2
11/3	West Circ Right Ahead	U	G		1	73	-	330	2212	1819	18.1%	-	-	-	0.3	3.5	1.5
C1		PRC for Signalled Lanes (%):		37.9		Total Delay for Signalled Lanes (pcuHr):		17.97		Cycle Time (s):		90					
		PRC Over All Lanes (%):		37.9		Total Delay Over All Lanes(pcuHr):		17.97									

Basic Results Summary

Scenario 5: 'AM BASE 2020+DEV (SEA SENS)' (FG5: 'AM BASE 2020+DEV (SEA SENS)', 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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	23.7	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	23.7	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	53	-	448	1881	1129	39.7%	-	-	-	1.5	12.1	6.2
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	53	-	600	2049:2155	994+289	46.8 : 46.8%	-	-	-	2.0	12.0	7.6
2/1	Crowley Road Left Ahead	U	D		1	53	-	702	1915	1149	61.1%	-	-	-	3.0	15.4	11.7
2/2+2/3	Crowley Road Ahead	U	D		1	53	-	1141	2135:2120	748+736	76.9 : 76.9%	-	-	-	5.0	15.7	15.1
3/1	McLaren Road Left Ahead	U	F		1	10	-	189	2000	244	77.3%	-	-	-	3.6	69.0	6.2
4/1	King Road Avenue Ahead Left	U	H		1	7	-	85	1991	177	48.0%	-	-	-	1.4	58.4	2.5
4/2	King Road Avenue Ahead	U	H		1	7	-	92	2150	191	48.1%	-	-	-	1.5	57.0	2.6
8/1	North Circ Ahead	U	A		1	27	-	160	2115	658	24.3%	-	-	-	1.0	23.3	2.1
8/2	North Circ Ahead Right	U	A		1	27	-	124	2254	701	17.7%	-	-	-	0.4	10.5	0.9
9/1	East Circ Ahead	U	C		1	27	-	76	1935	602	12.6%	-	-	-	0.9	40.7	1.9
9/2	East Circ Right	U	C		1	27	-	60	1962	610	9.8%	-	-	-	0.7	40.7	1.6

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 6: 'PM BASE 2020+DEV (SEA SENS)' (FG6: 'PM BASE 2020+DEV (SEA SENS)', 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: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	18.4	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	18.4	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	56	-	735	1881	1191	61.7%	-	-	-	2.8	13.9	11.8
1/2+1/3	A403 St. Andrew's Road Left Ahead	U	B		1	56	-	862	2049:2155	1187+137	65.1 : 65.1%	-	-	-	3.3	13.8	13.8
2/1	Crowley Road Left Ahead	U	D		1	56	-	265	1907	1208	21.9%	-	-	-	0.7	8.9	2.9
2/2+2/3	Crowley Road Ahead	U	D		1	56	-	571	2135:2120	796+750	36.9 : 36.9%	-	-	-	1.4	8.8	3.4
3/1	McLaren Road Left Ahead	U	F		1	7	-	116	2000	178	65.3%	-	-	-	2.2	68.0	3.7
4/1	King Road Avenue Ahead Left	U	H		1	7	-	113	1996	177	63.7%	-	-	-	2.1	66.8	3.6
4/2	King Road Avenue Ahead	U	H		1	7	-	123	2150	191	64.4%	-	-	-	2.2	65.4	3.8
8/1	North Circ Ahead	U	A		1	24	-	162	2115	587	27.6%	-	-	-	1.1	25.2	1.9
8/2	North Circ Ahead Right	U	A		1	24	-	145	2242	623	23.3%	-	-	-	0.4	8.8	0.7
9/1	East Circ Ahead	U	C		1	24	-	95	1935	538	17.7%	-	-	-	1.0	36.1	2.1
9/2	East Circ Right	U	C		1	24	-	8	1962	545	1.5%	-	-	-	0.1	39.2	0.2

Basic Results Summary

[illegible]

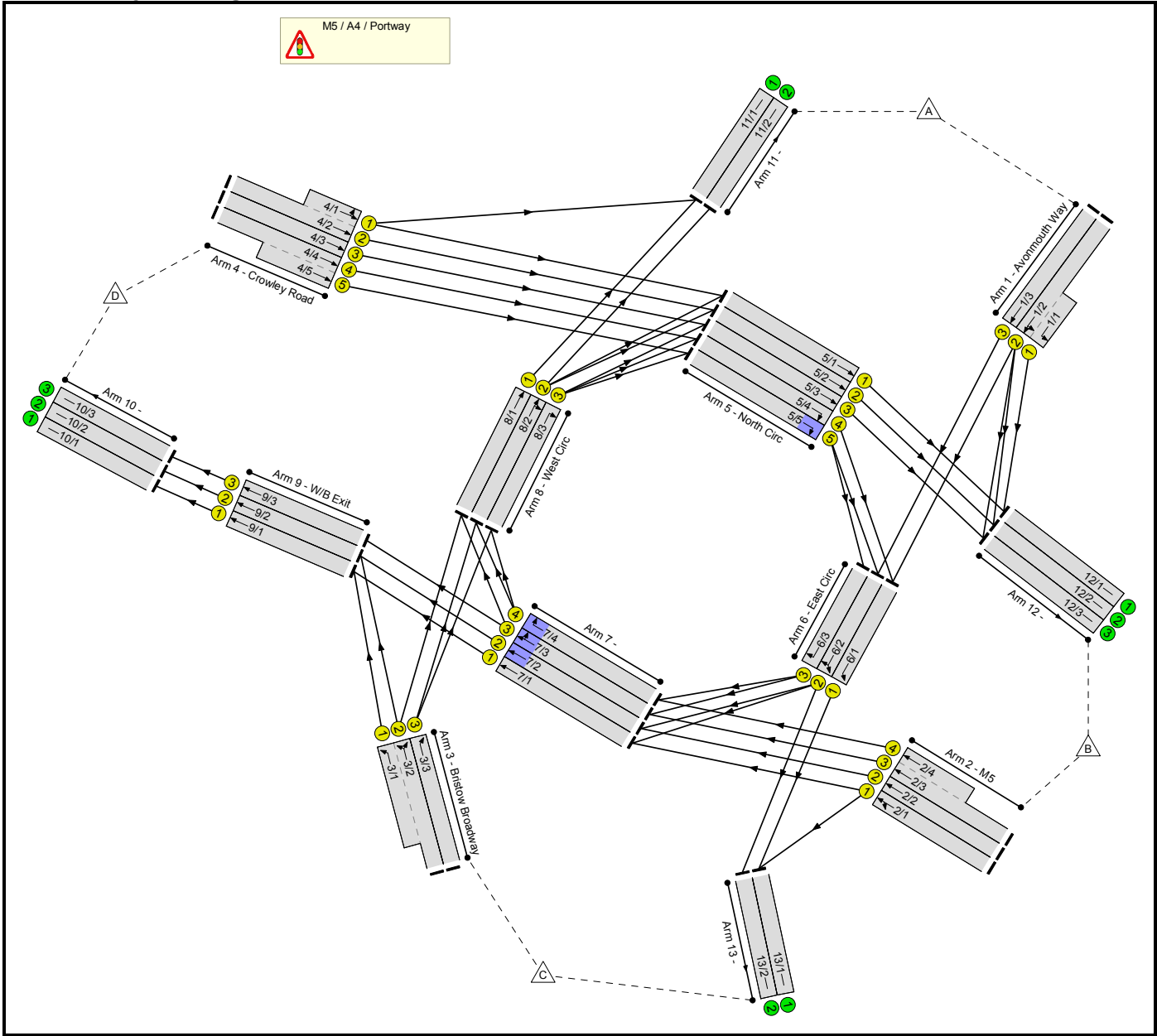
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028
Title:	M5 / A4 / Avonmouth Way
Location:	
File name:	M5_A4_Avonmouth Way edit.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM BASE 2020' (FG1: 'AM BASE 2020', 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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	84.0%	0	0	0	50.1	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	84.0%	0	0	0	50.1	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	7	-	271	2150:2010	202+184	70.2 : 70.2%	-	-	-	4.0	52.6	4.4
1/3	Avonmouth Way Ahead	U	D		1	7	-	100	2150	202	49.4%	-	-	-	1.5	54.0	2.7
2/1	M5 Ahead Left	U	F		1	29	-	528	2035	718	73.5%	-	-	-	4.9	33.4	12.2
2/2	M5 Ahead	U	F		1	29	-	558	2165	764	73.0%	-	-	-	5.1	32.6	12.8
2/3+2/4	M5 Ahead	U	F		1	29	-	709	2165:2155	648+197	84.0 : 84.0%	-	-	-	7.2	36.6	15.6
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	20	-	518	2150:2035	475+439	56.7 : 56.7%	-	-	-	4.6	32.0	6.1
3/3	Bristow Broadway Ahead	U	H		1	20	-	424	2140	529	80.2%	-	-	-	5.5	46.6	3
4/2+4/1	Crowley Road Ahead Left	U	B		1	29	-	397	3600:1940	99+655	52.7 : 52.7%	-	-	-	2.9	26.3	7.1
4/3	Crowley Road Ahead	U	B		1	29	-	236	2115	746	31.6%	-	-	-	1.5	23.6	4.2
4/4+4/5	Crowley Road Ahead	U	B		1	29	-	416	2155:2195	512+548	39.2 : 39.2%	-	-	-	2.6	22.5	3.9
5/1	North Circ Ahead	U	C		1	68	-	300	2015	1636	18.3%	-	-	-	0.1	1.3	0.1
5/2	North Circ Ahead	U	C		1	68	-	54	2165	1757	3.1%	-	-	-	0.0	1.4	0.7
5/3	North Circ Ahead	U	C		1	68	-	335	2165	1757	19.1%	-	-	-	0.3	3.5	1.6

