

APPENDIX H
JUNCTION ANALYSES

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 04/07/2013 13:50:06

File summary

File Description

Title	Junction 01
Location	Bucknell Road / Howes Lane
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J1
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
Description	

Analysis Options

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

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

(Default Analysis Set) - Observed 2013, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - Observed 2013, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, AM	Observed 2013	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		118.95	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.088	0.089	0.224	0.141	0.321
1	B-C	748.463	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	228.00	100.000
B	ONE HOUR	✓	317.00	100.000
C	ONE HOUR	✓	715.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	204.97	205.02	N/A	N/A
07:45-08:00	B	284.98	285.03	N/A	N/A

07:45-08:00	C	642.77	642.89	N/A	N/A
08:00-08:15	A	251.03	251.10	N/A	N/A
08:00-08:15	B	349.02	349.09	N/A	N/A
08:00-08:15	C	787.23	787.38	N/A	N/A
08:15-08:30	A	251.03	251.10	N/A	N/A
08:15-08:30	B	349.02	349.09	N/A	N/A
08:15-08:30	C	787.23	787.38	N/A	N/A
08:30-08:45	A	204.97	205.02	N/A	N/A
08:30-08:45	B	284.98	285.03	N/A	N/A
08:30-08:45	C	642.77	642.89	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	59.000	169.000
	B	19.000	0.000	298.000
	C	160.000	555.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.49	10.40	0.94	B	298.00	298.00	46.39	9.34	0.52	60.45	8.84
B-A	0.10	18.61	0.11	C	19.00	19.00	4.99	15.76	0.06	6.39	14.65
C-A	-	-	-	-	160.00	160.00	-	-	-	-	-
C-B	1.07	180.67	31.89	F	555.00	555.00	1005.96	108.75	11.18	1119.99	87.97
A-B	-	-	-	-	59.00	59.00	-	-	-	-	-
A-C	-	-	-	-	169.00	169.00	-	-	-	-	-

(Default Analysis Set) - Observed 2013, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - Observed 2013, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, PM	Observed 2013	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		113.51	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.111	0.089	0.225	0.142	0.322
1	B-C	746.930	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	199.00	100.000
B	ONE HOUR	✓	678.00	100.000
C	ONE HOUR	✓	584.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	178.90	178.91	N/A	N/A
17:00-17:15	B	609.51	609.54	N/A	N/A
17:00-17:15	C	525.00	525.06	N/A	N/A
17:15-17:30	A	219.10	219.13	N/A	N/A
17:15-17:30	B	746.49	746.53	N/A	N/A
17:15-17:30	C	643.00	643.06	N/A	N/A
17:30-17:45	A	219.10	219.13	N/A	N/A
17:30-17:45	B	746.49	746.53	N/A	N/A
17:30-17:45	C	643.00	643.06	N/A	N/A

17:45-18:00	A	178.90	178.91	N/A	N/A
17:45-18:00	B	609.51	609.54	N/A	N/A
17:45-18:00	C	525.00	525.06	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	35.000	164.000
	B	58.000	0.000	620.000
	C	175.000	409.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.09	0.00	0.91
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.06	151.32	30.20	F	620.00	620.00	890.69	86.20	9.90	963.93	67.77
B-A	1.05	311.78	4.93	F	58.00	58.00	173.42	179.40	1.93	181.00	136.04
C-A	-	-	-	-	175.00	175.00	-	-	-	-	-
C-B	0.78	28.07	3.35	D	409.00	409.00	142.84	20.95	1.59	175.29	18.68
A-B	-	-	-	-	35.00	35.00	-	-	-	-	-
A-C	-	-	-	-	164.00	164.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - Base 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
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C	7.40		0.00	✓	2.20	90.00		
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.170	0.089	0.224	0.141	0.321
1	B-C	748.400	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	236.00	100.000
B	ONE HOUR	✓	328.00	100.000
C	ONE HOUR	✓	739.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	212.16	212.22	N/A	N/A
07:45-08:00	B	294.87	294.92	N/A	N/A
07:45-08:00	C	664.35	664.47	N/A	N/A
08:00-08:15	A	259.84	259.91	N/A	N/A
08:00-08:15	B	361.13	361.20	N/A	N/A
08:00-08:15	C	813.65	813.81	N/A	N/A
08:15-08:30	A	259.84	259.91	N/A	N/A
08:15-08:30	B	361.13	361.20	N/A	N/A
08:15-08:30	C	813.65	813.81	N/A	N/A
08:30-08:45	A	212.16	212.22	N/A	N/A
08:30-08:45	B	294.87	294.92	N/A	N/A
08:30-08:45	C	664.35	664.47	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	61.000	175.000
	B	20.000	0.000	308.000
	C	165.000	574.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.51	10.88	1.01	B	308.00	308.00	49.72	9.68	0.55	64.55	9.14
B-A	0.11	20.51	0.12	C	20.00	20.00	5.65	16.96	0.06	7.22	15.73
C-A	-	-	-	-	165.00	165.00	-	-	-	-	-
C-B	1.12	233.61	42.31	F	574.00	574.00	1364.71	142.65	15.16	1611.47	122.38
A-B	-	-	-	-	61.00	61.00	-	-	-	-	-
A-C	-	-	-	-	175.00	175.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - Base 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

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

Demand Set Details

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

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		146.62	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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				10.00	8.30	4.50	3.55	3.50		2.00	52	65

flare													
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.105	0.089	0.225	0.142	0.322
1	B-C	746.934	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	206.00	100.000
B	ONE HOUR	✓	702.00	100.000

C	ONE HOUR	✓	604.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	185.19	185.21	N/A	N/A
17:00-17:15	B	631.08	631.11	N/A	N/A
17:00-17:15	C	542.98	543.04	N/A	N/A
17:15-17:30	A	226.81	226.83	N/A	N/A
17:15-17:30	B	772.92	772.95	N/A	N/A
17:15-17:30	C	665.02	665.08	N/A	N/A
17:30-17:45	A	226.81	226.83	N/A	N/A
17:30-17:45	B	772.92	772.95	N/A	N/A
17:30-17:45	C	665.02	665.08	N/A	N/A
17:45-18:00	A	185.19	185.21	N/A	N/A
17:45-18:00	B	631.08	631.11	N/A	N/A
17:45-18:00	C	542.98	543.04	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	36.000	170.000
	B	60.000	0.000	642.000
	C	181.000	423.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.09	0.00	0.91
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.11	202.37	42.51	F	642.00	642.00	1304.95	121.96	14.50	1480.87	100.55
B-A	1.09	357.32	5.82	F	60.00	60.00	206.26	206.26	2.29	220.10	159.90
C-A	-	-	-	-	181.00	181.00	-	-	-	-	-

C-B	0.81	32.12	3.94	D	423.00	423.00	162.77	23.09	1.81	197.80	20.38
A-B	-	-	-	-	36.00	36.00	-	-	-	-	-
A-C	-	-	-	-	170.00	170.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D5 - Base 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, AM	Base 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		273.13	F
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.079	0.089	0.224	0.141	0.321
1	B-C	748.469	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	252.00	100.000
B	ONE HOUR	✓	351.00	100.000
C	ONE HOUR	✓	792.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	226.54	226.60	N/A	N/A
07:45-08:00	B	315.54	315.60	N/A	N/A

07:45-08:00	C	711.99	712.13	N/A	N/A
08:00-08:15	A	277.46	277.53	N/A	N/A
08:00-08:15	B	386.46	386.53	N/A	N/A
08:00-08:15	C	872.01	872.18	N/A	N/A
08:15-08:30	A	277.46	277.53	N/A	N/A
08:15-08:30	B	386.46	386.53	N/A	N/A
08:15-08:30	C	872.01	872.18	N/A	N/A
08:30-08:45	A	226.54	226.60	N/A	N/A
08:30-08:45	B	315.54	315.60	N/A	N/A
08:30-08:45	C	711.99	712.13	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	65.000	187.000
	B	21.000	0.000	330.000
	C	177.000	615.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.55	12.11	1.20	B	330.00	330.00	57.88	10.52	0.64	74.54	9.85
B-A	0.15	26.56	0.17	D	21.00	21.00	7.22	20.62	0.08	9.16	19.01
C-A	-	-	-	-	177.00	177.00	-	-	-	-	-
C-B	1.20	421.62	68.11	F	615.00	615.00	2277.38	222.18	25.30	3154.71	223.61
A-B	-	-	-	-	65.00	65.00	-	-	-	-	-
A-C	-	-	-	-	187.00	187.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - Base 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, PM	Base 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		319.81	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.151	0.089	0.225	0.142	0.322
1	B-C	746.900	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	225.00	100.000
B	ONE HOUR	✓	767.00	100.000
C	ONE HOUR	✓	660.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	202.27	202.29	N/A	N/A
17:00-17:15	B	689.52	689.55	N/A	N/A
17:00-17:15	C	593.33	593.39	N/A	N/A
17:15-17:30	A	247.73	247.75	N/A	N/A
17:15-17:30	B	844.48	844.52	N/A	N/A
17:15-17:30	C	726.67	726.75	N/A	N/A
17:30-17:45	A	247.73	247.75	N/A	N/A
17:30-17:45	B	844.48	844.52	N/A	N/A
17:30-17:45	C	726.67	726.75	N/A	N/A

17:45-18:00	A	202.27	202.29	N/A	N/A
17:45-18:00	B	689.52	689.55	N/A	N/A
17:45-18:00	C	593.33	593.39	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	40.000	185.000
	B	66.000	0.000	701.000
	C	198.000	462.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.09	0.00	0.91
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.25	472.42	83.85	F	701.00	701.00	2744.48	234.91	30.49	3936.98	244.82
B-A	1.18	580.05	9.25	F	66.00	66.00	325.98	296.34	3.62	469.95	310.39
C-A	-	-	-	-	198.00	198.00	-	-	-	-	-
C-B	0.89	51.09	6.72	F	462.00	462.00	247.47	32.14	2.75	291.07	27.46
A-B	-	-	-	-	40.00	40.00	-	-	-	-	-
A-C	-	-	-	-	185.00	185.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D7 - Base + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity	Description	Include In	Use Specific Demand	Specific Demand	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
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	Model		Report	Set(s)	Set(s)		Factor (%)	Factor (%)	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
Base + committed 2016, AM	Base + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		385.18	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road N		Major

Major Arm Geometry

Arm	Width of	Has kerbed central	Width of kerbed central reserve	Has right	Width For Right Turn	Visibility For	Blocks?	Blocking
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	263.00	100.000
B	ONE HOUR	✓	370.00	100.000
C	ONE HOUR	✓	836.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	236.43	236.49	N/A	N/A
07:45-08:00	B	332.62	332.69	N/A	N/A
07:45-08:00	C	751.55	751.69	N/A	N/A
08:00-08:15	A	289.57	289.65	N/A	N/A
08:00-08:15	B	407.38	407.46	N/A	N/A
08:00-08:15	C	920.45	920.63	N/A	N/A
08:15-08:30	A	289.57	289.65	N/A	N/A
08:15-08:30	B	407.38	407.46	N/A	N/A
08:15-08:30	C	920.45	920.63	N/A	N/A
08:30-08:45	A	236.43	236.49	N/A	N/A
08:30-08:45	B	332.62	332.69	N/A	N/A
08:30-08:45	C	751.55	751.69	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	68.000	195.000
	B	22.000	0.000	348.000
	C	187.000	649.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.59	13.49	1.41	B	348.00	348.00	66.02	11.38	0.73	84.34	10.57
B-A	0.19	35.77	0.23	E	22.00	22.00	9.47	25.83	0.11	11.96	23.69
C-A	-	-	-	-	187.00	187.00	-	-	-	-	-
C-B	1.28	596.33	95.31	F	649.00	649.00	3151.27	291.33	35.01	4752.10	319.18
A-B	-	-	-	-	68.00	68.00	-	-	-	-	-
A-C	-	-	-	-	195.00	195.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - Base + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Segment Length (min)	Results For Central Hour	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							(min)		Only						
Base + committed 2016, PM	Base + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		379.45	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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)
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B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.104	0.089	0.225	0.142	0.322
1	B-C	746.935	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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A	ONE HOUR	✓	228.00	100.000
B	ONE HOUR	✓	784.00	100.000
C	ONE HOUR	✓	675.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	204.97	204.99	N/A	N/A
17:00-17:15	B	704.80	704.83	N/A	N/A
17:00-17:15	C	606.81	606.87	N/A	N/A
17:15-17:30	A	251.03	251.06	N/A	N/A
17:15-17:30	B	863.20	863.24	N/A	N/A
17:15-17:30	C	743.19	743.26	N/A	N/A
17:30-17:45	A	251.03	251.06	N/A	N/A
17:30-17:45	B	863.20	863.24	N/A	N/A
17:30-17:45	C	743.19	743.26	N/A	N/A
17:45-18:00	A	204.97	204.99	N/A	N/A
17:45-18:00	B	704.80	704.83	N/A	N/A
17:45-18:00	C	606.81	606.87	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	40.000	188.000
	B	67.000	0.000	717.000

	C	202.000	473.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.09	0.00	0.91
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.29	563.77	100.25	F	717.00	717.00	3220.72	269.52	35.79	4811.91	292.55

B-A	1.20	667.06	10.62	F	67.00	67.00	390.49	349.69	4.34	570.65	371.28
C-A	-	-	-	-	202.00	202.00	-	-	-	-	-
C-B	0.92	59.31	7.98	F	473.00	473.00	282.75	35.87	3.14	329.14	30.33
A-B	-	-	-	-	40.00	40.00	-	-	-	-	-
A-C	-	-	-	-	188.00	188.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D9 - Base + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, AM	Base + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		904.04	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.078	0.089	0.224	0.141	0.321
1	B-C	748.470	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	314.00	100.000
B	ONE HOUR	✓	418.00	100.000
C	ONE HOUR	✓	943.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	282.28	282.35	N/A	N/A
07:45-08:00	B	375.77	375.85	N/A	N/A
07:45-08:00	C	847.74	847.90	N/A	N/A
08:00-08:15	A	345.72	345.81	N/A	N/A
08:00-08:15	B	460.23	460.31	N/A	N/A
08:00-08:15	C	1038.26	1038.46	N/A	N/A
08:15-08:30	A	345.72	345.81	N/A	N/A
08:15-08:30	B	460.23	460.31	N/A	N/A
08:15-08:30	C	1038.26	1038.46	N/A	N/A
08:30-08:45	A	282.28	282.35	N/A	N/A
08:30-08:45	B	375.77	375.85	N/A	N/A
08:30-08:45	C	847.74	847.90	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	81.000	233.000
	B	25.000	0.000	393.000
	C	211.000	732.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94