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM BASE 2020' (FG2: 'PM BASE 2020', 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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	86.9%	0	0	0	50.6	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	86.9%	0	0	0	50.6	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	20	-	621	2150:2010	382+333	86.9 : 86.9%	-	-	-	8.1	46.9	12.4
1/3	Avonmouth Way Ahead	U	D		1	20	-	332	2150	531	62.5%	-	-	-	3.5	37.5	7.7
2/1	M5 Ahead Left	U	F		1	23	-	183	2035	575	31.8%	-	-	-	1.5	28.6	3.6
2/2	M5 Ahead	U	F		1	23	-	199	2165	611	32.6%	-	-	-	1.6	28.5	3.9
2/3+2/4	M5 Ahead	U	F		1	23	-	304	2165:2155	581+43	48.7 : 48.7%	-	-	-	2.6	30.6	6.0
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	13	-	243	2150:2035	354+335	35.9 : 34.6%	-	-	-	2.4	35.5	2.9
3/3	Bristow Broadway Ahead	U	H		1	13	-	297	2140	352	84.3%	-	-	-	5.3	64.2	9.2
4/2+4/1	Crowley Road Ahead Left	U	B		1	23	-	679	3600:1940	328+459	86.3 : 86.3%	-	-	-	8.0	42.7	14.3
4/3	Crowley Road Ahead	U	B		1	23	-	443	2115	597	74.2%	-	-	-	4.8	39.2	10.9
4/4+4/5	Crowley Road Ahead	U	B		1	23	-	633	2155:2195	453+437	71.1 : 71.1%	-	-	-	5.7	32.6	7.6
5/1	North Circ Ahead	U	C		1	55	-	430	2015	1328	32.4%	-	-	-	0.6	4.8	1.5
5/2	North Circ Ahead	U	C		1	55	-	354	2165	1426	24.8%	-	-	-	0.7	6.8	3.4
5/3	North Circ Ahead	U	C		1	55	-	529	2165	1426	37.1%	-	-	-	0.9	5.9	2.3

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 3: 'AM BASE 2020+DEV' (FG3: 'AM BASE 2020+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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	90.2%	0	0	0	59.6	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	90.2%	0	0	0	59.6	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	7	-	285	2150:2010	202+185	73.6 : 73.6%	-	-	-	4.3	54.6	4.8
1/3	Avonmouth Way Ahead	U	D		1	7	-	108	2150	202	53.4%	-	-	-	1.7	55.6	3.0
2/1	M5 Ahead Left	U	F		1	29	-	578	2035	718	80.5%	-	-	-	6.0	37.3	14.2
2/2	M5 Ahead	U	F		1	29	-	611	2165	764	80.0%	-	-	-	6.2	36.3	14.8
2/3+2/4	M5 Ahead	U	F		1	29	-	773	2165:2155	622+254	88.3 : 88.3%	-	-	-	8.7	40.5	17.4
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	20	-	618	2150:2035	474+445	67.2 : 67.2%	-	-	-	5.9	34.2	7.7
3/3	Bristow Broadway Ahead	U	H		1	20	-	477	2140	529	90.2%	-	-	-	8.1	61.2	14.9
4/2+4/1	Crowley Road Ahead Left	U	B		1	29	-	401	3600:1940	100+655	53.2 : 53.2%	-	-	-	2.9	26.4	7.2
4/3	Crowley Road Ahead	U	B		1	29	-	240	2115	746	32.2%	-	-	-	1.6	23.6	4.4
4/4+4/5	Crowley Road Ahead	U	B		1	29	-	424	2155:2195	513+548	40.0 : 40.0%	-	-	-	2.7	22.6	4.0
5/1	North Circ Ahead	U	C		1	68	-	303	2015	1636	18.5%	-	-	-	0.1	1.4	0.1
5/2	North Circ Ahead	U	C		1	68	-	53	2165	1757	3.0%	-	-	-	0.0	1.1	0.7
5/3	North Circ Ahead	U	C		1	68	-	343	2165	1757	19.5%	-	-	-	0.3	3.5	1.8

Basic Results Summary

Table Results Summary																	
5/4	North Circ Right	U	C		1	68	-	205	2165	1757	11.7%	-	-	-	0.1	1.2	0.1
5/5	North Circ Right	U	C		1	68	-	219	2185	1774	12.3%	-	-	-	0.1	1.2	0.1
6/1	East Circ Ahead	U	E		1	46	-	250	2025	1120	22.3%	-	-	-	1.1	16.1	4.9
6/2	East Circ Right Ahead	U	E		1	46	-	327	2165	1197	27.3%	-	-	-	1.2	13.5	5.2
6/3	East Circ Right	U	E		1	46	-	0	2175	1203	0.0%	-	-	-	0.0	0.0	0.0
7/1	Ahead	U	G		1	55	-	576	1985	1308	44.0%	-	-	-	0.7	4.2	1.3
7/2	Ahead	U	G		1	55	-	658	2015	1328	49.6%	-	-	-	0.9	5.1	12.6
7/3	Right Ahead	U	G		1	55	-	549	2010	1324	41.5%	-	-	-	0.7	4.5	7.1
7/4	Right	U	G		1	55	-	224	2015	1328	16.9%	-	-	-	0.2	3.6	1.8
8/1	West Circ Ahead	U	B		1	29	-	498	2000	706	70.6%	-	-	-	2.9	20.9	4.4
8/2	West Circ Right Ahead	U	A		1	46	-	598	2025	1120	53.4%	-	-	-	1.6	9.5	7.4
8/3	West Circ Right	U	A		1	46	-	103	2025	1120	9.2%	-	-	-	0.1	1.8	0.1
9/1	W/B Exit Ahead	U	J		1	63	-	875	2050	1544	56.7%	-	-	-	0.8	3.2	1.8
9/2	W/B Exit Ahead	U	J		1	63	-	972	2205	1660	58.5%	-	-	-	0.8	3.1	1.8
9/3	W/B Exit Ahead	U	J		1	63	-	56	2105	1585	3.5%	-	-	-	0.0	1.2	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -0.2 C1 Stream: 2 PRC for Signalled Lanes (%): 53.7 PRC Over All Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 57.97 Total Delay for Signalled Lanes (pcuHr): 1.64 Total Delay Over All Lanes(pcuHr): 59.61 Cycle Time (s): 85 Cycle Time (s): 85																	

Basic Results Summary

Scenario 4: 'PM BASE 2020+DEV' (FG4: 'PM BASE 2020+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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	75.5	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	98.5%	0	0	0	75.5	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	24	-	678	2150:2010	540+156	97.4 : 97.4%	-	-	-	14.6	77.6	23.4
1/3	Avonmouth Way Ahead	U	D		1	24	-	389	2150	632	61.5%	-	-	-	3.6	33.2	8.7
2/1	M5 Ahead Left	U	F		1	21	-	201	2035	527	38.2%	-	-	-	1.8	31.4	4.2
2/2	M5 Ahead	U	F		1	21	-	222	2165	560	39.6%	-	-	-	1.9	31.3	4.6
2/3+2/4	M5 Ahead	U	F		1	21	-	282	2165:2155	538+30	49.7 : 49.7%	-	-	-	2.6	32.8	5.8
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	11	-	297	2150:2035	304+287	51.4 : 49.1%	-	-	-	3.3	39.9	3.9
3/3	Bristow Broadway Ahead	U	H		1	11	-	276	2140	302	91.4%	-	-	-	6.8	88.6	10.4
4/2+4/1	Crowley Road Ahead Left	U	B		1	21	-	717	3600:1940	302+427	98.5 : 98.5%	-	-	-	16.7	83.9	24.1
4/3	Crowley Road Ahead	U	B		1	21	-	480	2115	547	87.7%	-	-	-	7.3	54.6	14.0
4/4+4/5	Crowley Road Ahead	U	B		1	21	-	708	2155:2195	429+401	85.4 : 85.4%	-	-	-	8.3	42.2	11.6
5/1	North Circ Ahead	U	C		1	51	-	456	2015	1233	37.0%	-	-	-	0.7	5.4	1.6
5/2	North Circ Ahead	U	C		1	51	-	372	2165	1324	28.1%	-	-	-	0.8	7.5	3.4
5/3	North Circ Ahead	U	C		1	51	-	575	2165	1324	43.4%	-	-	-	1.1	6.8	2.6

Basic Results Summary

5/4	North Circ Right	U	C		1	51	-	366	2165	1324	27.6%	-	-	-	0.2	1.9	0.2
5/5	North Circ Right	U	C		1	51	-	342	2185	1337	25.6%	-	-	-	0.2	1.8	0.2
6/1	East Circ Ahead	U	E		1	54	-	366	2025	1310	27.9%	-	-	-	1.4	13.9	8.8
6/2	East Circ Right Ahead	U	E		1	54	-	731	2165	1401	52.2%	-	-	-	1.6	8.0	8.6
6/3	East Circ Right	U	E		1	54	-	0	2175	1407	0.0%	-	-	-	0.0	0.0	0.0
7/1	Ahead	U	G		1	64	-	212	1985	1518	14.0%	-	-	-	0.1	2.5	0.4
7/2	Ahead	U	G		1	64	-	262	2015	1541	17.0%	-	-	-	0.2	2.6	3.2
7/3	Right Ahead	U	G		1	64	-	267	2010	1537	17.4%	-	-	-	0.2	2.9	4.3
7/4	Right	U	G		1	64	-	15	2015	1541	1.0%	-	-	-	0.0	2.4	0.0
8/1	West Circ Ahead	U	B		1	21	-	276	2000	518	53.3%	-	-	-	1.7	21.8	2.5
8/2	West Circ Right Ahead	U	A		1	54	-	196	2025	1310	15.0%	-	-	-	0.1	2.5	0.4
8/3	West Circ Right	U	A		1	54	-	95	2025	1310	7.3%	-	-	-	0.0	1.5	0.0
9/1	W/B Exit Ahead	U	J		1	63	-	353	2050	1544	22.9%	-	-	-	0.2	1.7	0.5
9/2	W/B Exit Ahead	U	J		1	63	-	370	2205	1660	22.3%	-	-	-	0.2	1.8	0.8
9/3	W/B Exit Ahead	U	J		1	63	-	39	2105	1585	2.5%	-	-	-	0.0	1.2	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -9.4 C1 Stream: 2 PRC for Signalled Lanes (%): 293.5 PRC Over All Lanes (%): -9.4 Total Delay for Signalled Lanes (pcuHr): 75.18 Total Delay for Signalled Lanes (pcuHr): 0.37 Total Delay Over All Lanes(pcuHr): 75.54 Cycle Time (s): 85 Cycle Time (s): 85																	

Basic Results Summary

Scenario 5: 'AM BASE 2020+DEV (SEA SENS)' (FG5: 'AM BASE 2020+DEV (SEA SENS)', 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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	90.2%	0	0	0	61.0	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	90.2%	0	0	0	61.0	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	7	-	285	2150:2010	202+185	73.6 : 73.6%	-	-	-	4.3	54.6	4.8
1/3	Avonmouth Way Ahead	U	D		1	7	-	108	2150	202	53.4%	-	-	-	1.7	55.6	3.0
2/1	M5 Ahead Left	U	F		1	29	-	584	2035	718	81.3%	-	-	-	6.2	38.0	14.6
2/2	M5 Ahead	U	F		1	29	-	618	2165	764	80.9%	-	-	-	6.3	36.9	15.1
2/3+2/4	M5 Ahead	U	F		1	29	-	778	2165:2155	621+256	88.8 : 88.8%	-	-	-	8.9	41.1	17.6
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	20	-	637	2150:2035	474+444	69.4 : 69.4%	-	-	-	6.2	34.8	8.0
3/3	Bristow Broadway Ahead	U	H		1	20	-	477	2140	529	90.2%	-	-	-	8.1	61.2	14.9
4/2+4/1	Crowley Road Ahead Left	U	B		1	29	-	423	3600:1940	138+641	54.3 : 54.3%	-	-	-	3.1	26.2	7.4
4/3	Crowley Road Ahead	U	B		1	29	-	236	2115	746	31.6%	-	-	-	1.5	23.6	4.2
4/4+4/5	Crowley Road Ahead	U	B		1	29	-	443	2155:2195	512+548	41.8 : 41.8%	-	-	-	2.8	22.7	4.2
5/1	North Circ Ahead	U	C		1	68	-	303	2015	1636	18.5%	-	-	-	0.1	1.4	0.1
5/2	North Circ Ahead	U	C		1	68	-	75	2165	1757	4.3%	-	-	-	0.0	1.3	1.0
5/3	North Circ Ahead	U	C		1	68	-	339	2165	1757	19.3%	-	-	-	0.3	3.5	1.8