	C	0.22	0.78	0.00
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Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.66	481.67	51.00	F	393.00	393.00	690.07	105.35	7.67	1441.99	159.94
B-A	1.37	810.01	4.32	F	25.00	25.00	80.94	194.24	0.90	154.92	270.13
C-A	-	-	-	-	211.00	211.00	-	-	-	-	-
C-B	1.47	1134.02	188.29	F	732.00	732.00	5958.26	488.38	66.20	10613.23	632.03
A-B	-	-	-	-	81.00	81.00	-	-	-	-	-
A-C	-	-	-	-	233.00	233.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - Base + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, PM	Base + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		905.02	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept	Slope for	Slope for	Slope for	Slope for
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		(Veh/hr)	A-B	A-C	C-A	C-B
1	B-A	521.142	0.089	0.225	0.142	0.322
1	B-C	746.906	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	273.00	100.000
B	ONE HOUR	✓	896.00	100.000
C	ONE HOUR	✓	771.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	245.42	245.45	N/A	N/A
17:00-17:15	B	805.49	805.52	N/A	N/A
17:00-17:15	C	693.11	693.18	N/A	N/A

17:15-17:30	A	300.58	300.61	N/A	N/A
17:15-17:30	B	986.51	986.56	N/A	N/A
17:15-17:30	C	848.89	848.97	N/A	N/A
17:30-17:45	A	300.58	300.61	N/A	N/A
17:30-17:45	B	986.51	986.56	N/A	N/A
17:30-17:45	C	848.89	848.97	N/A	N/A
17:45-18:00	A	245.42	245.45	N/A	N/A
17:45-18:00	B	805.49	805.52	N/A	N/A
17:45-18:00	C	693.11	693.18	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	48.000	225.000
	B	77.000	0.000	819.000
	C	231.000	540.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.09	0.00	0.91
	C	0.30	0.70	0.00

Vehicle Mix

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

		To

From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.61	1338.86	237.41	F	819.00	819.00	7022.54	514.47	78.03	13510.74	719.11
B-A	1.55	1427.33	22.94	F	77.00	77.00	728.13	567.38	8.09	1361.69	770.88
C-A	-	-	-	-	231.00	231.00	-	-	-	-	-
C-B	1.07	172.58	29.50	F	540.00	540.00	922.36	102.48	10.25	1017.29	82.12
A-B	-	-	-	-	48.00	48.00	-	-	-	-	-
A-C	-	-	-	-	225.00	225.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D11 - Forecast - committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, AM	Forecast - committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		183.14	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.097	0.089	0.224	0.141	0.321
1	B-C	748.455	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	236.00	100.000
B	ONE HOUR	✓	333.00	100.000
C	ONE HOUR	✓	751.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	212.16	212.22	N/A	N/A
07:45-08:00	B	299.36	299.42	N/A	N/A
07:45-08:00	C	675.13	675.26	N/A	N/A
08:00-08:15	A	259.84	259.91	N/A	N/A
08:00-08:15	B	366.64	366.71	N/A	N/A
08:00-08:15	C	826.87	827.03	N/A	N/A
08:15-08:30	A	259.84	259.91	N/A	N/A
08:15-08:30	B	366.64	366.71	N/A	N/A

08:15-08:30	C	826.87	827.03	N/A	N/A
08:30-08:45	A	212.16	212.22	N/A	N/A
08:30-08:45	B	299.36	299.42	N/A	N/A
08:30-08:45	C	675.13	675.26	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	61.000	175.000
	B	20.000	0.000	313.000
	C	165.000	586.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.52	11.10	1.05	B	313.00	313.00	51.29	9.83	0.57	66.50	9.26
B-A	0.12	21.61	0.13	C	20.00	20.00	5.88	17.65	0.07	7.50	16.35
C-A	-	-	-	-	165.00	165.00	-	-	-	-	-
C-B	1.14	280.54	48.85	F	586.00	586.00	1592.55	163.06	17.70	1972.71	146.75
A-B	-	-	-	-	61.00	61.00	-	-	-	-	-
A-C	-	-	-	-	175.00	175.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - Forecast - committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, PM	Forecast - committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		170.95	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	520.982	0.089	0.225	0.142	0.322
1	B-C	747.027	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	Vehicle Mix	Vehicle Mix	Vehicle Mix	Vehicle Mix	PCU Factor	Default Turning	Estimate from	Turning Proportions	Turning Proportions	Turning Proportions
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Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	for a HV (PCU)	Proportions	entry/exit counts	Vary Over Time	Vary Over Turn	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	✓	206.00	100.000
B	ONE HOUR	✓	715.00	100.000
C	ONE HOUR	✓	613.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	185.19	185.21	N/A	N/A
17:00-17:15	B	642.77	642.80	N/A	N/A
17:00-17:15	C	551.07	551.13	N/A	N/A
17:15-17:30	A	226.81	226.83	N/A	N/A
17:15-17:30	B	787.23	787.27	N/A	N/A
17:15-17:30	C	674.93	674.99	N/A	N/A
17:30-17:45	A	226.81	226.83	N/A	N/A
17:30-17:45	B	787.23	787.27	N/A	N/A
17:30-17:45	C	674.93	674.99	N/A	N/A
17:45-18:00	A	185.19	185.21	N/A	N/A
17:45-18:00	B	642.77	642.80	N/A	N/A
17:45-18:00	C	551.07	551.13	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	36.000	170.000
	B	60.000	0.000	655.000
	C	181.000	432.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.08	0.00	0.92
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.14	241.06	49.46	F	655.00	655.00	1541.63	141.22	17.13	1825.35	121.48
B-A	1.12	384.68	6.24	F	60.00	60.00	221.90	221.90	2.47	248.10	180.25
C-A	-	-	-	-	181.00	181.00	-	-	-	-	-
C-B	0.83	34.96	4.36	D	432.00	432.00	176.58	24.53	1.96	213.30	21.52
A-B	-	-	-	-	36.00	36.00	-	-	-	-	-
A-C	-	-	-	-	170.00	170.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D13 - Forecast - committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Period	Description	Traffic Prof	Model Start Time	Model Finish Time	Model Time	Time Segment	Results For	Single Time Segm	Locked	Run Automati	Use Relation	Relationship
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	Name	od Name		ile Type	(HH:m m)	(HH:m m)	Period Length (min)	Length (min)	Central Hour Only	ent Only		cally	ship	
Forecast - committed 2021, AM	Forecast - committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		311.71	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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	Lane Width	Lane Width (Left)	Lane Width (Right)	Width at give-	Width at 5m	Width at 10m	Width at 15m	Width at 20m	Estimate Flare	Flare Length	Visibility To Left	Visibility To Right
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	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.000	0.089	0.224	0.141	0.321
1	B-C	748.529	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	252.00	100.000
B	ONE HOUR	✓	357.00	100.000
C	ONE HOUR	✓	805.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	226.54	226.60	N/A	N/A
07:45-08:00	B	320.94	321.00	N/A	N/A
07:45-08:00	C	723.68	723.82	N/A	N/A
08:00-08:15	A	277.46	277.53	N/A	N/A
08:00-08:15	B	393.06	393.14	N/A	N/A
08:00-08:15	C	886.32	886.49	N/A	N/A
08:15-08:30	A	277.46	277.53	N/A	N/A
08:15-08:30	B	393.06	393.14	N/A	N/A
08:15-08:30	C	886.32	886.49	N/A	N/A
08:30-08:45	A	226.54	226.60	N/A	N/A
08:30-08:45	B	320.94	321.00	N/A	N/A
08:30-08:45	C	723.68	723.82	N/A	N/A

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	65.000	187.000

B-C	0.56	12.46	1.26	B	336.00	336.00	60.17	10.75	0.67	77.34	10.03
B-A	0.16	28.85	0.18	D	21.00	21.00	7.68	21.95	0.09	9.75	20.23
C-A	-	-	-	-	177.00	177.00	-	-	-	-	-
C-B	1.23	481.28	76.38	F	628.00	628.00	2580.52	246.55	28.67	3706.57	257.28
A-B	-	-	-	-	65.00	65.00	-	-	-	-	-
A-C	-	-	-	-	187.00	187.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - Forecast - committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed	Forecast - committed	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

2021, PM	2021													
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		364.32	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521.029	0.089	0.225	0.142	0.322
1	B-C	746.992	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	225.00	100.000
B	ONE HOUR	✓	781.00	100.000
C	ONE HOUR	✓	669.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	202.27	202.29	N/A	N/A
17:00-17:15	B	702.10	702.14	N/A	N/A
17:00-17:15	C	601.42	601.48	N/A	N/A
17:15-17:30	A	247.73	247.75	N/A	N/A
17:15-17:30	B	859.90	859.94	N/A	N/A
17:15-17:30	C	736.58	736.66	N/A	N/A
17:30-17:45	A	247.73	247.75	N/A	N/A
17:30-17:45	B	859.90	859.94	N/A	N/A
17:30-17:45	C	736.58	736.66	N/A	N/A
17:45-18:00	A	202.27	202.29	N/A	N/A
17:45-18:00	B	702.10	702.14	N/A	N/A
17:45-18:00	C	601.42	601.48	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	40.000	185.000
	B	66.000	0.000	715.000
	C	198.000	471.000	0.000

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

		To		
		A	B	C
From				

	A	0.00	0.18	0.82
	B	0.08	0.00	0.92
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.28	540.62	96.02	F	715.00	715.00	3105.26	260.58	34.50	4592.25	279.97
B-A	1.19	645.68	10.15	F	66.00	66.00	367.93	334.48	4.09	536.80	354.54
C-A	-	-	-	-	198.00	198.00	-	-	-	-	-
C-B	0.91	57.25	7.67	F	471.00	471.00	274.24	34.94	3.05	320.03	29.62
A-B	-	-	-	-	40.00	40.00	-	-	-	-	-

A-C	-	-	-	-	185.00	185.00	-	-	-	-	-
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(Default Analysis Set) - Forecast + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D15 - Forecast + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, AM	Forecast + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		427.69	F
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	518.975	0.089	0.224	0.141	0.321
1	B-C	748.548	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	263.00	100.000
B	ONE HOUR	✓	376.00	100.000
C	ONE HOUR	✓	849.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	236.43	236.49	N/A	N/A
07:45-08:00	B	338.02	338.08	N/A	N/A

07:45-08:00	C	763.23	763.38	N/A	N/A
08:00-08:15	A	289.57	289.65	N/A	N/A
08:00-08:15	B	413.98	414.06	N/A	N/A
08:00-08:15	C	934.77	934.95	N/A	N/A
08:15-08:30	A	289.57	289.65	N/A	N/A
08:15-08:30	B	413.98	414.06	N/A	N/A
08:15-08:30	C	934.77	934.95	N/A	N/A
08:30-08:45	A	236.43	236.49	N/A	N/A
08:30-08:45	B	338.02	338.08	N/A	N/A
08:30-08:45	C	763.23	763.38	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	68.000	195.000
	B	22.000	0.000	354.000
	C	187.000	662.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.60	14.01	1.48	B	354.00	354.00	68.91	11.68	0.77	87.81	10.81
B-A	0.21	40.33	0.26	E	22.00	22.00	10.39	28.34	0.12	13.11	25.98
C-A	-	-	-	-	187.00	187.00	-	-	-	-	-
C-B	1.30	661.77	107.19	F	662.00	662.00	3495.09	316.78	38.83	5413.62	356.47
A-B	-	-	-	-	68.00	68.00	-	-	-	-	-
A-C	-	-	-	-	195.00	195.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D16 - Forecast + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, PM	Forecast + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		424.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	520.986	0.089	0.225	0.142	0.322
1	B-C	747.025	0.108	0.272	-	-

1	C-B	626.083	0.228	0.228	-	-
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The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	228.00	100.000
B	ONE HOUR	✓	798.00	100.000
C	ONE HOUR	✓	684.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	204.97	204.99	N/A	N/A
17:00-17:15	B	717.39	717.42	N/A	N/A
17:00-17:15	C	614.90	614.96	N/A	N/A
17:15-17:30	A	251.03	251.06	N/A	N/A
17:15-17:30	B	878.61	878.65	N/A	N/A
17:15-17:30	C	753.10	753.17	N/A	N/A

17:30-17:45	A	251.03	251.06	N/A	N/A
17:30-17:45	B	878.61	878.65	N/A	N/A
17:30-17:45	C	753.10	753.17	N/A	N/A
17:45-18:00	A	204.97	204.99	N/A	N/A
17:45-18:00	B	717.39	717.42	N/A	N/A
17:45-18:00	C	614.90	614.96	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	40.000	188.000
	B	67.000	0.000	731.000
	C	202.000	482.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.08	0.00	0.92
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000

	C	1.000	1.000	1.000
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Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.32	631.07	113.70	F	731.00	731.00	3584.22	294.19	39.82	5525.65	329.51
B-A	1.23	733.73	11.53	F	67.00	67.00	417.66	374.03	4.64	626.32	407.49
C-A	-	-	-	-	202.00	202.00	-	-	-	-	-
C-B	0.93	66.91	9.21	F	482.00	482.00	315.94	39.33	3.51	364.72	32.98
A-B	-	-	-	-	40.00	40.00	-	-	-	-	-
A-C	-	-	-	-	188.00	188.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D17 - Forecast + committed 2021,	Time results are shown for central hour only. (Model is run for a 90 minute period.)

		AM	
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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
Forecast + committed 2021, AM	Forecast + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		1610.54	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major

B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.011	0.089	0.224	0.141	0.321
1	B-C	748.521	0.108	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	314.00	100.000
B	ONE HOUR	✓	424.00	100.000
C	ONE HOUR	✓	955.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	282.28	282.35	N/A	N/A
07:45-08:00	B	381.17	381.24	N/A	N/A
07:45-08:00	C	858.53	858.69	N/A	N/A
08:00-08:15	A	345.72	345.81	N/A	N/A
08:00-08:15	B	466.83	466.92	N/A	N/A
08:00-08:15	C	1051.47	1051.68	N/A	N/A
08:15-08:30	A	345.72	345.81	N/A	N/A
08:15-08:30	B	466.83	466.92	N/A	N/A
08:15-08:30	C	1051.47	1051.68	N/A	N/A

08:30-08:45	A	282.28	282.35	N/A	N/A
08:30-08:45	B	381.17	381.24	N/A	N/A
08:30-08:45	C	858.53	858.69	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	81.000	233.000
	B	25.000	0.000	399.000
	C	211.000	744.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.06	0.00	0.94
	C	0.22	0.78	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

		A	B	C
From	A	0.000	0.034	0.024
	B	0.053	0.000	0.017
	C	0.031	0.016	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	25.44	2296.88	125.46	F	399.00	399.00	1599.72	240.56	17.77	6896.53	753.45
B-A	22.78	2718.88	8.78	F	25.00	25.00	129.22	310.12	1.44	492.51	858.76
C-A	-	-	-	-	211.00	211.00	-	-	-	-	-
C-B	1.50	1205.20	200.97	F	744.00	744.00	6361.26	513.00	70.68	11529.40	675.51
A-B	-	-	-	-	81.00	81.00	-	-	-	-	-
A-C	-	-	-	-	233.00	233.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D18 - Forecast + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity	Description	Include In	Use Specific Demand	Specific Demand	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
------	---------------------	-------------	------------	---------------------	-----------------	--------	----------------------	--------------------------	--------------------

	Model	Report	Set(s)	Set(s)	Factor (%)	Factor (%)	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
Forecast + committed 2021, PM	Forecast + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		973.46	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road N		Major

Major Arm Geometry

Mix	Over Time	Over Turn	Over Entry		HV (PCU)	Proportions	counts	Time	Turn	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	✓	273.00	100.000
B	ONE HOUR	✓	909.00	100.000
C	ONE HOUR	✓	780.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	245.42	245.45	N/A	N/A
17:00-17:15	B	817.17	817.21	N/A	N/A
17:00-17:15	C	701.20	701.27	N/A	N/A
17:15-17:30	A	300.58	300.61	N/A	N/A
17:15-17:30	B	1000.83	1000.87	N/A	N/A
17:15-17:30	C	858.80	858.88	N/A	N/A
17:30-17:45	A	300.58	300.61	N/A	N/A
17:30-17:45	B	1000.83	1000.87	N/A	N/A
17:30-17:45	C	858.80	858.88	N/A	N/A
17:45-18:00	A	245.42	245.45	N/A	N/A
17:45-18:00	B	817.17	817.21	N/A	N/A
17:45-18:00	C	701.20	701.27	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	48.000	225.000
	B	77.000	0.000	832.000
	C	231.000	549.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.08	0.00	0.92
	C	0.30	0.70	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.029	0.006
	B	0.000	0.000	0.005
	C	0.017	0.007	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	1.65	1437.50	254.03	F	832.00	832.00	7503.13	541.09	83.37	14806.65	775.77
B-A	1.59	1526.96	24.11	F	77.00	77.00	759.74	592.01	8.44	1458.48	825.67
C-A	-	-	-	-	231.00	231.00	-	-	-	-	-
C-B	1.08	192.62	33.73	F	549.00	549.00	1067.04	116.62	11.86	1197.11	95.05
A-B	-	-	-	-	48.00	48.00	-	-	-	-	-
A-C	-	-	-	-	225.00	225.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 05/07/2013 15:56:22

File summary

File Description

Title	Junction 01
Location	Bucknell Road / Howes Lane
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J1
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
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
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Units

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

(Default Analysis Set) - SATURN 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - SATURN 2031, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, AM	SATURN 2031	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		4647584835.64	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.289	0.090	0.226	0.142	0.323
1	B-C	745.281	0.107	0.271	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	218.00	100.000
B	ONE HOUR	✓	699.00	100.000
C	ONE HOUR	✓	1133.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	195.98	196.08	N/A	N/A
07:45-08:00	B	628.39	628.83	N/A	N/A

07:45-08:00	C	1018.54	1019.21	N/A	N/A
08:00-08:15	A	240.02	240.15	N/A	N/A
08:00-08:15	B	769.61	770.15	N/A	N/A
08:00-08:15	C	1247.46	1248.27	N/A	N/A
08:15-08:30	A	240.02	240.15	N/A	N/A
08:15-08:30	B	769.61	770.15	N/A	N/A
08:15-08:30	C	1247.46	1248.27	N/A	N/A
08:30-08:45	A	195.98	196.08	N/A	N/A
08:30-08:45	B	628.39	628.83	N/A	N/A
08:30-08:45	C	1018.54	1019.21	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	31.000	187.000
	B	79.000	0.000	620.000
	C	328.000	805.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.11	0.00	0.89
	C	0.29	0.71	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.002	1.000
	B	1.001	1.000	1.001
	C	1.001	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.162	0.035
	B	0.118	0.000	0.064
	C	0.052	0.071	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	999999999.00	999999999.00	390.26	F	620.00	620.00	8031.34	777.23	89.24	166560068.21	999999999.00
B-A	999999999.00	999999999.00	50.68	F	79.00	79.00	1077.85	818.62	11.98	166470231.78	999999999.00
C-A	-	-	-	-	328.00	328.00	-	-	-	-	-
C-B	1.55	1402.89	243.95	F	805.00	805.00	7760.98	578.46	86.23	14735.34	797.93
A-B	-	-	-	-	31.00	31.00	-	-	-	-	-
A-C	-	-	-	-	187.00	187.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - SATURN 2031, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, PM	SATURN 2031	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		4836464667.23	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.166	0.089	0.226	0.142	0.323
1	B-C	746.131	0.107	0.271	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	207.00	100.000
B	ONE HOUR	✓	769.00	100.000
C	ONE HOUR	✓	1020.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	186.09	186.18	N/A	N/A
17:00-17:15	B	691.32	691.82	N/A	N/A
17:00-17:15	C	916.96	917.59	N/A	N/A
17:15-17:30	A	227.91	228.02	N/A	N/A
17:15-17:30	B	846.68	847.30	N/A	N/A
17:15-17:30	C	1123.04	1123.82	N/A	N/A
17:30-17:45	A	227.91	228.02	N/A	N/A
17:30-17:45	B	846.68	847.30	N/A	N/A

17:30-17:45	C	1123.04	1123.82	N/A	N/A
17:45-18:00	A	186.09	186.18	N/A	N/A
17:45-18:00	B	691.32	691.82	N/A	N/A
17:45-18:00	C	916.96	917.59	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	18.000	189.000
	B	76.000	0.000	693.000
	C	199.000	821.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.10	0.00	0.90
	C	0.20	0.80	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.002	1.000
	B	1.001	1.000	1.001
	C	1.001	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.167	0.036
	B	0.122	0.000	0.067
	C	0.053	0.073	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	999999999.00	999999999.00	443.48	F	693.00	693.00	9333.52	808.10	103.71	166555074.75	999999999.00
B-A	999999999.00	999999999.00	50.10	F	76.00	76.00	1118.44	882.98	12.43	166463581.08	999999999.00
C-A	-	-	-	-	199.00	199.00	-	-	-	-	-
C-B	1.58	1479.97	258.94	F	821.00	821.00	8256.28	603.38	91.74	15934.23	846.03
A-B	-	-	-	-	18.00	18.00	-	-	-	-	-
A-C	-	-	-	-	189.00	189.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031 + Devt, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - SATURN 2031 + Devt, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031 + Devt, AM	SATURN 2031 + Devt	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		2040.19	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.225	0.089	0.226	0.142	0.323
1	B-C	745.329	0.107	0.271	-	-
1	C-B	626.083	0.228	0.228	-	-

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	Vehicle Mix	Vehicle Mix	Vehicle Mix	Vehicle Mix	PCU Factor	Default Turning	Estimate from	Turning Proportions	Turning Proportions	Turning Proportions
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Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	for a HV (PCU)	Proportions	entry/exit counts	Vary Over Time	Vary Over Turn	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	✓	218.00	100.000
B	ONE HOUR	✓	704.00	100.000
C	ONE HOUR	✓	1072.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	195.98	196.08	N/A	N/A
07:45-08:00	B	632.88	633.32	N/A	N/A
07:45-08:00	C	963.71	964.33	N/A	N/A
08:00-08:15	A	240.02	240.15	N/A	N/A
08:00-08:15	B	775.12	775.66	N/A	N/A
08:00-08:15	C	1180.29	1181.06	N/A	N/A
08:15-08:30	A	240.02	240.15	N/A	N/A
08:15-08:30	B	775.12	775.66	N/A	N/A
08:15-08:30	C	1180.29	1181.06	N/A	N/A
08:30-08:45	A	195.98	196.08	N/A	N/A
08:30-08:45	B	632.88	633.32	N/A	N/A
08:30-08:45	C	963.71	964.33	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	31.000	187.000
	B	79.000	0.000	625.000
	C	328.000	744.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.11	0.00	0.89
	C	0.31	0.69	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.002	1.000
	B	1.001	1.000	1.001
	C	1.001	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.162	0.035
	B	0.118	0.000	0.064
	C	0.052	0.071	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	3.41	3076.95	266.25	F	625.00	625.00	5480.15	526.09	60.89	19772.05	1379.02
B-A	3.32	3208.61	34.49	F	79.00	79.00	745.89	566.50	8.29	2587.44	1427.71
C-A	-	-	-	-	328.00	328.00	-	-	-	-	-
C-B	1.43	1045.20	178.56	F	744.00	744.00	5658.12	456.30	62.87	9894.05	579.69
A-B	-	-	-	-	31.00	31.00	-	-	-	-	-
A-C	-	-	-	-	187.00	187.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031 + Devt, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - SATURN 2031 + Devt, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Description	Traffic Profile	Model Start Time (HH:m)	Model Finish Time (HH:m)	Model Time Period	Time Segment Length	Results For Centr	Single Time Segment	Locked	Run Automatically	Use Relationship	Relationship
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		Name		Type	m)	m)	od Length (min)	h (min)	al Hour Only	Only				
SATURN 2031 + Devt, PM	SATURN 2031 + Devt	PM		ONE HOUR	16:45	18:15	90	15	✓				✓	

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		4851101073.33	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bucknell Road S		Major
B	Howes Lane		Minor
C	Bucknell Road 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	7.40		0.00	✓	2.20	90.00		

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	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
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					(m)								
B	One lane plus flare				10.00	8.30	4.50	3.55	3.50		2.00	52	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.036	0.089	0.226	0.142	0.322
1	B-C	746.229	0.107	0.272	-	-
1	C-B	626.083	0.228	0.228	-	-

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	✓	207.00	100.000
B	ONE HOUR	✓	782.00	100.000
C	ONE HOUR	✓	1029.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	186.09	186.18	N/A	N/A
17:00-17:15	B	703.00	703.51	N/A	N/A
17:00-17:15	C	925.05	925.69	N/A	N/A
17:15-17:30	A	227.91	228.02	N/A	N/A
17:15-17:30	B	861.00	861.62	N/A	N/A
17:15-17:30	C	1132.95	1133.73	N/A	N/A
17:30-17:45	A	227.91	228.02	N/A	N/A
17:30-17:45	B	861.00	861.62	N/A	N/A
17:30-17:45	C	1132.95	1133.73	N/A	N/A
17:45-18:00	A	186.09	186.18	N/A	N/A
17:45-18:00	B	703.00	703.51	N/A	N/A
17:45-18:00	C	925.05	925.69	N/A	N/A

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	18.000	189.000

))		
B-C	9999999999. 00	9999999999. 00	458.5 9	F	706.00	706.00	9791.24	832.12	108.79	166555074. 75	9999999999. 00
B-A	9999999999. 00	9999999999. 00	50.83	F	76.00	76.00	1148.29	906.54	12.76	166463581. 08	9999999999. 00
C-A	-	-	-	-	199.00	199.00	-	-	-	-	-
C-B	1.59	1535.09	269.0 0	F	830.00	830.00	8590.23	620.98	95.45	16764.43	880.46
A-B	-	-	-	-	18.00	18.00	-	-	-	-	-
A-C	-	-	-	-	189.00	189.00	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: (new file)

Path:

Report generation date: 04/07/2013 14:35:02

File summary

File Description

Title	Junction 02
Location	Bucknell Road / A4095
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J02
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
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	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Observed 2013, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - Observed 2013, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, AM	Observed 2013	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.22	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None

2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	121.00	100.000
2	ONE HOUR	✓	719.00	100.000
3	ONE HOUR	✓	467.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
--------------	-----	-----------------------------------	-------------------------------------	----------------------------------	--

07:45-08:00	1	108.78	108.79	N/A	N/A
07:45-08:00	2	646.37	646.42	N/A	N/A
07:45-08:00	3	419.82	419.85	N/A	N/A
08:00-08:15	1	133.22	133.24	N/A	N/A
08:00-08:15	2	791.63	791.70	N/A	N/A
08:00-08:15	3	514.18	514.20	N/A	N/A
08:15-08:30	1	133.22	133.24	N/A	N/A
08:15-08:30	2	791.63	791.70	N/A	N/A
08:15-08:30	3	514.18	514.20	N/A	N/A
08:30-08:45	1	108.78	108.79	N/A	N/A
08:30-08:45	2	646.37	646.42	N/A	N/A
08:30-08:45	3	419.82	419.85	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	57.000	64.000
	2	72.000	1.000	646.000
	3	54.000	408.000	5.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.10	0.00	0.90
	3	0.12	0.87	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019
	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.03	0.98	0.04	A	121.00	121.00	1.94	0.96	0.02	2.64	0.95
2	0.48	4.27	0.93	A	719.00	719.00	47.08	3.93	0.52	61.69	3.74
3	0.24	2.20	0.31	A	467.00	467.00	16.60	2.13	0.18	22.40	2.09

(Default Analysis Set) - Observed 2013, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D2 - Observed 2013, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, PM	Observed 2013	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				2.97	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	95.00	100.000
2	ONE HOUR	✓	580.00	100.000
3	ONE HOUR	✓	784.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	85.40	85.42	N/A	N/A
17:00-17:15	2	521.41	521.52	N/A	N/A
17:00-17:15	3	704.80	704.94	N/A	N/A
17:15-17:30	1	104.60	104.61	N/A	N/A
17:15-17:30	2	638.59	638.72	N/A	N/A
17:15-17:30	3	863.20	863.37	N/A	N/A
17:30-17:45	1	104.60	104.61	N/A	N/A
17:30-17:45	2	638.59	638.72	N/A	N/A
17:30-17:45	3	863.20	863.37	N/A	N/A

17:45-18:00	1	85.40	85.42	N/A	N/A
17:45-18:00	2	521.41	521.52	N/A	N/A
17:45-18:00	3	704.80	704.94	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	43.000	52.000
	2	48.000	2.000	530.000
	3	67.000	715.000	2.000