Basic Results Summary

Table Results Summary																	
5/4	North Circ Right	U	C		1	68	-	214	2165	1757	12.2%	-	-	-	0.1	1.2	0.1
5/5	North Circ Right	U	C		1	68	-	229	2185	1774	12.9%	-	-	-	0.1	1.2	0.1
6/1	East Circ Ahead	U	E		1	46	-	259	2025	1120	23.1%	-	-	-	1.2	16.3	5.1
6/2	East Circ Right Ahead	U	E		1	46	-	337	2165	1197	28.2%	-	-	-	1.3	13.7	5.5
6/3	East Circ Right	U	E		1	46	-	0	2175	1203	0.0%	-	-	-	0.0	0.0	0.0
7/1	Ahead	U	G		1	55	-	582	1985	1308	44.5%	-	-	-	0.7	4.2	1.3
7/2	Ahead	U	G		1	55	-	665	2015	1328	50.1%	-	-	-	1.0	5.4	12.9
7/3	Right Ahead	U	G		1	55	-	551	2010	1324	41.6%	-	-	-	0.7	4.5	7.1
7/4	Right	U	G		1	55	-	227	2015	1328	17.1%	-	-	-	0.2	3.6	1.9
8/1	West Circ Ahead	U	B		1	29	-	495	2000	706	70.1%	-	-	-	2.9	21.0	4.4
8/2	West Circ Right Ahead	U	A		1	46	-	601	2025	1120	53.7%	-	-	-	1.6	9.6	7.4
8/3	West Circ Right	U	A		1	46	-	103	2025	1120	9.2%	-	-	-	0.1	1.8	0.1
9/1	W/B Exit Ahead	U	J		1	63	-	890	2050	1544	57.7%	-	-	-	0.8	3.3	1.9
9/2	W/B Exit Ahead	U	J		1	63	-	989	2205	1660	59.6%	-	-	-	0.9	3.2	1.9
9/3	W/B Exit Ahead	U	J		1	63	-	61	2105	1585	3.8%	-	-	-	0.0	1.2	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -0.2 C1 Stream: 2 PRC for Signalled Lanes (%): 51.1 PRC Over All Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 59.25 Total Delay for Signalled Lanes (pcuHr): 1.71 Total Delay Over All Lanes(pcuHr): 60.96 Cycle Time (s): 85 Cycle Time (s): 85																	

Basic Results Summary

Scenario 6: 'PM BASE 2020+DEV (SEA SENS)' (FG6: 'PM BASE 2020+DEV (SEA SENS)', 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 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	99.7%	0	0	0	76.8	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	99.7%	0	0	0	76.8	-	-
1/2+1/1	Avonmouth Way Ahead Left	U	D		1	24	-	678	2150:2010	540+156	97.4 : 97.4%	-	-	-	14.6	77.6	23.4
1/3	Avonmouth Way Ahead	U	D		1	24	-	389	2150	632	61.5%	-	-	-	3.6	33.2	8.7
2/1	M5 Ahead Left	U	F		1	22	-	207	2035	551	37.6%	-	-	-	1.7	30.4	4.3
2/2	M5 Ahead	U	F		1	22	-	228	2165	586	38.9%	-	-	-	1.9	30.3	4.7
2/3+2/4	M5 Ahead	U	F		1	22	-	288	2165:2155	561+33	48.5 : 48.5%	-	-	-	2.5	31.6	5.8
3/2+3/1	Bristow Broadway Ahead Left	U	H		1	10	-	314	2150:2035	278+263	59.3 : 56.6%	-	-	-	3.7	42.7	4.4
3/3	Bristow Broadway Ahead	U	H		1	10	-	276	2140	277	99.7%	-	-	-	10.9	142.3	14.5
4/2+4/1	Crowley Road Ahead Left	U	B		1	22	-	719	3600:1940	303+446	96.0 : 96.0%	-	-	-	13.6	68.2	21.1
4/3	Crowley Road Ahead	U	B		1	22	-	496	2115	572	86.7%	-	-	-	7.1	51.4	14.0
4/4+4/5	Crowley Road Ahead	U	B		1	22	-	725	2155:2195	442+413	84.8 : 84.8%	-	-	-	8.2	40.6	11.7
5/1	North Circ Ahead	U	C		1	51	-	463	2015	1233	37.6%	-	-	-	0.7	5.2	1.6
5/2	North Circ Ahead	U	C		1	51	-	365	2165	1324	27.6%	-	-	-	0.7	7.3	3.3
5/3	North Circ Ahead	U	C		1	51	-	593	2165	1324	44.8%	-	-	-	1.1	6.6	2.7

Basic Results Summary

Table Results Summary																	
5/4	North Circ Right	U	C		1	51	-	375	2165	1324	28.3%	-	-	-	0.2	1.9	0.2
5/5	North Circ Right	U	C		1	51	-	350	2185	1337	26.2%	-	-	-	0.2	1.8	0.2
6/1	East Circ Ahead	U	E		1	53	-	375	2025	1286	29.1%	-	-	-	1.5	14.9	9.1
6/2	East Circ Right Ahead	U	E		1	53	-	739	2165	1375	53.7%	-	-	-	1.8	8.7	8.8
6/3	East Circ Right	U	E		1	53	-	0	2175	1382	0.0%	-	-	-	0.0	0.0	0.0
7/1	Ahead	U	G		1	65	-	218	1985	1541	14.1%	-	-	-	0.1	2.4	0.4
7/2	Ahead	U	G		1	65	-	268	2015	1565	17.1%	-	-	-	0.2	2.6	3.2
7/3	Right Ahead	U	G		1	65	-	272	2010	1561	17.4%	-	-	-	0.2	2.9	4.4
7/4	Right	U	G		1	65	-	16	2015	1565	1.0%	-	-	-	0.0	2.3	0.0
8/1	West Circ Ahead	U	B		1	22	-	275	2000	541	50.8%	-	-	-	1.6	20.9	2.4
8/2	West Circ Right Ahead	U	A		1	53	-	195	2025	1286	15.2%	-	-	-	0.1	2.7	0.4
8/3	West Circ Right	U	A		1	53	-	97	2025	1286	7.5%	-	-	-	0.0	1.5	0.0
9/1	W/B Exit Ahead	U	J		1	63	-	367	2050	1544	23.8%	-	-	-	0.2	1.7	0.5
9/2	W/B Exit Ahead	U	J		1	63	-	385	2205	1660	23.2%	-	-	-	0.2	1.8	0.8
9/3	W/B Exit Ahead	U	J		1	63	-	45	2105	1585	2.8%	-	-	-	0.0	1.2	0.0
C1 C1 Stream: 1 PRC for Signalled Lanes (%): -10.7 Stream: 2 PRC for Signalled Lanes (%): 278.5 PRC Over All Lanes (%): -10.7 Total Delay for Signalled Lanes (pcuHr): 76.45 Total Delay for Signalled Lanes (pcuHr): 0.38 Total Delay Over All Lanes(pcuHr): 76.84 Cycle Time (s): 85 Cycle Time (s): 85																	