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

		To		
		1	2	3
From	1	0.00	0.45	0.55
	2	0.08	0.00	0.91
	3	0.09	0.91	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

		1	2	3
From	1	0.000	0.000	0.031
	2	0.042	0.000	0.019
	3	0.000	0.022	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.03	1.09	0.03	A	95.00	95.00	1.68	1.06	0.02	2.27	1.04
2	0.39	3.57	0.63	A	580.00	580.00	32.59	3.37	0.36	43.30	3.25
3	0.40	2.76	0.66	A	784.00	784.00	34.00	2.60	0.38	45.11	2.51

(Default Analysis Set) - Base 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D3 - Base 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2016, AM	Base 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	125.00	100.000
2	ONE HOUR	✓	743.00	100.000
3	ONE HOUR	✓	483.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	112.37	112.38	N/A	N/A
07:45-08:00	2	667.94	668.00	N/A	N/A
07:45-08:00	3	434.21	434.23	N/A	N/A
08:00-08:15	1	137.63	137.64	N/A	N/A
08:00-08:15	2	818.06	818.12	N/A	N/A
08:00-08:15	3	531.79	531.82	N/A	N/A
08:15-08:30	1	137.63	137.64	N/A	N/A
08:15-08:30	2	818.06	818.12	N/A	N/A
08:15-08:30	3	531.79	531.82	N/A	N/A
08:30-08:45	1	112.37	112.38	N/A	N/A
08:30-08:45	2	667.94	668.00	N/A	N/A
08:30-08:45	3	434.21	434.23	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From				
	1	0.000	59.000	66.000

1	0.04	0.98	0.04	A	125.00	125.00	2.02	0.97	0.02	2.74	0.96
2	0.50	4.41	1.00	A	743.00	743.00	50.07	4.04	0.56	65.42	3.84
3	0.25	2.23	0.33	A	483.00	483.00	17.35	2.16	0.19	23.39	2.11

(Default Analysis Set) - Base 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D4 - Base 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2016, PM	Base 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.04	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None

2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	99.00	100.000
2	ONE HOUR	✓	600.00	100.000
3	ONE HOUR	✓	811.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
--------------	-----	-----------------------------------	-------------------------------------	----------------------------------	--

17:00-17:15	1	89.00	89.01	N/A	N/A
17:00-17:15	2	539.39	539.50	N/A	N/A
17:00-17:15	3	729.07	729.22	N/A	N/A
17:15-17:30	1	109.00	109.02	N/A	N/A
17:15-17:30	2	660.61	660.75	N/A	N/A
17:15-17:30	3	892.93	893.11	N/A	N/A
17:30-17:45	1	109.00	109.02	N/A	N/A
17:30-17:45	2	660.61	660.75	N/A	N/A
17:30-17:45	3	892.93	893.11	N/A	N/A
17:45-18:00	1	89.00	89.01	N/A	N/A
17:45-18:00	2	539.39	539.50	N/A	N/A
17:45-18:00	3	729.07	729.22	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	45.000	54.000
	2	50.000	2.000	548.000
	3	69.000	740.000	2.000

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

		To		
		1	2	3
From	1	0.00	0.45	0.55
	2	0.08	0.00	0.91
	3	0.09	0.91	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.031
	2	0.042	0.000	0.019
	3	0.000	0.022	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.03	1.10	0.03	A	99.00	99.00	1.77	1.07	0.02	2.39	1.05
2	0.40	3.66	0.67	A	600.00	600.00	34.42	3.44	0.38	45.64	3.32
3	0.41	2.83	0.70	A	811.00	811.00	35.92	2.66	0.40	47.58	2.56

(Default Analysis Set) - Base 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D5 - Base 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, AM	Base 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	134.00	100.000
2	ONE HOUR	✓	797.00	100.000
3	ONE HOUR	✓	518.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	120.46	120.48	N/A	N/A
07:45-08:00	2	716.49	716.54	N/A	N/A
07:45-08:00	3	465.67	465.70	N/A	N/A
08:00-08:15	1	147.54	147.55	N/A	N/A
08:00-08:15	2	877.51	877.58	N/A	N/A
08:00-08:15	3	570.33	570.36	N/A	N/A
08:15-08:30	1	147.54	147.55	N/A	N/A
08:15-08:30	2	877.51	877.58	N/A	N/A
08:15-08:30	3	570.33	570.36	N/A	N/A

08:30-08:45	1	120.46	120.48	N/A	N/A
08:30-08:45	2	716.49	716.54	N/A	N/A
08:30-08:45	3	465.67	465.70	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	63.000	71.000
	2	80.000	1.000	716.000
	3	60.000	452.000	6.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.10	0.00	0.90
	3	0.12	0.87	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		

		1	2	3
From	1	0.000	0.000	0.019
	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.00	0.04	A	134.00	134.00	2.19	0.98	0.02	2.98	0.97
2	0.54	4.79	1.16	A	797.00	797.00	57.54	4.33	0.64	74.70	4.09
3	0.27	2.29	0.36	A	518.00	518.00	19.07	2.21	0.21	25.65	2.16

(Default Analysis Set) - Base 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D6 - Base 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, PM	Base 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	108.00	100.000
2	ONE HOUR	✓	655.00	100.000
3	ONE HOUR	✓	887.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	97.09	97.11	N/A	N/A
17:00-17:15	2	588.83	588.95	N/A	N/A
17:00-17:15	3	797.39	797.55	N/A	N/A
17:15-17:30	1	118.91	118.93	N/A	N/A
17:15-17:30	2	721.17	721.32	N/A	N/A
17:15-17:30	3	976.61	976.80	N/A	N/A
17:30-17:45	1	118.91	118.93	N/A	N/A
17:30-17:45	2	721.17	721.32	N/A	N/A
17:30-17:45	3	976.61	976.80	N/A	N/A
17:45-18:00	1	97.09	97.11	N/A	N/A
17:45-18:00	2	588.83	588.95	N/A	N/A
17:45-18:00	3	797.39	797.55	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From				
	1	0.000	49.000	59.000

1	0.04	1.14	0.04	A	108.00	108.00	1.99	1.10	0.02	2.67	1.08
2	0.44	3.91	0.78	A	655.00	655.00	39.83	3.65	0.44	52.54	3.50
3	0.45	3.03	0.82	A	887.00	887.00	41.78	2.83	0.46	55.02	2.70

(Default Analysis Set) - Base + Committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D7 - Base + Committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + Committed 2016, AM	Base + Committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	142.00	100.000
2	ONE HOUR	✓	840.00	100.000
3	ONE HOUR	✓	546.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	127.66	127.67	N/A	N/A
07:45-08:00	2	755.14	755.20	N/A	N/A
07:45-08:00	3	490.84	490.87	N/A	N/A
08:00-08:15	1	156.34	156.36	N/A	N/A
08:00-08:15	2	924.86	924.93	N/A	N/A
08:00-08:15	3	601.16	601.19	N/A	N/A
08:15-08:30	1	156.34	156.36	N/A	N/A
08:15-08:30	2	924.86	924.93	N/A	N/A
08:15-08:30	3	601.16	601.19	N/A	N/A
08:30-08:45	1	127.66	127.67	N/A	N/A
08:30-08:45	2	755.14	755.20	N/A	N/A
08:30-08:45	3	490.84	490.87	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	67.000	75.000
	2	84.000	1.000	755.000
	3	63.000	477.000	6.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.10	0.00	0.90

	3	0.12	0.87	0.01
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Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019
	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.01	0.04	A	142.00	142.00	2.35	0.99	0.03	3.18	0.98
2	0.57	5.13	1.31	A	840.00	840.00	64.27	4.59	0.71	82.96	4.31
3	0.28	2.34	0.39	A	546.00	546.00	20.49	2.25	0.23	27.52	2.20

(Default Analysis Set) - Base + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D8 - Base + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2016, PM	Base + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.33	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	110.00	100.000
2	ONE HOUR	✓	671.00	100.000
3	ONE HOUR	✓	907.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	98.89	98.90	N/A	N/A
17:00-17:15	2	603.22	603.34	N/A	N/A
17:00-17:15	3	815.37	815.54	N/A	N/A
17:15-17:30	1	121.11	121.13	N/A	N/A

17:15-17:30	2	738.78	738.94	N/A	N/A
17:15-17:30	3	998.63	998.83	N/A	N/A
17:30-17:45	1	121.11	121.13	N/A	N/A
17:30-17:45	2	738.78	738.94	N/A	N/A
17:30-17:45	3	998.63	998.83	N/A	N/A
17:45-18:00	1	98.89	98.90	N/A	N/A
17:45-18:00	2	603.22	603.34	N/A	N/A
17:45-18:00	3	815.37	815.54	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	50.000	60.000
	2	56.000	2.000	613.000
	3	78.000	827.000	2.000

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

		To		
		1	2	3
From	1	0.00	0.45	0.55
	2	0.08	0.00	0.91
	3	0.09	0.91	0.00

Vehicle Mix

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

		To		
		1	2	3
From				

	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.031
	2	0.042	0.000	0.019
	3	0.000	0.022	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.15	0.04	A	110.00	110.00	2.04	1.11	0.02	2.74	1.09
2	0.45	3.99	0.82	A	671.00	671.00	41.52	3.71	0.46	54.68	3.55
3	0.46	3.10	0.86	A	907.00	907.00	43.47	2.88	0.48	57.16	2.75

(Default Analysis Set) - Base + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D9 - Base + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
Base + committed 2021, AM	Base + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				4.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	159.00	100.000
2	ONE HOUR	✓	948.00	100.000
3	ONE HOUR	✓	616.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	142.94	142.95	N/A	N/A
07:45-08:00	2	852.23	852.30	N/A	N/A
07:45-08:00	3	553.77	553.80	N/A	N/A
08:00-08:15	1	175.06	175.08	N/A	N/A
08:00-08:15	2	1043.77	1043.85	N/A	N/A
08:00-08:15	3	678.23	678.26	N/A	N/A
08:15-08:30	1	175.06	175.08	N/A	N/A
08:15-08:30	2	1043.77	1043.85	N/A	N/A
08:15-08:30	3	678.23	678.26	N/A	N/A
08:30-08:45	1	142.94	142.95	N/A	N/A
08:30-08:45	2	852.23	852.30	N/A	N/A

08:30-08:45	3	553.77	553.80	N/A	N/A
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Turning Proportions

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

		To		
		1	2	3
From	1	0.000	75.000	84.000
	2	95.000	1.000	852.000
	3	71.000	538.000	7.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.10	0.00	0.90
	3	0.12	0.87	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019

	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.05	1.04	0.05	A	159.00	159.00	2.70	1.02	0.03	3.65	1.00
2	0.64	6.25	1.80	A	948.00	948.00	85.39	5.40	0.95	108.46	4.99
3	0.32	2.48	0.47	A	616.00	616.00	24.33	2.37	0.27	32.54	2.30

(Default Analysis Set) - Base + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D10 - Base + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, PM	Base + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	126.00	100.000
2	ONE HOUR	✓	766.00	100.000
3	ONE HOUR	✓	1035.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	113.27	113.29	N/A	N/A
17:00-17:15	2	688.62	688.76	N/A	N/A
17:00-17:15	3	930.44	930.63	N/A	N/A
17:15-17:30	1	138.73	138.75	N/A	N/A
17:15-17:30	2	843.38	843.56	N/A	N/A
17:15-17:30	3	1139.56	1139.78	N/A	N/A
17:30-17:45	1	138.73	138.75	N/A	N/A
17:30-17:45	2	843.38	843.56	N/A	N/A
17:30-17:45	3	1139.56	1139.78	N/A	N/A
17:45-18:00	1	113.27	113.29	N/A	N/A
17:45-18:00	2	688.62	688.76	N/A	N/A
17:45-18:00	3	930.44	930.63	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From				
	1	0.000	57.000	69.000

1	0.04	1.22	0.05	A	126.00	126.00	2.46	1.17	0.03	3.29	1.14
2	0.52	4.56	1.06	A	766.00	766.00	53.07	4.16	0.59	69.17	3.94
3	0.53	3.55	1.12	A	1035.00	1035.00	55.72	3.23	0.62	72.47	3.05

(Default Analysis Set) - Forecast - Committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D11 - Forecast - Committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - Committed 2016, AM	Forecast - Committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	126.00	100.000
2	ONE HOUR	✓	758.00	100.000
3	ONE HOUR	✓	488.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	113.27	113.28	N/A	N/A
07:45-08:00	2	681.43	681.48	N/A	N/A
07:45-08:00	3	438.70	438.72	N/A	N/A
08:00-08:15	1	138.73	138.74	N/A	N/A
08:00-08:15	2	834.57	834.64	N/A	N/A
08:00-08:15	3	537.30	537.33	N/A	N/A
08:15-08:30	1	138.73	138.74	N/A	N/A
08:15-08:30	2	834.57	834.64	N/A	N/A
08:15-08:30	3	537.30	537.33	N/A	N/A
08:30-08:45	1	113.27	113.28	N/A	N/A
08:30-08:45	2	681.43	681.48	N/A	N/A
08:30-08:45	3	438.70	438.72	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	60.000	66.000
	2	77.000	1.000	680.000
	3	56.000	427.000	5.000

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

		To		
		1	2	3
From	1	0.00	0.48	0.52
	2	0.10	0.00	0.90

	3	0.11	0.88	0.01
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Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019
	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	0.99	0.04	A	126.00	126.00	2.04	0.97	0.02	2.77	0.96
2	0.51	4.50	1.04	A	758.00	758.00	51.97	4.11	0.58	67.80	3.90
3	0.25	2.24	0.33	A	488.00	488.00	17.61	2.16	0.20	23.73	2.12

(Default Analysis Set) - Forecast - committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D12 - Forecast - committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, PM	Forecast - committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.08	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	101.00	100.000
2	ONE HOUR	✓	611.00	100.000
3	ONE HOUR	✓	825.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	90.80	90.81	N/A	N/A
17:00-17:15	2	549.28	549.39	N/A	N/A
17:00-17:15	3	741.66	741.81	N/A	N/A
17:15-17:30	1	111.20	111.22	N/A	N/A

17:15-17:30	2	672.72	672.86	N/A	N/A
17:15-17:30	3	908.34	908.52	N/A	N/A
17:30-17:45	1	111.20	111.22	N/A	N/A
17:30-17:45	2	672.72	672.86	N/A	N/A
17:30-17:45	3	908.34	908.52	N/A	N/A
17:45-18:00	1	90.80	90.81	N/A	N/A
17:45-18:00	2	549.28	549.39	N/A	N/A
17:45-18:00	3	741.66	741.81	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	47.000	54.000
	2	52.000	2.000	557.000
	3	69.000	754.000	2.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.09	0.00	0.91
	3	0.08	0.91	0.00

Vehicle Mix

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

		To		
		1	2	3
From				

	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.031
	2	0.042	0.000	0.019
	3	0.000	0.022	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.03	1.11	0.03	A	101.00	101.00	1.82	1.08	0.02	2.45	1.06
2	0.41	3.70	0.69	A	611.00	611.00	35.43	3.48	0.39	46.93	3.35
3	0.42	2.86	0.72	A	825.00	825.00	36.98	2.69	0.41	48.92	2.58

(Default Analysis Set) - Forecast - committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D13 - Forecast - committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
Forecast - committed 2021, AM	Forecast - committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	135.00	100.000
2	ONE HOUR	✓	811.00	100.000
3	ONE HOUR	✓	524.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	121.36	121.37	N/A	N/A
07:45-08:00	2	729.07	729.13	N/A	N/A
07:45-08:00	3	471.07	471.09	N/A	N/A
08:00-08:15	1	148.64	148.65	N/A	N/A
08:00-08:15	2	892.93	893.00	N/A	N/A
08:00-08:15	3	576.93	576.96	N/A	N/A
08:15-08:30	1	148.64	148.65	N/A	N/A
08:15-08:30	2	892.93	893.00	N/A	N/A
08:15-08:30	3	576.93	576.96	N/A	N/A
08:30-08:45	1	121.36	121.37	N/A	N/A
08:30-08:45	2	729.07	729.13	N/A	N/A

08:30-08:45	3	471.07	471.09	N/A	N/A
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Turning Proportions

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

		To		
		1	2	3
From	1	0.000	64.000	71.000
	2	82.000	1.000	728.000
	3	60.000	458.000	6.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.10	0.00	0.90
	3	0.11	0.87	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019

2	0.000	0.000	0.009
3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.00	0.04	A	135.00	135.00	2.21	0.98	0.02	3.00	0.97
2	0.55	4.89	1.21	A	811.00	811.00	59.58	4.41	0.66	77.22	4.15
3	0.27	2.30	0.37	A	524.00	524.00	19.38	2.22	0.22	26.06	2.17

(Default Analysis Set) - Forecast - committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D14 - Forecast - committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2021, PM	Forecast - committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	110.00	100.000
2	ONE HOUR	✓	666.00	100.000
3	ONE HOUR	✓	900.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	98.89	98.90	N/A	N/A
17:00-17:15	2	598.72	598.85	N/A	N/A
17:00-17:15	3	809.08	809.24	N/A	N/A
17:15-17:30	1	121.11	121.13	N/A	N/A
17:15-17:30	2	733.28	733.43	N/A	N/A
17:15-17:30	3	990.92	991.12	N/A	N/A
17:30-17:45	1	121.11	121.13	N/A	N/A
17:30-17:45	2	733.28	733.43	N/A	N/A
17:30-17:45	3	990.92	991.12	N/A	N/A
17:45-18:00	1	98.89	98.90	N/A	N/A
17:45-18:00	2	598.72	598.85	N/A	N/A
17:45-18:00	3	809.08	809.24	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From				
	1	0.000	51.000	59.000

1	0.04	1.15	0.04	A	110.00	110.00	2.03	1.11	0.02	2.74	1.09
2	0.45	3.97	0.81	A	666.00	666.00	40.96	3.69	0.46	53.98	3.53
3	0.46	3.07	0.84	A	900.00	900.00	42.89	2.86	0.48	56.43	2.73

(Default Analysis Set) - Forecast + Committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D15 - Forecast + Committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + Committed 2016, AM	Forecast + Committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	143.00	100.000
2	ONE HOUR	✓	856.00	100.000
3	ONE HOUR	✓	551.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	128.55	128.57	N/A	N/A
07:45-08:00	2	769.53	769.59	N/A	N/A
07:45-08:00	3	495.34	495.36	N/A	N/A
08:00-08:15	1	157.45	157.46	N/A	N/A
08:00-08:15	2	942.47	942.55	N/A	N/A
08:00-08:15	3	606.66	606.69	N/A	N/A
08:15-08:30	1	157.45	157.46	N/A	N/A
08:15-08:30	2	942.47	942.55	N/A	N/A
08:15-08:30	3	606.66	606.69	N/A	N/A
08:30-08:45	1	128.55	128.57	N/A	N/A
08:30-08:45	2	769.53	769.59	N/A	N/A
08:30-08:45	3	495.34	495.36	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	68.000	75.000
	2	87.000	1.000	768.000
	3	63.000	482.000	6.000

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

		To		
		1	2	3
From	1	0.00	0.48	0.52
	2	0.10	0.00	0.90

	3	0.11	0.87	0.01
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Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019
	2	0.000	0.000	0.009
	3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.01	0.04	A	143.00	143.00	2.37	0.99	0.03	3.21	0.98
2	0.58	5.26	1.37	A	856.00	856.00	66.89	4.69	0.74	86.18	4.39
3	0.28	2.35	0.40	A	551.00	551.00	20.78	2.26	0.23	27.89	2.21

(Default Analysis Set) - Forecast + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D16 - Forecast + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, PM	Forecast + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	113.00	100.000
2	ONE HOUR	✓	681.00	100.000
3	ONE HOUR	✓	921.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	101.58	101.60	N/A	N/A
17:00-17:15	2	612.21	612.33	N/A	N/A
17:00-17:15	3	827.96	828.13	N/A	N/A
17:15-17:30	1	124.42	124.44	N/A	N/A

17:15-17:30	2	749.79	749.95	N/A	N/A
17:15-17:30	3	1014.04	1014.24	N/A	N/A
17:30-17:45	1	124.42	124.44	N/A	N/A
17:30-17:45	2	749.79	749.95	N/A	N/A
17:30-17:45	3	1014.04	1014.24	N/A	N/A
17:45-18:00	1	101.58	101.60	N/A	N/A
17:45-18:00	2	612.21	612.33	N/A	N/A
17:45-18:00	3	827.96	828.13	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	53.000	60.000
	2	57.000	2.000	622.000
	3	78.000	841.000	2.000

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

		To		
		1	2	3
From	1	0.00	0.47	0.53
	2	0.08	0.00	0.91
	3	0.08	0.91	0.00

Vehicle Mix

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

		To		
		1	2	3
From				

	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.031
	2	0.042	0.000	0.019
	3	0.000	0.022	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.04	1.16	0.04	A	113.00	113.00	2.11	1.12	0.02	2.83	1.09
2	0.46	4.04	0.84	A	681.00	681.00	42.58	3.75	0.47	56.03	3.59
3	0.47	3.14	0.88	A	921.00	921.00	44.68	2.91	0.50	58.69	2.78

(Default Analysis Set) - Forecast + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D17 - Forecast + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
Forecast + committed 2021, AM	Forecast + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				4.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	159.98	100.000
2	ONE HOUR	✓	961.92	100.000
3	ONE HOUR	✓	621.97	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	143.82	143.84	N/A	N/A
07:45-08:00	2	864.75	864.82	N/A	N/A
07:45-08:00	3	559.14	559.17	N/A	N/A
08:00-08:15	1	176.15	176.16	N/A	N/A
08:00-08:15	2	1059.10	1059.18	N/A	N/A
08:00-08:15	3	684.80	684.83	N/A	N/A
08:15-08:30	1	176.15	176.16	N/A	N/A
08:15-08:30	2	1059.10	1059.18	N/A	N/A
08:15-08:30	3	684.80	684.83	N/A	N/A
08:30-08:45	1	143.82	143.84	N/A	N/A
08:30-08:45	2	864.75	864.82	N/A	N/A

08:30-08:45	3	559.14	559.17	N/A	N/A
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Turning Proportions

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

		To		
		1	2	3
From	1	0.000	76.000	83.984
	2	97.000	1.000	863.922
	3	70.989	543.978	7.000

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

		To		
		1	2	3
From	1	0.00	0.48	0.52
	2	0.10	0.00	0.90
	3	0.11	0.87	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.019

2	0.000	0.000	0.009
3	0.015	0.004	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.05	1.04	0.05	A	159.98	159.98	2.72	1.02	0.03	3.68	1.00
2	0.65	6.42	1.87	A	961.92	961.92	88.56	5.52	0.98	112.24	5.09
3	0.32	2.49	0.47	A	621.97	621.97	24.69	2.38	0.27	33.01	2.31

(Default Analysis Set) - Forecast + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D18 - Forecast + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2021, PM	Forecast + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	129.00	100.000
2	ONE HOUR	✓	777.00	100.000
3	ONE HOUR	✓	1049.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	115.97	115.99	N/A	N/A
17:00-17:15	2	698.51	698.65	N/A	N/A
17:00-17:15	3	943.03	943.22	N/A	N/A
17:15-17:30	1	142.03	142.06	N/A	N/A
17:15-17:30	2	855.49	855.67	N/A	N/A
17:15-17:30	3	1154.97	1155.20	N/A	N/A
17:30-17:45	1	142.03	142.06	N/A	N/A
17:30-17:45	2	855.49	855.67	N/A	N/A
17:30-17:45	3	1154.97	1155.20	N/A	N/A
17:45-18:00	1	115.97	115.99	N/A	N/A
17:45-18:00	2	698.51	698.65	N/A	N/A
17:45-18:00	3	943.03	943.22	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From				
	1	0.000	60.000	69.000

1	0.05	1.23	0.05	A	129.00	129.00	2.53	1.18	0.03	3.39	1.15
2	0.52	4.63	1.09	A	777.00	777.00	54.54	4.21	0.61	71.00	3.98
3	0.54	3.61	1.15	A	1049.00	1049.00	57.29	3.28	0.64	74.41	3.09

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 05/07/2013 15:59:45

File summary

File Description

Title	Junction 02
Location	Bucknell Road / A4095
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J02
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
Description	

Analysis Options

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

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

(Default Analysis Set) - SATURN 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - SATURN 2031, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, AM	SATURN 2031	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction	Arm	Grade	Large	Do Geometric	Junction Delay	Junction
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	Type	Order	Separated	Roundabout	Delay	(s)	LOS
(untitled)	Roundabout	1,2,3				3.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None

3	None
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	441.00	100.000
2	ONE HOUR	✓	726.00	100.000
3	ONE HOUR	✓	806.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	396.45	396.74	N/A	N/A

07:45-08:00	2	652.66	653.10	N/A	N/A
07:45-08:00	3	724.58	724.99	N/A	N/A
08:00-08:15	1	485.55	485.90	N/A	N/A
08:00-08:15	2	799.34	799.88	N/A	N/A
08:00-08:15	3	887.42	887.93	N/A	N/A
08:15-08:30	1	485.55	485.90	N/A	N/A
08:15-08:30	2	799.34	799.88	N/A	N/A
08:15-08:30	3	887.42	887.93	N/A	N/A
08:30-08:45	1	396.45	396.74	N/A	N/A
08:30-08:45	2	652.66	653.10	N/A	N/A
08:30-08:45	3	724.58	724.99	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	11.000	430.000
	2	24.000	0.000	702.000
	3	251.000	555.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.02	0.98
	2	0.03	0.00	0.97
	3	0.31	0.69	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.003	1.001
	2	1.002	1.000	1.001
	3	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.295	0.067
	2	0.157	0.000	0.064
	3	0.046	0.062	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.13	1.15	0.15	A	441.00	441.00	8.16	1.11	0.09	10.99	1.09
2	0.58	6.26	1.38	A	726.00	726.00	65.60	5.42	0.73	83.27	5.00
3	0.41	2.77	0.68	A	806.00	806.00	35.03	2.61	0.39	46.47	2.51

(Default Analysis Set) - SATURN 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D2 - SATURN 2031, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, PM	SATURN 2031	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
-----	------	-------------

1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	392.00	100.000
2	ONE HOUR	✓	664.00	100.000
3	ONE HOUR	✓	881.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	352.40	352.67	N/A	N/A
17:00-17:15	2	596.92	597.34	N/A	N/A
17:00-17:15	3	792.00	792.48	N/A	N/A
17:15-17:30	1	431.60	431.93	N/A	N/A
17:15-17:30	2	731.08	731.59	N/A	N/A
17:15-17:30	3	970.00	970.59	N/A	N/A
17:30-17:45	1	431.60	431.93	N/A	N/A
17:30-17:45	2	731.08	731.59	N/A	N/A
17:30-17:45	3	970.00	970.59	N/A	N/A
17:45-18:00	1	352.40	352.67	N/A	N/A
17:45-18:00	2	596.92	597.34	N/A	N/A

17:45-18:00	3	792.00	792.48	N/A	N/A
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Turning Proportions

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

		To		
		1	2	3
From	1	0.000	14.000	378.000
	2	21.000	0.000	643.000
	3	216.000	665.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.04	0.96
	2	0.03	0.00	0.97
	3	0.25	0.75	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.003	1.001
	2	1.002	1.000	1.001
	3	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.305	0.069

	2	0.163	0.000	0.067
	3	0.048	0.065	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.12	1.18	0.14	A	392.00	392.00	7.46	1.14	0.08	10.01	1.11
2	0.52	5.29	1.07	A	664.00	664.00	52.18	4.72	0.58	67.18	4.41
3	0.44	2.95	0.79	A	881.00	881.00	40.47	2.76	0.45	53.42	2.64

(Default Analysis Set) - SATURN 2031 + Devt, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D3 - SATURN 2031 + Devt, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031 + Devt, AM	SATURN 2031 + Devt	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.77	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	442.00	100.000
2	ONE HOUR	✓	740.00	100.000
3	ONE HOUR	✓	811.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	397.35	397.64	N/A	N/A
07:45-08:00	2	665.24	665.69	N/A	N/A
07:45-08:00	3	729.07	729.49	N/A	N/A
08:00-08:15	1	486.65	487.01	N/A	N/A
08:00-08:15	2	814.76	815.30	N/A	N/A
08:00-08:15	3	892.93	893.44	N/A	N/A
08:15-08:30	1	486.65	487.01	N/A	N/A
08:15-08:30	2	814.76	815.30	N/A	N/A
08:15-08:30	3	892.93	893.44	N/A	N/A
08:30-08:45	1	397.35	397.64	N/A	N/A
08:30-08:45	2	665.24	665.69	N/A	N/A
08:30-08:45	3	729.07	729.49	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	12.000	430.000