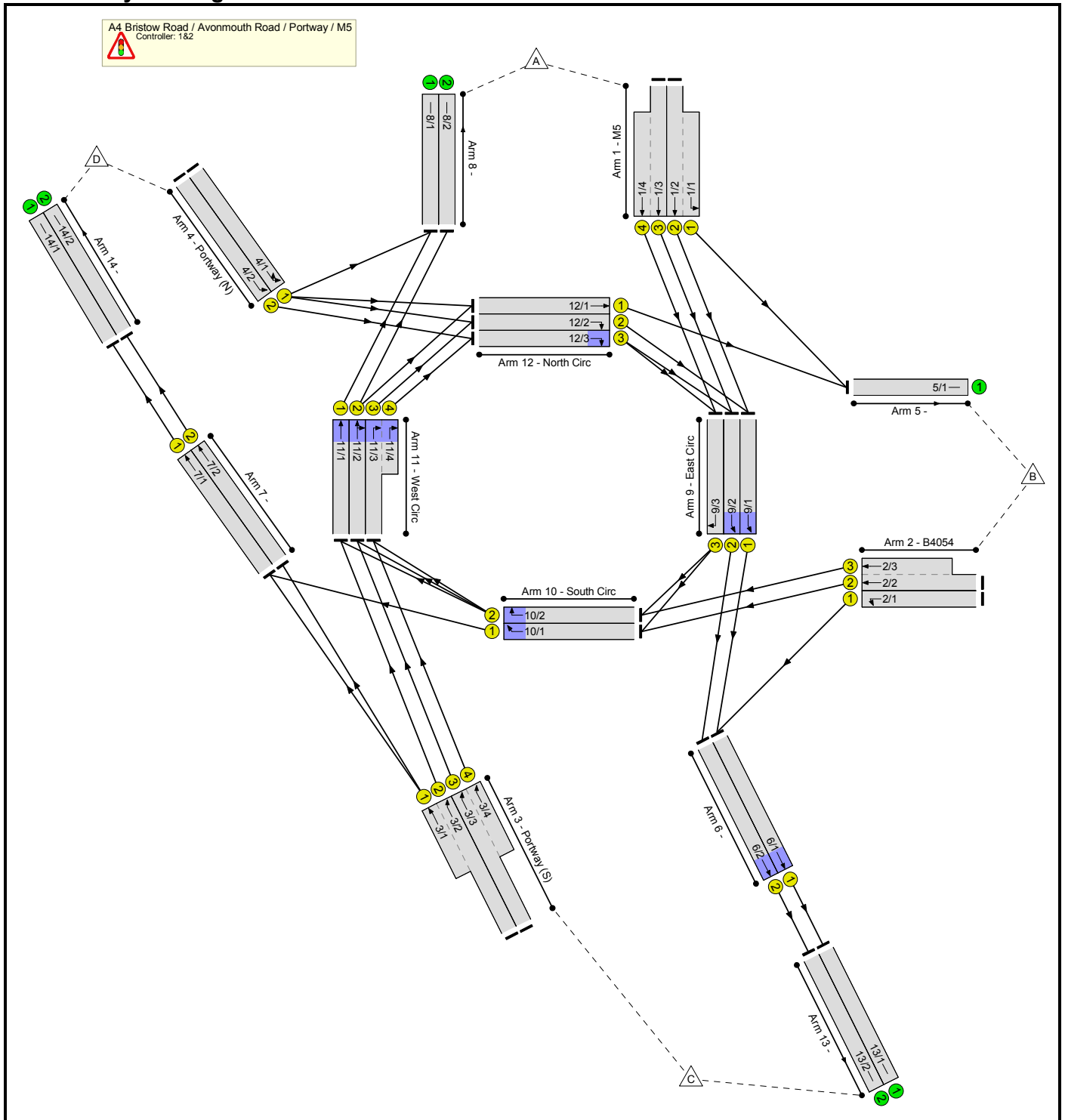
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A4 Bristow Broadway / Avonmouth Road / Portway / M5
Location:	
File name:	A4 Bristow Broadway_Avonmouth Road_Portway_M5 Edit.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Network Results**Scenario 1: 'AM BASE 2020'** (FG1: 'AM BASE 2020', 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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.1%	0	0	0	39.9	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.1%	0	0	0	39.9	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	34	-	989	1500:1940	751+799	63.8 : 63.8%	-	-	-	2.9	10.5	5.7
1/3+1/4	M5 Ahead	U	C1:A		1	34	-	684	2080:1500	1080+234	52.1 : 52.1%	-	-	-	1.8	9.7	5.8
2/1	B4054 Left	U	C2:A		1	16	-	60	1940	550	10.9%	-	-	-	0.3	19.6	0.8
2/2+2/3	B4054 Ahead	U	C2:A		1	16	-	587	2080:1940	234+539	75.9 : 75.9%	-	-	-	4.6	28.2	7.7
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	33	-	996	2080:1940	332+929	79.0 : 79.0%	-	-	-	4.2	15.2	11.3
3/3+3/4	Portway (S) Ahead	U	C1:E		1	33	-	766	2080:1965	1179+0	65.0 : 0.0%	-	-	-	2.8	13.3	9.6
4/1	Portway (N) U-Turn Left	U	C1:G		1	15	-	288	2015	537	53.6%	-	-	-	2.1	26.0	4.7
4/2	Portway (N) Left	U	C1:G		1	15	-	210	2015	537	39.1%	-	-	-	1.4	23.5	3.2
6/1	Ahead	U	C1:I		1	41	-	739	1940	1358	54.4%	-	-	-	0.8	3.7	1.5
6/2	Ahead	U	C1:I		1	41	-	772	1940	1358	56.8%	-	-	-	0.8	3.6	1.3
7/1	Ahead	U	C1:J		1	42	-	542	1940	1390	39.0%	-	-	-	0.9	6.1	6.0
7/2	Ahead	U	C1:J		1	42	-	492	1940	1390	35.4%	-	-	-	0.6	4.5	1.9
9/1	East Circ Ahead	U	C2:B		1	30	-	679	1965	1015	66.9%	-	-	-	2.3	12.3	6.2
9/2	East Circ Ahead	U	C2:B		1	30	-	772	2105	1088	71.0%	-	-	-	2.8	12.9	6.9

Basic Results Summary

9/3	East Circ Right	U	C2:B		1	30	-	122	1990	1028	11.9%	-	-	-	0.2	7.2	0.5
10/1	South Circ Right	U	C1:F		1	15	-	300	1940	517	58.0%	-	-	-	1.8	21.6	5.3
10/2	South Circ Right	U	C1:F		1	15	-	409	1940	517	79.1%	-	-	-	1.9	17.0	2.4
11/1	West Circ Ahead	U	C1:H		1	32	-	596	1965	1081	55.1%	-	-	-	2.5	14.9	9.2
11/2	West Circ Ahead Right	U	C1:H		1	32	-	841	2105	1158	72.6%	-	-	-	2.4	10.2	4.5
11/3+11/4	West Circ Right	U	C1:H		1	32	-	0	2105:1965	1142+0	0.0 : 0.0%	-	-	-	0.0	0.0	0.0
12/1	North Circ Ahead	U	C1:B		1	16	-	296	1965	557	53.2%	-	-	-	1.9	23.4	4.8
12/2	North Circ Right	U	C1:B		1	16	-	200	2095	594	33.7%	-	-	-	0.4	6.7	0.4
12/3	North Circ Right	U	C1:B		1	16	-	210	1985	562	37.3%	-	-	-	0.4	7.2	0.5
		C1	Stream: 1 PRC for Signalled Lanes (%):		41.1		Total Delay for Signalled Lanes (pcuHr):		7.47		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		13.8		Total Delay for Signalled Lanes (pcuHr):		19.07		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		58.3		Total Delay for Signalled Lanes (pcuHr):		3.08		Cycle Time (s):		60				
		C2	Stream: 1 PRC for Signalled Lanes (%):		18.5		Total Delay for Signalled Lanes (pcuHr):		10.26		Cycle Time (s):		60				
			PRC Over All Lanes (%) :		13.8		Total Delay Over All Lanes(pcuHr):		39.87								