1	0.13	1.15	0.16	A	442.00	442.00	8.20	1.11	0.09	11.04	1.09
2	0.59	6.43	1.44	A	740.00	740.00	68.36	5.54	0.76	86.59	5.10
3	0.41	2.78	0.69	A	811.00	811.00	35.42	2.62	0.39	46.97	2.52

(Default Analysis Set) - SATURN 2031 + Devt, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D4 - SATURN 2031 + Devt, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031 + Devt, PM	SATURN 2031 + Devt	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3				3.45	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bucknell Road N	
2	A4095	
3	Bucknell Road S	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	10.25	16.00	32.80	66.50	30.00	30.00	
2	4.15	5.90	25.80	26.80	30.00	35.00	
3	7.30	7.40	17.70	34.60	30.00	40.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	1.214	4366.239
2		(calculated)	(calculated)	0.653	1684.765
3		(calculated)	(calculated)	0.758	2210.131

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	394.00	100.000
2	ONE HOUR	✓	674.00	100.000
3	ONE HOUR	✓	895.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	354.20	354.48	N/A	N/A
17:00-17:15	2	605.91	606.34	N/A	N/A
17:00-17:15	3	804.59	805.08	N/A	N/A
17:15-17:30	1	433.80	434.14	N/A	N/A
17:15-17:30	2	742.09	742.61	N/A	N/A
17:15-17:30	3	985.41	986.01	N/A	N/A
17:30-17:45	1	433.80	434.14	N/A	N/A
17:30-17:45	2	742.09	742.61	N/A	N/A
17:30-17:45	3	985.41	986.01	N/A	N/A
17:45-18:00	1	354.20	354.48	N/A	N/A
17:45-18:00	2	605.91	606.34	N/A	N/A
17:45-18:00	3	804.59	805.08	N/A	N/A

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	16.000	378.000
	2	23.000	0.000	651.000
	3	216.000	679.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.04	0.96
	2	0.03	0.00	0.97

	3	0.24	0.76	0.00
--	---	------	------	------

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.003	1.001
	2	1.002	1.000	1.001
	3	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.305	0.069
	2	0.163	0.000	0.067
	3	0.048	0.065	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.13	1.19	0.14	A	394.00	394.00	7.54	1.15	0.08	10.12	1.12
2	0.53	5.38	1.10	A	674.00	674.00	53.69	4.78	0.60	69.03	4.46
3	0.45	2.99	0.82	A	895.00	895.00	41.61	2.79	0.46	54.87	2.67

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 04/07/2013 14:52:55

File summary

File Description

Title	Junction 3
Location	A4095 / B4100 / Banbury Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J03
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
Description	

Analysis Options

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

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

(Default Analysis Set) - Observed 2013, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - Observed 2013, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, AM	Observed 2013	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				4.98	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	807.00	100.000
2	ONE HOUR	✓	853.00	100.000
3	ONE HOUR	✓	269.00	100.000

4	ONE HOUR	✓	557.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	725.48	725.86	N/A	N/A
07:45-08:00	2	766.83	767.10	N/A	N/A
07:45-08:00	3	241.83	241.94	N/A	N/A
07:45-08:00	4	500.73	500.84	N/A	N/A
08:00-08:15	1	888.52	889.00	N/A	N/A
08:00-08:15	2	939.17	939.50	N/A	N/A
08:00-08:15	3	296.17	296.32	N/A	N/A
08:00-08:15	4	613.27	613.40	N/A	N/A
08:15-08:30	1	888.52	889.00	N/A	N/A
08:15-08:30	2	939.17	939.50	N/A	N/A
08:15-08:30	3	296.17	296.32	N/A	N/A
08:15-08:30	4	613.27	613.40	N/A	N/A
08:30-08:45	1	725.48	725.86	N/A	N/A
08:30-08:45	2	766.83	767.10	N/A	N/A
08:30-08:45	3	241.83	241.94	N/A	N/A
08:30-08:45	4	500.73	500.84	N/A	N/A

Turning Proportions

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

	To			
From	1	2	3	4

	1	0.000	436.000	281.000	90.000
	2	216.000	13.000	138.000	486.000
	3	116.000	96.000	0.000	57.000
	4	97.000	406.000	54.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.35	0.11
	2	0.25	0.02	0.16	0.57
	3	0.43	0.36	0.00	0.21
	4	0.17	0.73	0.10	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.63	6.77	1.65	A	807.00	807.00	76.53	5.69	0.85	95.77	5.17
2	0.53	4.33	1.12	A	853.00	853.00	54.85	3.86	0.61	70.47	3.60
3	0.24	3.90	0.32	A	269.00	269.00	16.21	3.61	0.18	21.28	3.45
4	0.40	3.92	0.67	A	557.00	557.00	33.52	3.61	0.37	43.87	3.43

(Default Analysis Set) - Observed 2013, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D2 - Observed 2013, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time	Description	Traffic	Model Start	Model Finish	Model	Time Segm	Results	Single Time	Lock	Run Automati	Use Relation	Relation
------	----------	------	-------------	---------	-------------	--------------	-------	-----------	---------	-------------	------	--------------	--------------	----------

	Name	Period Name	ion	Profile Type	Time (HH:mm)	Time (HH:mm)	Time Period Length (min)	ent Length (min)	For Central Hour Only	Segment Only	ed	cally	ship	ship
Observed 2013, PM	Observed 2013	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				5.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	494.00	100.000
2	ONE HOUR	✓	1002.00	100.000
3	ONE HOUR	✓	445.00	100.000
4	ONE HOUR	✓	701.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	444.10	444.14	N/A	N/A
17:00-17:15	2	900.78	900.92	N/A	N/A
17:00-17:15	3	400.05	400.11	N/A	N/A
17:00-17:15	4	630.18	630.25	N/A	N/A
17:15-17:30	1	543.90	543.96	N/A	N/A
17:15-17:30	2	1103.22	1103.40	N/A	N/A
17:15-17:30	3	489.95	490.03	N/A	N/A
17:15-17:30	4	771.82	771.89	N/A	N/A
17:30-17:45	1	543.90	543.96	N/A	N/A
17:30-17:45	2	1103.22	1103.40	N/A	N/A
17:30-17:45	3	489.95	490.03	N/A	N/A
17:30-17:45	4	771.82	771.89	N/A	N/A
17:45-18:00	1	444.10	444.14	N/A	N/A

17:45-18:00	2	900.78	900.92	N/A	N/A
17:45-18:00	3	400.05	400.11	N/A	N/A
17:45-18:00	4	630.18	630.25	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	258.000	147.000	88.000
	2	340.000	14.000	125.000	523.000
	3	180.000	174.000	0.000	91.000
	4	57.000	559.000	85.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.52	0.30	0.18
	2	0.34	0.01	0.12	0.52
	3	0.40	0.39	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

	4	1.000	1.000	1.000	1.000
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Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.44	5.27	0.79	A	494.00	494.00	38.23	4.64	0.42	48.85	4.31
2	0.60	4.82	1.47	A	1002.00	1002.00	70.31	4.21	0.78	89.54	3.90
3	0.44	5.83	0.79	A	445.00	445.00	37.68	5.08	0.42	47.85	4.69
4	0.58	6.39	1.36	A	701.00	701.00	63.40	5.43	0.70	79.66	4.95

(Default Analysis Set) - Base 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

		Geometry	
Warning	DemandSets	D3 - Base 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2016, AM	Base 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				5.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449

2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	834.00	100.000
2	ONE HOUR	✓	881.00	100.000
3	ONE HOUR	✓	278.00	100.000
4	ONE HOUR	✓	576.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	749.75	750.15	N/A	N/A
07:45-08:00	2	792.00	792.28	N/A	N/A
07:45-08:00	3	249.92	250.04	N/A	N/A
07:45-08:00	4	517.81	517.92	N/A	N/A

08:00-08:15	1	918.25	918.74	N/A	N/A
08:00-08:15	2	970.00	970.34	N/A	N/A
08:00-08:15	3	306.08	306.23	N/A	N/A
08:00-08:15	4	634.19	634.32	N/A	N/A
08:15-08:30	1	918.25	918.74	N/A	N/A
08:15-08:30	2	970.00	970.34	N/A	N/A
08:15-08:30	3	306.08	306.23	N/A	N/A
08:15-08:30	4	634.19	634.32	N/A	N/A
08:30-08:45	1	749.75	750.15	N/A	N/A
08:30-08:45	2	792.00	792.28	N/A	N/A
08:30-08:45	3	249.92	250.04	N/A	N/A
08:30-08:45	4	517.81	517.92	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	451.000	290.000	93.000
	2	223.000	13.000	143.000	502.000
	3	120.000	99.000	0.000	59.000
	4	100.000	420.000	56.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.35	0.11
	2	0.25	0.01	0.16	0.57
	3	0.43	0.36	0.00	0.21

	4	0.17	0.73	0.10	0.00
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Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.65	7.37	1.86	A	834.00	834.00	84.69	6.09	0.94	105.23	5.50
2	0.55	4.56	1.22	A	881.00	881.00	59.14	4.03	0.66	75.65	3.74
3	0.25	4.02	0.34	A	278.00	278.00	17.20	3.71	0.19	22.53	3.53
4	0.42	4.06	0.71	A	576.00	576.00	35.71	3.72	0.40	46.59	3.53

(Default Analysis Set) - Base 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D4 - Base 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2016, PM	Base 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	Roundabout	1,2,3,4				5.88	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
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1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	511.00	100.000
2	ONE HOUR	✓	1036.00	100.000
3	ONE HOUR	✓	460.00	100.000
4	ONE HOUR	✓	726.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	459.38	459.43	N/A	N/A
17:00-17:15	2	931.34	931.49	N/A	N/A
17:00-17:15	3	413.53	413.60	N/A	N/A
17:00-17:15	4	652.66	652.73	N/A	N/A
17:15-17:30	1	562.62	562.68	N/A	N/A
17:15-17:30	2	1140.66	1140.84	N/A	N/A
17:15-17:30	3	506.47	506.55	N/A	N/A
17:15-17:30	4	799.34	799.42	N/A	N/A
17:30-17:45	1	562.62	562.68	N/A	N/A
17:30-17:45	2	1140.66	1140.84	N/A	N/A
17:30-17:45	3	506.47	506.55	N/A	N/A
17:30-17:45	4	799.34	799.42	N/A	N/A
17:45-18:00	1	459.38	459.43	N/A	N/A
17:45-18:00	2	931.34	931.49	N/A	N/A
17:45-18:00	3	413.53	413.60	N/A	N/A
17:45-18:00	4	652.66	652.73	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	267.000	152.000	91.000
	2	352.000	14.000	129.000	541.000

	3	186.000	180.000	0.000	94.000
	4	59.000	579.000	88.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.52	0.30	0.18
	2	0.34	0.01	0.12	0.52
	3	0.40	0.39	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.47	5.60	0.87	A	511.00	511.00	41.58	4.88	0.46	52.85	4.51
2	0.62	5.13	1.61	A	1036.00	1036.00	76.58	4.43	0.85	97.01	4.08
3	0.47	6.23	0.87	A	460.00	460.00	41.14	5.37	0.46	51.95	4.92
4	0.61	6.94	1.53	A	726.00	726.00	70.21	5.80	0.78	87.61	5.26

(Default Analysis Set) - Base 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D5 - Base 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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 Nam	Description	Traffic Profile Typ	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Leng	Time Segment Length	Results For Central Hour	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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		e		e			th (min)	(min)	Only					
Base 2021, AM	Base 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				6.22	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	894.00	100.000
2	ONE HOUR	✓	945.00	100.000
3	ONE HOUR	✓	298.00	100.000
4	ONE HOUR	✓	618.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	803.69	804.12	N/A	N/A
07:45-08:00	2	849.54	849.84	N/A	N/A
07:45-08:00	3	267.90	268.03	N/A	N/A
07:45-08:00	4	555.57	555.69	N/A	N/A
08:00-08:15	1	984.31	984.84	N/A	N/A
08:00-08:15	2	1040.46	1040.83	N/A	N/A
08:00-08:15	3	328.10	328.26	N/A	N/A
08:00-08:15	4	680.43	680.58	N/A	N/A
08:15-08:30	1	984.31	984.84	N/A	N/A
08:15-08:30	2	1040.46	1040.83	N/A	N/A
08:15-08:30	3	328.10	328.26	N/A	N/A
08:15-08:30	4	680.43	680.58	N/A	N/A
08:30-08:45	1	803.69	804.12	N/A	N/A
08:30-08:45	2	849.54	849.84	N/A	N/A
08:30-08:45	3	267.90	268.03	N/A	N/A

08:30-08:45	4	555.57	555.69	N/A	N/A
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Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	483.000	311.000	100.000
	2	239.000	14.000	153.000	539.000
	3	129.000	106.000	0.000	63.000
	4	108.000	450.000	60.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.35	0.11
	2	0.25	0.01	0.16	0.57
	3	0.43	0.36	0.00	0.21
	4	0.17	0.73	0.10	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.72	9.19	2.47	A	894.00	894.00	107.88	7.24	1.20	131.62	6.42
2	0.60	5.19	1.49	A	945.00	945.00	70.52	4.48	0.78	89.24	4.12
3	0.28	4.33	0.39	A	298.00	298.00	19.67	3.96	0.22	25.60	3.74
4	0.45	4.41	0.83	A	618.00	618.00	41.10	3.99	0.46	53.27	3.76

(Default Analysis Set) - Base 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D6 - Base 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, PM	Base 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	

4	A4095 W	
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Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	559.00	100.000
2	ONE HOUR	✓	1132.00	100.000
3	ONE HOUR	✓	504.00	100.000
4	ONE HOUR	✓	792.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	502.53	502.58	N/A	N/A
17:00-17:15	2	1017.64	1017.81	N/A	N/A
17:00-17:15	3	453.09	453.16	N/A	N/A
17:00-17:15	4	711.99	712.06	N/A	N/A
17:15-17:30	1	615.47	615.53	N/A	N/A
17:15-17:30	2	1246.36	1246.56	N/A	N/A
17:15-17:30	3	554.91	555.00	N/A	N/A

17:15-17:30	4	872.01	872.10	N/A	N/A
17:30-17:45	1	615.47	615.53	N/A	N/A
17:30-17:45	2	1246.36	1246.56	N/A	N/A
17:30-17:45	3	554.91	555.00	N/A	N/A
17:30-17:45	4	872.01	872.10	N/A	N/A
17:45-18:00	1	502.53	502.58	N/A	N/A
17:45-18:00	2	1017.64	1017.81	N/A	N/A
17:45-18:00	3	453.09	453.16	N/A	N/A
17:45-18:00	4	711.99	712.06	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	292.000	166.000	100.000
	2	384.000	16.000	141.000	591.000
	3	204.000	197.000	0.000	103.000
	4	64.000	632.000	96.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.52	0.30	0.18
	2	0.34	0.01	0.12	0.52
	3	0.40	0.39	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.54	6.78	1.15	A	559.00	559.00	53.14	5.70	0.59	66.47	5.18
2	0.69	6.29	2.16	A	1132.00	1132.00	98.65	5.23	1.10	122.86	4.73
3	0.54	7.76	1.18	A	504.00	504.00	53.82	6.41	0.60	66.71	5.77
4	0.69	9.09	2.17	A	792.00	792.00	94.73	7.18	1.05	115.58	6.36

(Default Analysis Set) - Base + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D7 - Base + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2016, AM	Base + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None

2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	944.00	100.000
2	ONE HOUR	✓	997.00	100.000
3	ONE HOUR	✓	315.00	100.000
4	ONE HOUR	✓	651.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	848.64	849.09	N/A	N/A
07:45-08:00	2	896.28	896.60	N/A	N/A
07:45-08:00	3	283.18	283.32	N/A	N/A
07:45-08:00	4	585.24	585.36	N/A	N/A
08:00-08:15	1	1039.36	1039.92	N/A	N/A
08:00-08:15	2	1097.72	1098.10	N/A	N/A
08:00-08:15	3	346.82	346.99	N/A	N/A
08:00-08:15	4	716.76	716.92	N/A	N/A
08:15-08:30	1	1039.36	1039.92	N/A	N/A
08:15-08:30	2	1097.72	1098.10	N/A	N/A
08:15-08:30	3	346.82	346.99	N/A	N/A
08:15-08:30	4	716.76	716.92	N/A	N/A
08:30-08:45	1	848.64	849.09	N/A	N/A
08:30-08:45	2	896.28	896.60	N/A	N/A
08:30-08:45	3	283.18	283.32	N/A	N/A
08:30-08:45	4	585.24	585.36	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	510.000	329.000	105.000
	2	253.000	15.000	161.000	568.000
	3	136.000	112.000	0.000	67.000
	4	113.000	475.000	63.000	0.000

						(Veh)	min)		min/min)	min)	Delay (s)
1	0.77	11.56	3.26	B	944.00	944.00	135.56	8.62	1.51	162.39	7.50
2	0.64	5.84	1.76	A	997.00	997.00	81.86	4.93	0.91	102.59	4.49
3	0.31	4.63	0.44	A	315.00	315.00	21.99	4.19	0.24	28.47	3.94
4	0.49	4.74	0.94	A	651.00	651.00	46.01	4.24	0.51	59.28	3.97

(Default Analysis Set) - Base + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D8 - Base + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
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)							
Base + committed 2016, PM	Base + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	571.00	100.000
2	ONE HOUR	✓	1159.00	100.000
3	ONE HOUR	✓	514.00	100.000
4	ONE HOUR	✓	811.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	513.32	513.37	N/A	N/A
17:00-17:15	2	1041.92	1042.09	N/A	N/A
17:00-17:15	3	462.08	462.15	N/A	N/A
17:00-17:15	4	729.07	729.15	N/A	N/A
17:15-17:30	1	628.68	628.75	N/A	N/A
17:15-17:30	2	1276.08	1276.29	N/A	N/A
17:15-17:30	3	565.92	566.01	N/A	N/A
17:15-17:30	4	892.93	893.02	N/A	N/A
17:30-17:45	1	628.68	628.75	N/A	N/A
17:30-17:45	2	1276.08	1276.29	N/A	N/A
17:30-17:45	3	565.92	566.01	N/A	N/A
17:30-17:45	4	892.93	893.02	N/A	N/A
17:45-18:00	1	513.32	513.37	N/A	N/A
17:45-18:00	2	1041.92	1042.09	N/A	N/A
17:45-18:00	3	462.08	462.15	N/A	N/A

17:45-18:00	4	729.07	729.15	N/A	N/A
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Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	298.000	170.000	102.000
	2	393.000	16.000	145.000	605.000
	3	208.000	201.000	0.000	105.000
	4	66.000	647.000	98.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.52	0.30	0.18
	2	0.34	0.01	0.13	0.52
	3	0.40	0.39	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.56	7.16	1.24	A	571.00	571.00	56.75	5.96	0.63	70.65	5.39
2	0.70	6.71	2.35	A	1159.00	1159.00	106.32	5.50	1.18	131.69	4.95
3	0.57	8.27	1.29	A	514.00	514.00	57.73	6.74	0.64	71.17	6.04
4	0.71	9.92	2.42	A	811.00	811.00	103.74	7.68	1.15	125.68	6.76

(Default Analysis Set) - Base + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D9 - Base + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
Base + committed 2021, AM	Base + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				14.14	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449

2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1065.00	100.000
2	ONE HOUR	✓	1125.00	100.000
3	ONE HOUR	✓	355.00	100.000
4	ONE HOUR	✓	735.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	957.41	957.92	N/A	N/A
07:45-08:00	2	1011.35	1011.71	N/A	N/A
07:45-08:00	3	319.14	319.29	N/A	N/A
07:45-08:00	4	660.75	660.89	N/A	N/A

08:00-08:15	1	1172.59	1173.21	N/A	N/A
08:00-08:15	2	1238.65	1239.08	N/A	N/A
08:00-08:15	3	390.86	391.05	N/A	N/A
08:00-08:15	4	809.25	809.42	N/A	N/A
08:15-08:30	1	1172.59	1173.21	N/A	N/A
08:15-08:30	2	1238.65	1239.08	N/A	N/A
08:15-08:30	3	390.86	391.05	N/A	N/A
08:15-08:30	4	809.25	809.42	N/A	N/A
08:30-08:45	1	957.41	957.92	N/A	N/A
08:30-08:45	2	1011.35	1011.71	N/A	N/A
08:30-08:45	3	319.14	319.29	N/A	N/A
08:30-08:45	4	660.75	660.89	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	575.000	371.000	119.000
	2	285.000	17.000	182.000	641.000
	3	153.000	127.000	0.000	75.000
	4	128.000	536.000	71.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.35	0.11
	2	0.25	0.02	0.16	0.57
	3	0.43	0.36	0.00	0.21

	4	0.17	0.73	0.10	0.00
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Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.91	28.80	8.80	D	1065.00	1065.00	292.46	16.48	3.25	328.94	13.46
2	0.74	8.41	2.84	A	1125.00	1125.00	122.89	6.55	1.37	149.48	5.79
3	0.38	5.55	0.60	A	355.00	355.00	28.84	4.87	0.32	36.78	4.52
4	0.57	5.82	1.30	A	735.00	735.00	61.55	5.02	0.68	77.97	4.62

(Default Analysis Set) - Base + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D10 - Base + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, PM	Base + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				14.97	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	652.00	100.000
2	ONE HOUR	✓	1323.00	100.000
3	ONE HOUR	✓	588.00	100.000

4	ONE HOUR	✓	925.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	586.13	586.20	N/A	N/A
17:00-17:15	2	1189.35	1189.54	N/A	N/A
17:00-17:15	3	528.60	528.68	N/A	N/A
17:00-17:15	4	831.56	831.64	N/A	N/A
17:15-17:30	1	717.87	717.94	N/A	N/A
17:15-17:30	2	1456.65	1456.89	N/A	N/A
17:15-17:30	3	647.40	647.50	N/A	N/A
17:15-17:30	4	1018.44	1018.55	N/A	N/A
17:30-17:45	1	717.87	717.94	N/A	N/A
17:30-17:45	2	1456.65	1456.89	N/A	N/A
17:30-17:45	3	647.40	647.50	N/A	N/A
17:30-17:45	4	1018.44	1018.55	N/A	N/A
17:45-18:00	1	586.13	586.20	N/A	N/A
17:45-18:00	2	1189.35	1189.54	N/A	N/A
17:45-18:00	3	528.60	528.68	N/A	N/A
17:45-18:00	4	831.56	831.64	N/A	N/A

Turning Proportions

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

	To			
From	1	2	3	4

	1	1.000	341.000	194.000	116.000
	2	449.000	18.000	165.000	691.000
	3	238.000	230.000	0.000	120.000
	4	75.000	738.000	112.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.52	0.30	0.18
	2	0.34	0.01	0.12	0.52
	3	0.40	0.39	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.70	11.41	2.23	B	652.00	652.00	92.81	8.54	1.03	111.30	7.44
2	0.82	11.34	4.46	B	1323.00	1323.00	180.72	8.20	2.01	214.69	7.07
3	0.73	14.73	2.58	B	588.00	588.00	102.47	10.46	1.14	120.63	8.94
4	0.87	22.82	6.11	C	925.00	925.00	215.76	14.00	2.40	246.06	11.60

(Default Analysis Set) - Forecast - committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D11 - Forecast - committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, AM	Forecast - committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				5.47	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00

3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	849.00	100.000
2	ONE HOUR	✓	881.00	100.000
3	ONE HOUR	✓	281.00	100.000
4	ONE HOUR	✓	582.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	763.23	763.64	N/A	N/A
07:45-08:00	2	792.00	792.28	N/A	N/A
07:45-08:00	3	252.61	252.74	N/A	N/A
07:45-08:00	4	523.21	523.32	N/A	N/A
08:00-08:15	1	934.77	935.27	N/A	N/A
08:00-08:15	2	970.00	970.34	N/A	N/A
08:00-08:15	3	309.39	309.54	N/A	N/A
08:00-08:15	4	640.79	640.93	N/A	N/A
08:15-08:30	1	934.77	935.27	N/A	N/A
08:15-08:30	2	970.00	970.34	N/A	N/A
08:15-08:30	3	309.39	309.54	N/A	N/A
08:15-08:30	4	640.79	640.93	N/A	N/A

08:30-08:45	1	763.23	763.64	N/A	N/A
08:30-08:45	2	792.00	792.28	N/A	N/A
08:30-08:45	3	252.61	252.74	N/A	N/A
08:30-08:45	4	523.21	523.32	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	451.000	290.000	108.000
	2	223.000	13.000	143.000	502.000
	3	120.000	102.000	0.000	59.000
	4	100.000	426.000	56.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.53	0.34	0.13
	2	0.25	0.01	0.16	0.57
	3	0.43	0.36	0.00	0.21
	4	0.17	0.73	0.10	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000

	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.67	7.74	1.99	A	849.00	849.00	89.58	6.33	1.00	110.86	5.69
2	0.56	4.63	1.24	A	881.00	881.00	59.87	4.08	0.67	76.49	3.78
3	0.26	4.08	0.35	A	281.00	281.00	17.62	3.76	0.20	23.05	3.58
4	0.42	4.10	0.73	A	582.00	582.00	36.39	3.75	0.40	47.44	3.55

(Default Analysis Set) - Forecast - committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

		Geometry	
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D12 - Forecast - committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, PM	Forecast - committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				6.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	522.00	100.000
2	ONE HOUR	✓	1036.00	100.000
3	ONE HOUR	✓	468.00	100.000
4	ONE HOUR	✓	742.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	469.27	469.32	N/A	N/A
17:00-17:15	2	931.34	931.49	N/A	N/A

17:00-17:15	3	420.72	420.79	N/A	N/A
17:00-17:15	4	667.04	667.11	N/A	N/A
17:15-17:30	1	574.73	574.79	N/A	N/A
17:15-17:30	2	1140.66	1140.84	N/A	N/A
17:15-17:30	3	515.28	515.36	N/A	N/A
17:15-17:30	4	816.96	817.04	N/A	N/A
17:30-17:45	1	574.73	574.79	N/A	N/A
17:30-17:45	2	1140.66	1140.84	N/A	N/A
17:30-17:45	3	515.28	515.36	N/A	N/A
17:30-17:45	4	816.96	817.04	N/A	N/A
17:45-18:00	1	469.27	469.32	N/A	N/A
17:45-18:00	2	931.34	931.49	N/A	N/A
17:45-18:00	3	420.72	420.79	N/A	N/A
17:45-18:00	4	667.04	667.11	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	267.000	152.000	102.000
	2	352.000	14.000	129.000	541.000
	3	186.000	188.000	0.000	94.000
	4	59.000	595.000	88.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.51	0.29	0.20

	2	0.34	0.01	0.12	0.52
	3	0.40	0.40	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.48	5.87	0.93	A	522.00	522.00	44.17	5.08	0.49	55.92	4.67
2	0.62	5.20	1.63	A	1036.00	1036.00	77.35	4.48	0.86	97.88	4.12
3	0.48	6.42	0.91	A	468.00	468.00	42.87	5.50	0.48	53.99	5.03

4	0.62	7.27	1.63	A	742.00	742.00	74.46	6.02	0.83	92.55	5.44
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(Default Analysis Set) - Forecast - committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D13 - Forecast - committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2021, AM	Forecast - committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				6.48	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	

4	4.40	6.90	25.10	12.70	40.00	30.00	
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	909.00	100.000

2	ONE HOUR	✓	945.00	100.000
3	ONE HOUR	✓	302.00	100.000
4	ONE HOUR	✓	624.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	817.17	817.61	N/A	N/A
07:45-08:00	2	849.54	849.84	N/A	N/A
07:45-08:00	3	271.49	271.62	N/A	N/A
07:45-08:00	4	560.96	561.08	N/A	N/A
08:00-08:15	1	1000.83	1001.36	N/A	N/A
08:00-08:15	2	1040.46	1040.83	N/A	N/A
08:00-08:15	3	332.51	332.67	N/A	N/A
08:00-08:15	4	687.04	687.18	N/A	N/A
08:15-08:30	1	1000.83	1001.36	N/A	N/A
08:15-08:30	2	1040.46	1040.83	N/A	N/A
08:15-08:30	3	332.51	332.67	N/A	N/A
08:15-08:30	4	687.04	687.18	N/A	N/A
08:30-08:45	1	817.17	817.61	N/A	N/A
08:30-08:45	2	849.54	849.84	N/A	N/A
08:30-08:45	3	271.49	271.62	N/A	N/A
08:30-08:45	4	560.96	561.08	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	483.000	311.000	115.000
	2	239.000	14.000	153.000	539.000
	3	129.000	110.000	0.000	63.000
	4	108.000	456.000	60.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.53	0.34	0.13
	2	0.25	0.01	0.16	0.57
	3	0.43	0.36	0.00	0.21
	4	0.17	0.73	0.10	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023