Basic Results Summary

Scenario 2: 'PM BASE 2020' (FG2: 'PM BASE 2020', 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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.0%	0	0	0	42.3	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.0%	0	0	0	42.3	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	28	-	805	1500:1940	589+762	59.6 : 59.6%	-	-	-	3.1	13.8	5.8
1/3+1/4	M5 Ahead	U	C1:A		1	28	-	500	2080:1500	874+327	41.6 : 41.6%	-	-	-	1.7	12.0	4.1
2/1	B4054 Left	U	C2:A		1	14	-	37	1940	485	7.6%	-	-	-	0.2	21.3	0.5
2/2+2/3	B4054 Ahead	U	C2:A		1	14	-	474	2080:1940	164+485	73.0 : 73.0%	-	-	-	4.0	30.1	6.7
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	30	-	890	2080:1940	859+401	70.7 : 70.7%	-	-	-	3.5	14.2	7.9
3/3+3/4	Portway (S) Ahead	U	C1:E		1	30	-	692	2080:1965	1075+0	64.4 : 0.0%	-	-	-	2.9	15.2	9.2
4/1	Portway (N) U-Turn Left	U	C1:G		1	18	-	515	2015	638	80.7%	-	-	-	4.7	33.0	9.9
4/2	Portway (N) Left	U	C1:G		1	18	-	438	2015	638	68.6%	-	-	-	3.3	26.8	7.4
6/1	Ahead	U	C1:I		1	41	-	694	1940	1358	51.1%	-	-	-	0.6	3.3	1.1
6/2	Ahead	U	C1:I		1	41	-	802	1940	1358	59.1%	-	-	-	0.8	3.7	1.4
7/1	Ahead	U	C1:J		1	42	-	312	1940	1390	22.4%	-	-	-	0.2	2.1	0.4
7/2	Ahead	U	C1:J		1	42	-	227	1940	1390	16.3%	-	-	-	0.3	4.2	1.2
9/1	East Circ Ahead	U	C2:B		1	32	-	657	1965	1081	60.8%	-	-	-	1.5	8.2	5.3
9/2	East Circ Ahead	U	C2:B		1	32	-	802	2105	1158	69.3%	-	-	-	2.2	9.7	10.0

Basic Results Summary

Table Results Summary																	
9/3	East Circ Right	U	C2:B		1	32	-	136	1990	1095	12.4%	-	-	-	0.3	7.7	0.8
10/1	South Circ Right	U	C1:F		1	18	-	256	1940	614	41.7%	-	-	-	1.1	16.0	3.8
10/2	South Circ Right	U	C1:F		1	18	-	354	1940	614	57.6%	-	-	-	1.2	12.7	6.6
11/1	West Circ Ahead	U	C1:H		1	29	-	790	1965	982	80.4%	-	-	-	3.7	17.1	6.6
11/2	West Circ Ahead Right	U	C1:H		1	29	-	863	2105	1052	82.0%	-	-	-	3.9	16.3	6.8
11/3+11/4	West Circ Right	U	C1:H		1	29	-	0	2105:1965	1037+0	0.0 : 0.0%	-	-	-	0.0	0.0	0.0
12/1	North Circ Ahead	U	C1:B		1	22	-	434	1965	753	57.6%	-	-	-	2.1	17.1	5.9
12/2	North Circ Right	U	C1:B		1	22	-	306	2095	803	38.1%	-	-	-	0.3	3.6	0.3
12/3	North Circ Right	U	C1:B		1	22	-	438	1985	761	57.6%	-	-	-	0.7	5.6	0.8
		C1	Stream: 1 PRC for Signalled Lanes (%)		51.0		Total Delay for Signalled Lanes (pcuHr):		7.80		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%)		9.8		Total Delay for Signalled Lanes (pcuHr):		24.44		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%)		52.4		Total Delay for Signalled Lanes (pcuHr):		1.92		Cycle Time (s):		60				
		C2	Stream: 1 PRC for Signalled Lanes (%)		23.3		Total Delay for Signalled Lanes (pcuHr):		8.14		Cycle Time (s):		60				
			PRC Over All Lanes (%)		9.8		Total Delay Over All Lanes(pcuHr):		42.30								

Basic Results Summary

Scenario 3: 'AM BASE 2020+DEV' (FG3: 'AM BASE 2020+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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	45.1	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	45.1	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	34	-	1004	1500:1940	753+777	65.6 : 65.6%	-	-	-	3.0	10.8	6.0
1/3+1/4	M5 Ahead	U	C1:A		1	34	-	836	2080:1500	972+474	57.8 : 57.8%	-	-	-	2.3	9.8	6.0
2/1	B4054 Left	U	C2:A		1	15	-	60	1940	517	11.6%	-	-	-	0.3	20.6	0.8
2/2+2/3	B4054 Ahead	U	C2:A		1	15	-	587	2080:1940	224+516	79.3 : 79.3%	-	-	-	5.1	31.1	8.1
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	32	-	996	2080:1940	322+906	81.1 : 81.1%	-	-	-	4.7	16.9	12.2
3/3+3/4	Portway (S) Ahead	U	C1:E		1	32	-	768	2080:1965	1144+0	67.1 : 0.0%	-	-	-	3.1	14.4	10.1
4/1	Portway (N) U-Turn Left	U	C1:G		1	16	-	307	2015	571	53.8%	-	-	-	2.1	25.0	4.8
4/2	Portway (N) Left	U	C1:G		1	16	-	225	2015	571	39.4%	-	-	-	1.4	22.6	3.3
6/1	Ahead	U	C1:I		1	41	-	754	1940	1358	55.5%	-	-	-	0.9	4.3	2.1
6/2	Ahead	U	C1:I		1	41	-	787	1940	1358	58.0%	-	-	-	0.9	4.3	1.3
7/1	Ahead	U	C1:J		1	42	-	667	1940	1390	48.0%	-	-	-	1.1	5.7	8.8
7/2	Ahead	U	C1:J		1	42	-	520	1940	1390	37.4%	-	-	-	0.7	4.8	2.3
9/1	East Circ Ahead	U	C2:B		1	31	-	694	1965	1048	66.2%	-	-	-	2.3	12.0	6.2
9/2	East Circ Ahead	U	C2:B		1	31	-	787	2105	1123	70.1%	-	-	-	2.8	12.6	7.1

Basic Results Summary

Scenario 4: 'PM BASE 2020+DEV' (FG4: 'PM BASE 2020+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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	49.5	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	49.5	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	27	-	835	1500:1940	621+740	61.4 : 61.4%	-	-	-	3.4	14.7	6.0
1/3+1/4	M5 Ahead	U	C1:A		1	27	-	489	2080:1500	834+380	40.3 : 40.3%	-	-	-	1.7	12.5	3.9
2/1	B4054 Left	U	C2:A		1	14	-	37	1940	485	7.6%	-	-	-	0.2	21.3	0.5
2/2+2/3	B4054 Ahead	U	C2:A		1	14	-	474	2080:1940	164+485	73.0 : 73.0%	-	-	-	4.0	30.1	6.7
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	29	-	935	2080:1940	836+389	76.3 : 76.3%	-	-	-	4.3	16.4	9.9
3/3+3/4	Portway (S) Ahead	U	C1:E		1	29	-	740	2080:1965	1040+0	71.2 : 0.0%	-	-	-	3.6	17.6	10.7
4/1	Portway (N) U-Turn Left	U	C1:G		1	19	-	584	2015	672	86.9%	-	-	-	6.2	38.0	12.2
4/2	Portway (N) Left	U	C1:G		1	19	-	503	2015	672	74.9%	-	-	-	3.9	28.3	8.9
6/1	Ahead	U	C1:I		1	41	-	661	1940	1358	48.7%	-	-	-	0.6	3.2	1.1
6/2	Ahead	U	C1:I		1	41	-	839	1940	1358	61.8%	-	-	-	0.9	4.0	1.6
7/1	Ahead	U	C1:J		1	42	-	329	1940	1390	23.7%	-	-	-	0.3	3.1	4.1
7/2	Ahead	U	C1:J		1	42	-	241	1940	1390	17.3%	-	-	-	0.3	4.2	1.1
9/1	East Circ Ahead	U	C2:B		1	32	-	624	1965	1081	57.7%	-	-	-	1.4	8.2	4.6
9/2	East Circ Ahead	U	C2:B		1	32	-	839	2105	1158	72.5%	-	-	-	2.5	10.9	11.1

Basic Results Summary

Scenario 5: 'AM BASE 2020+DEV (SEA SENS)' (FG5: 'AM BASE 2020+DEV (SEA SENS)', 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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	46.0	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	46.0	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	34	-	1001	1500:1940	753+782	65.2 : 65.2%	-	-	-	3.0	10.8	6.0
1/3+1/4	M5 Ahead	U	C1:A		1	34	-	839	2080:1500	973+472	58.1 : 58.1%	-	-	-	2.3	9.9	6.0
2/1	B4054 Left	U	C2:A		1	15	-	60	1940	517	11.6%	-	-	-	0.3	20.6	0.8
2/2+2/3	B4054 Ahead	U	C2:A		1	15	-	587	2080:1940	224+516	79.3 : 79.3%	-	-	-	5.1	31.1	8.1
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	32	-	995	2080:1940	293+918	82.1 : 82.1%	-	-	-	4.9	17.6	12.8
3/3+3/4	Portway (S) Ahead	U	C1:E		1	32	-	788	2080:1965	1144+0	68.9 : 0.0%	-	-	-	3.2	14.8	10.5
4/1	Portway (N) U-Turn Left	U	C1:G		1	16	-	317	2015	571	55.5%	-	-	-	2.2	25.3	5.1
4/2	Portway (N) Left	U	C1:G		1	16	-	234	2015	571	41.0%	-	-	-	1.5	22.8	3.5
6/1	Ahead	U	C1:I		1	41	-	761	1940	1358	56.0%	-	-	-	0.9	4.2	2.0
6/2	Ahead	U	C1:I		1	41	-	799	1940	1358	58.8%	-	-	-	1.0	4.3	1.2
7/1	Ahead	U	C1:J		1	42	-	668	1940	1390	48.0%	-	-	-	1.2	6.3	8.8
7/2	Ahead	U	C1:J		1	42	-	538	1940	1390	38.7%	-	-	-	0.7	4.8	2.3
9/1	East Circ Ahead	U	C2:B		1	31	-	701	1965	1048	66.9%	-	-	-	2.4	12.2	6.4
9/2	East Circ Ahead	U	C2:B		1	31	-	799	2105	1123	71.2%	-	-	-	2.9	12.9	7.3

Basic Results Summary

Scenario 6: 'PM BASE 2020+DEV (SEA SENS)' (FG6: 'PM BASE 2020+DEV (SEA SENS)', 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: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	50.3	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	50.3	-	-
1/2+1/1	M5 Left Ahead	U	C1:A		1	26	-	873	1500:1940	641+694	65.4 : 65.4%	-	-	-	3.9	16.1	6.4
1/3+1/4	M5 Ahead	U	C1:A		1	26	-	451	2080:1500	802+412	37.1 : 37.1%	-	-	-	1.6	12.8	3.4
2/1	B4054 Left	U	C2:A		1	14	-	37	1940	485	7.6%	-	-	-	0.2	21.3	0.5
2/2+2/3	B4054 Ahead	U	C2:A		1	14	-	474	2080:1940	164+485	73.0 : 73.0%	-	-	-	4.0	30.1	6.7
3/2+3/1	Portway (S) Ahead Ahead2	U	C1:E		1	29	-	945	2080:1940	827+411	76.3 : 76.3%	-	-	-	4.3	16.3	9.6
3/3+3/4	Portway (S) Ahead	U	C1:E		1	29	-	743	2080:1965	1040+0	71.4 : 0.0%	-	-	-	3.6	17.7	10.7
4/1	Portway (N) U-Turn Left	U	C1:G		1	19	-	596	2015	672	88.7%	-	-	-	6.7	40.7	12.9
4/2	Portway (N) Left	U	C1:G		1	19	-	508	2015	672	75.6%	-	-	-	4.0	28.6	9.0
6/1	Ahead	U	C1:I		1	41	-	711	1940	1358	52.4%	-	-	-	0.7	3.3	1.1
6/2	Ahead	U	C1:I		1	41	-	806	1940	1358	59.4%	-	-	-	0.8	3.8	1.5
7/1	Ahead	U	C1:J		1	42	-	293	1940	1390	21.1%	-	-	-	0.3	3.5	4.1
7/2	Ahead	U	C1:J		1	42	-	294	1940	1390	21.1%	-	-	-	0.3	4.2	1.3
9/1	East Circ Ahead	U	C2:B		1	32	-	674	1965	1081	62.4%	-	-	-	1.6	8.6	5.2
9/2	East Circ Ahead	U	C2:B		1	32	-	806	2105	1158	69.6%	-	-	-	2.4	10.5	10.8

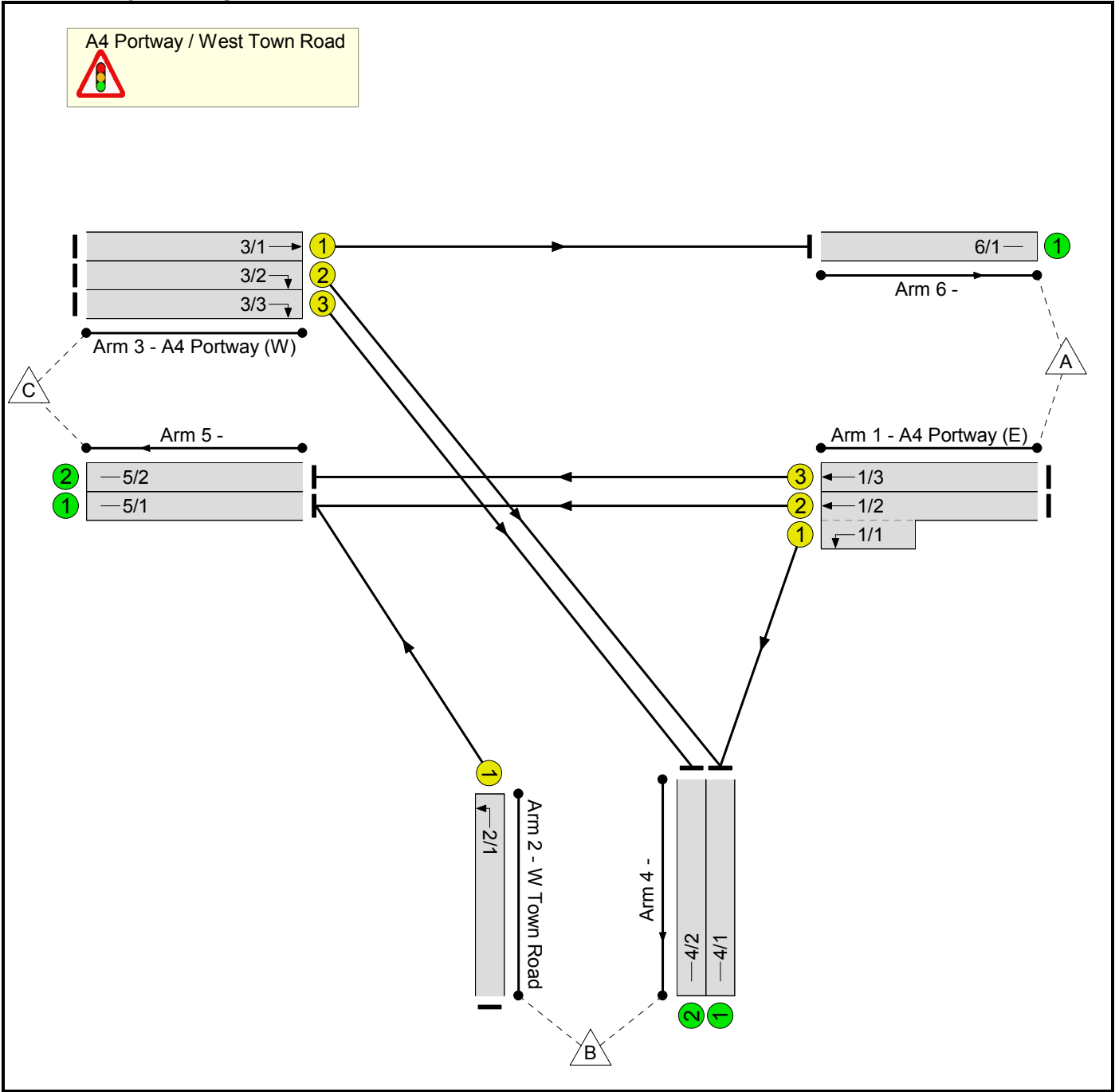
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028
Title:	
Location:	
File name:	A4 Portway_West Town Road.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Scenario 1: 'AM BASE 2020' (FG1: 'AM BASE 2020', 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	-	-	-		-	-	-	-	-	-	84.0%	0	0	0	13.6	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	84.0%	0	0	0	13.6	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	60:59	-	915	1940:1921	1233+126	67.3 : 67.3%	-	-	-	3.1	12.1	13.2
1/3	A4 Portway (E) Ahead	U	A		1	60	-	851	1940	1315	64.7%	-	-	-	2.9	12.2	13.0
2/1	W Town Road Left	U	D		1	14	-	115	1923	321	35.9%	-	-	-	1.3	42.0	2.8
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1629	1940	1940	84.0%	-	-	-	2.6	5.7	2.6
3/2	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
3/3	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
C1 PRC for Signalled Lanes (%): 7.2 Total Delay for Signalled Lanes (pcuHr): 13.61 Cycle Time (s): 90 PRC Over All Lanes (%): 7.2 Total Delay Over All Lanes(pcuHr): 13.61																	

Basic Results Summary

Scenario 2: 'PM BASE 2020' (FG2: 'PM BASE 2020', 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	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	9.6	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	82.2%	0	0	0	9.6	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	58:57	-	647	1940:1921	1260+44	49.6 : 49.6%	-	-	-	1.9	10.6	8.3
1/3	A4 Portway (E) Ahead	U	A		1	58	-	620	1940	1272	48.8%	-	-	-	1.8	10.6	8.2
2/1	W Town Road Left	U	D		1	16	-	227	1923	363	62.5%	-	-	-	2.9	46.6	6.0
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1595	1940	1940	82.2%	-	-	-	2.3	5.1	2.3
3/2	A4 Portway (W) Right	U	C		1	13	-	28	1764	274	10.2%	-	-	-	0.3	40.0	0.7
3/3	A4 Portway (W) Right	U	C		1	13	-	27	1764	274	9.8%	-	-	-	0.3	39.9	0.6
C1				PRC for Signalled Lanes (%):			9.5	Total Delay for Signalled Lanes (pcuHr):				9.56	Cycle Time (s): 90				
				PRC Over All Lanes (%):			9.5	Total Delay Over All Lanes(pcuHr):				9.56					

Basic Results Summary

Scenario 3: 'AM BASE 2020+DEV' (FG3: 'AM BASE 2020+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	-	-	-		-	-	-	-	-	-	84.7%	0	0	0	13.8	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	84.7%	0	0	0	13.8	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	60:59	-	916	1940:1921	1234+126	67.4 : 67.4%	-	-	-	3.1	12.1	13.2
1/3	A4 Portway (E) Ahead	U	A		1	60	-	852	1940	1315	64.8%	-	-	-	2.9	12.2	13.0
2/1	W Town Road Left	U	D		1	14	-	115	1923	321	35.9%	-	-	-	1.3	42.0	2.8
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1644	1940	1940	84.7%	-	-	-	2.7	6.0	2.7
3/2	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
3/3	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
C1				PRC for Signalled Lanes (%):		6.2		Total Delay for Signalled Lanes (pcuHr):				13.77	Cycle Time (s): 90				
				PRC Over All Lanes (%):		6.2		Total Delay Over All Lanes(pcuHr):				13.77					

Basic Results Summary

Scenario 4: 'PM BASE 2020+DEV' (FG4: 'PM BASE 2020+DEV', Plan 1: 'Network Control Plan 1')

Scenario 4 - Plan BACE 2025 - DEV (100% - Plan BACE 2025 - 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	-	-	-		-	-	-	-	-	-	82.3%	0	0	0	9.6	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	82.3%	0	0	0	9.6	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	58:57	-	654	1940:1921	1260+44	50.2 : 50.2%	-	-	-	1.9	10.6	8.4
1/3	A4 Portway (E) Ahead	U	A		1	58	-	628	1940	1272	49.4%	-	-	-	1.9	10.7	8.3
2/1	W Town Road Left	U	D		1	16	-	227	1923	363	62.5%	-	-	-	2.9	46.6	6.0
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1596	1940	1940	82.3%	-	-	-	2.3	5.2	2.3
3/2	A4 Portway (W) Right	U	C		1	13	-	28	1764	274	10.2%	-	-	-	0.3	40.0	0.7
3/3	A4 Portway (W) Right	U	C		1	13	-	27	1764	274	9.8%	-	-	-	0.3	39.9	0.6
C1 PRC for Signalled Lanes (%): 9.4 Total Delay for Signalled Lanes (pcuHr): 9.64 Cycle Time (s): 90																	
PRC Over All Lanes (%): 9.4 Total Delay Over All Lanes(pcuHr): 9.64																	

Basic Results Summary

Scenario 5: 'AM BASE 2020+DEV (SEA SENS)' (FG5: 'AM BASE 2020+DEV (SEA SENS)', 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	-	-	-		-	-	-	-	-	-	85.7%	0	0	0	14.1	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	85.7%	0	0	0	14.1	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	60:59	-	925	1940:1921	1235+125	68.0 : 68.0%	-	-	-	3.2	12.3	13.7
1/3	A4 Portway (E) Ahead	U	A		1	60	-	862	1940	1315	65.6%	-	-	-	3.0	12.4	13.4
2/1	W Town Road Left	U	D		1	14	-	115	1923	321	35.9%	-	-	-	1.3	42.0	2.8
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1663	1940	1940	85.7%	-	-	-	2.9	6.4	2.9
3/2	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
3/3	A4 Portway (W) Right	U	C		1	11	-	127	1764	235	54.0%	-	-	-	1.9	52.9	3.5
C1				PRC for Signalled Lanes (%):			5.0	Total Delay for Signalled Lanes (pcuHr):				14.13	Cycle Time (s): 90				
				PRC Over All Lanes (%):			5.0	Total Delay Over All Lanes(pcuHr):				14.13					

Basic Results Summary

Scenario 6: 'PM BASE 2020+DEV (SEA SENS)' (FG6: 'PM BASE 2020+DEV (SEA SENS)', 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	-	-	-		-	-	-	-	-	-	83.1%	0	0	0	9.9	-	-
A4 Portway / West Town Road	-	-	-		-	-	-	-	-	-	83.1%	0	0	0	9.9	-	-
1/2+1/1	A4 Portway (E) Left Ahead	U	A E		1	58:57	-	663	1940:1921	1261+43	50.8 : 50.8%	-	-	-	2.0	10.7	8.7
1/3	A4 Portway (E) Ahead	U	A		1	58	-	636	1940	1272	50.0%	-	-	-	1.9	10.8	8.6
2/1	W Town Road Left	U	D		1	16	-	227	1923	363	62.5%	-	-	-	2.9	46.6	6.0
3/1	A4 Portway (W) Ahead	U	B		1	90	-	1613	1940	1940	83.1%	-	-	-	2.4	5.4	2.4
3/2	A4 Portway (W) Right	U	C		1	13	-	28	1764	274	10.2%	-	-	-	0.3	40.0	0.7
3/3	A4 Portway (W) Right	U	C		1	13	-	27	1764	274	9.8%	-	-	-	0.3	39.9	0.6
C1				PRC for Signalled Lanes (%):			8.2	Total Delay for Signalled Lanes (pcuHr):				9.86	Cycle Time (s): 90				
				PRC Over All Lanes (%):			8.2	Total Delay Over All Lanes(pcuHr):				9.86					