	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.73	9.79	2.67	A	909.00	909.00	115.09	7.60	1.28	139.71	6.70
2	0.60	5.28	1.51	A	945.00	945.00	71.49	4.54	0.79	90.35	4.17
3	0.29	4.41	0.41	A	302.00	302.00	20.24	4.02	0.22	26.31	3.80
4	0.46	4.46	0.85	A	624.00	624.00	41.91	4.03	0.47	54.27	3.79

(Default Analysis Set) - Forecast - committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D14 - Forecast - committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

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

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Forecast - committed 2021, PM	Forecast - committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	569.00	100.000
2	ONE HOUR	✓	1132.00	100.000
3	ONE HOUR	✓	512.00	100.000
4	ONE HOUR	✓	809.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	511.52	511.57	N/A	N/A
17:00-17:15	2	1017.64	1017.81	N/A	N/A
17:00-17:15	3	460.28	460.35	N/A	N/A
17:00-17:15	4	727.27	727.35	N/A	N/A
17:15-17:30	1	626.48	626.54	N/A	N/A
17:15-17:30	2	1246.36	1246.56	N/A	N/A
17:15-17:30	3	563.72	563.81	N/A	N/A
17:15-17:30	4	890.73	890.82	N/A	N/A
17:30-17:45	1	626.48	626.54	N/A	N/A
17:30-17:45	2	1246.36	1246.56	N/A	N/A

17:30-17:45	3	563.72	563.81	N/A	N/A
17:30-17:45	4	890.73	890.82	N/A	N/A
17:45-18:00	1	511.52	511.57	N/A	N/A
17:45-18:00	2	1017.64	1017.81	N/A	N/A
17:45-18:00	3	460.28	460.35	N/A	N/A
17:45-18:00	4	727.27	727.35	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	292.000	166.000	110.000
	2	384.000	16.000	141.000	591.000
	3	204.000	205.000	0.000	103.000
	4	64.000	649.000	96.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.51	0.29	0.19
	2	0.34	0.01	0.12	0.52
	3	0.40	0.40	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
From		1	2	3	4

	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.56	7.17	1.24	A	569.00	569.00	56.62	5.97	0.63	70.49	5.40
2	0.69	6.38	2.18	A	1132.00	1132.00	99.73	5.29	1.11	124.06	4.78
3	0.56	8.04	1.25	A	512.00	512.00	56.21	6.59	0.62	69.46	5.91
4	0.71	9.69	2.36	A	809.00	809.00	101.62	7.54	1.13	123.35	6.65

**(Default Analysis Set) - Forecast + committed
2016, AM**

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D15 - Forecast + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, AM	Forecast + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.69	A

Junction Network Options

Driving Side	Lighting

Left	Normal/unknown
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Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

4	None
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	959.00	100.000
2	ONE HOUR	✓	997.00	100.000
3	ONE HOUR	✓	318.00	100.000
4	ONE HOUR	✓	657.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand
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Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
07:45-08:00	1	862.12	862.58	N/A	N/A
07:45-08:00	2	896.28	896.60	N/A	N/A
07:45-08:00	3	285.88	286.01	N/A	N/A
07:45-08:00	4	590.63	590.76	N/A	N/A
08:00-08:15	1	1055.88	1056.44	N/A	N/A
08:00-08:15	2	1097.72	1098.10	N/A	N/A
08:00-08:15	3	350.12	350.29	N/A	N/A
08:00-08:15	4	723.37	723.53	N/A	N/A
08:15-08:30	1	1055.88	1056.44	N/A	N/A
08:15-08:30	2	1097.72	1098.10	N/A	N/A
08:15-08:30	3	350.12	350.29	N/A	N/A
08:15-08:30	4	723.37	723.53	N/A	N/A
08:30-08:45	1	862.12	862.58	N/A	N/A
08:30-08:45	2	896.28	896.60	N/A	N/A
08:30-08:45	3	285.88	286.01	N/A	N/A
08:30-08:45	4	590.63	590.76	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	510.000	329.000	120.000
	2	253.000	15.000	161.000	568.000
	3	136.000	115.000	0.000	67.000
	4	113.000	481.000	63.000	0.000

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

1	0.79	12.48	3.56	B	959.00	959.00	145.73	9.12	1.62	173.55	7.89
2	0.64	5.95	1.80	A	997.00	997.00	83.12	5.00	0.92	103.99	4.55
3	0.31	4.71	0.46	A	318.00	318.00	22.54	4.25	0.25	29.14	3.99
4	0.49	4.79	0.96	A	657.00	657.00	46.89	4.28	0.52	60.36	4.00

(Default Analysis Set) - Forecast + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D16 - Forecast + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
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	half-width (m)	width (m)	length (m)	radius (m)	diameter (m)	(entry) angle (deg)	Only
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	582.00	100.000
2	ONE HOUR	✓	1159.00	100.000
3	ONE HOUR	✓	522.00	100.000
4	ONE HOUR	✓	827.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	523.21	523.26	N/A	N/A
17:00-17:15	2	1041.92	1042.09	N/A	N/A
17:00-17:15	3	469.27	469.34	N/A	N/A
17:00-17:15	4	743.46	743.53	N/A	N/A
17:15-17:30	1	640.79	640.86	N/A	N/A
17:15-17:30	2	1276.08	1276.29	N/A	N/A
17:15-17:30	3	574.73	574.82	N/A	N/A
17:15-17:30	4	910.54	910.64	N/A	N/A
17:30-17:45	1	640.79	640.86	N/A	N/A
17:30-17:45	2	1276.08	1276.29	N/A	N/A
17:30-17:45	3	574.73	574.82	N/A	N/A
17:30-17:45	4	910.54	910.64	N/A	N/A
17:45-18:00	1	523.21	523.26	N/A	N/A
17:45-18:00	2	1041.92	1042.09	N/A	N/A
17:45-18:00	3	469.27	469.34	N/A	N/A

17:45-18:00	4	743.46	743.53	N/A	N/A
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Turning Proportions

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

		To			
		1	2	3	4
From	1	1.000	298.000	170.000	113.000
	2	393.000	16.000	145.000	605.000
	3	208.000	209.000	0.000	105.000
	4	66.000	663.000	98.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.51	0.29	0.19
	2	0.34	0.01	0.13	0.52
	3	0.40	0.40	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.58	7.61	1.34	A	582.00	582.00	60.72	6.26	0.67	75.21	5.63
2	0.71	6.82	2.39	A	1159.00	1159.00	107.66	5.57	1.20	133.18	5.01
3	0.58	8.60	1.36	A	522.00	522.00	60.44	6.95	0.67	74.27	6.20
4	0.73	10.61	2.63	B	827.00	827.00	111.26	8.07	1.24	134.07	7.07

(Default Analysis Set) - Forecast + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D17 - Forecast + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
Forecast + committed 2021, AM	Forecast + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				15.97	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449

2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1080.00	100.000
2	ONE HOUR	✓	1125.00	100.000
3	ONE HOUR	✓	358.00	100.000
4	ONE HOUR	✓	741.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	970.90	971.42	N/A	N/A
07:45-08:00	2	1011.35	1011.71	N/A	N/A
07:45-08:00	3	321.83	321.99	N/A	N/A
07:45-08:00	4	666.14	666.29	N/A	N/A

08:00-08:15	1	1189.10	1189.74	N/A	N/A
08:00-08:15	2	1238.65	1239.08	N/A	N/A
08:00-08:15	3	394.17	394.36	N/A	N/A
08:00-08:15	4	815.86	816.03	N/A	N/A
08:15-08:30	1	1189.10	1189.74	N/A	N/A
08:15-08:30	2	1238.65	1239.08	N/A	N/A
08:15-08:30	3	394.17	394.36	N/A	N/A
08:15-08:30	4	815.86	816.03	N/A	N/A
08:30-08:45	1	970.90	971.42	N/A	N/A
08:30-08:45	2	1011.35	1011.71	N/A	N/A
08:30-08:45	3	321.83	321.99	N/A	N/A
08:30-08:45	4	666.14	666.29	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	575.000	371.000	134.000
	2	285.000	17.000	182.000	641.000
	3	153.000	130.000	0.000	75.000
	4	128.000	542.000	71.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.53	0.34	0.12
	2	0.25	0.02	0.16	0.57
	3	0.43	0.36	0.00	0.21

	4	0.17	0.73	0.10	0.00
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Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.001	1.000	1.001
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.064	0.032	0.067
	2	0.060	0.000	0.043	0.023
	3	0.026	0.052	0.000	0.088
	4	0.052	0.017	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.93	33.92	10.49	D	1080.00	1080.00	332.79	18.49	3.70	370.71	14.96
2	0.75	8.63	2.91	A	1125.00	1125.00	125.34	6.68	1.39	152.16	5.90
3	0.38	5.67	0.62	A	358.00	358.00	29.60	4.96	0.33	37.69	4.59
4	0.57	5.90	1.33	A	741.00	741.00	62.78	5.08	0.70	79.43	4.67

(Default Analysis Set) - Forecast + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D18 - Forecast + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2021, PM	Forecast + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				16.49	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	663.00	100.000
2	ONE HOUR	✓	1323.00	100.000
3	ONE HOUR	✓	596.00	100.000

4	ONE HOUR	✓	942.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	596.02	596.08	N/A	N/A
17:00-17:15	2	1189.35	1189.54	N/A	N/A
17:00-17:15	3	535.79	535.88	N/A	N/A
17:00-17:15	4	846.84	846.92	N/A	N/A
17:15-17:30	1	729.98	730.05	N/A	N/A
17:15-17:30	2	1456.65	1456.89	N/A	N/A
17:15-17:30	3	656.21	656.31	N/A	N/A
17:15-17:30	4	1037.16	1037.27	N/A	N/A
17:30-17:45	1	729.98	730.05	N/A	N/A
17:30-17:45	2	1456.65	1456.89	N/A	N/A
17:30-17:45	3	656.21	656.31	N/A	N/A
17:30-17:45	4	1037.16	1037.27	N/A	N/A
17:45-18:00	1	596.02	596.08	N/A	N/A
17:45-18:00	2	1189.35	1189.54	N/A	N/A
17:45-18:00	3	535.79	535.88	N/A	N/A
17:45-18:00	4	846.84	846.92	N/A	N/A

Turning Proportions

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

	To			
From	1	2	3	4

	1	1.000	341.000	194.000	127.000
	2	449.000	18.000	165.000	691.000
	3	238.000	238.000	0.000	120.000
	4	75.000	755.000	112.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.51	0.29	0.19
	2	0.34	0.01	0.12	0.52
	3	0.40	0.40	0.00	0.20
	4	0.08	0.80	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.016	0.007	0.000
	2	0.021	0.000	0.032	0.010
	3	0.017	0.023	0.000	0.000
	4	0.018	0.009	0.012	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.72	12.59	2.49	B	663.00	663.00	101.52	9.19	1.13	120.83	7.94
2	0.83	11.64	4.57	B	1323.00	1323.00	184.21	8.35	2.05	218.41	7.20
3	0.74	15.78	2.79	C	596.00	596.00	109.18	10.99	1.21	127.89	9.35
4	0.89	26.51	7.19	D	942.00	942.00	243.68	15.52	2.71	275.32	12.74

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 05/07/2013 15:32:04

File summary

File Description

Title	Junction 3
Location	A4095 / B4100 / Banbury Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J03
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
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
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Units

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

(Default Analysis Set) - SATURN 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - SATURN 2031, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, AM	SATURN 2031	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				4.99	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	807.00	100.000
2	ONE HOUR	✓	853.00	100.000
3	ONE HOUR	✓	269.00	100.000

4	ONE HOUR	✓	557.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	725.48	726.15	N/A	N/A
07:45-08:00	2	766.83	767.16	N/A	N/A
07:45-08:00	3	241.83	241.91	N/A	N/A
07:45-08:00	4	500.73	500.96	N/A	N/A
08:00-08:15	1	888.52	889.35	N/A	N/A
08:00-08:15	2	939.17	939.57	N/A	N/A
08:00-08:15	3	296.17	296.28	N/A	N/A
08:00-08:15	4	613.27	613.55	N/A	N/A
08:15-08:30	1	888.52	889.35	N/A	N/A
08:15-08:30	2	939.17	939.57	N/A	N/A
08:15-08:30	3	296.17	296.28	N/A	N/A
08:15-08:30	4	613.27	613.55	N/A	N/A
08:30-08:45	1	725.48	726.15	N/A	N/A
08:30-08:45	2	766.83	767.16	N/A	N/A
08:30-08:45	3	241.83	241.91	N/A	N/A
08:30-08:45	4	500.73	500.96	N/A	N/A

Turning Proportions

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

	To			
From	1	2	3	4

	1	0.000	436.000	281.000	90.000
	2	216.000	13.000	138.000	486.000
	3	116.000	96.000	0.000	57.000
	4	97.000	406.000	54.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.35	0.11
	2	0.25	0.02	0.16	0.57
	3	0.43	0.36	0.00	0.21
	4	0.17	0.73	0.10	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.001	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.085	0.099	0.109
	2	0.055	0.000	0.011	0.047
	3	0.029	0.042	0.000	0.038
	4	0.073	0.040	0.048	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.63	6.78	1.66	A	807.00	807.00	76.61	5.70	0.85	95.87	5.18
2	0.53	4.34	1.13	A	853.00	853.00	54.87	3.86	0.61	70.49	3.60
3	0.24	3.90	0.32	A	269.00	269.00	16.21	3.61	0.18	21.27	3.45
4	0.40	3.92	0.67	A	557.00	557.00	33.54	3.61	0.37	43.88	3.43

(Default Analysis Set) - SATURN 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D2 - SATURN 2031, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time	Description	Traffic	Model Start	Model Finish	Model	Time Segm	Results	Single Time	Lock	Run Automati	Use Relation	Relation
------	----------	------	-------------	---------	-------------	--------------	-------	-----------	---------	-------------	------	--------------	--------------	----------

	Name	Period Name	ion	Profile Type	Time (HH:mm)	Time (HH:mm)	Time Period Length (min)	ent Length (min)	For Central Hour Only	Segment Only	ed	cally	ship	ship
SATURN 2031, PM	SATURN 2031	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	551.00	100.000
2	ONE HOUR	✓	1262.00	100.000
3	ONE HOUR	✓	338.00	100.000
4	ONE HOUR	✓	573.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	495.34	495.45	N/A	N/A
17:00-17:15	2	1134.51	1134.73	N/A	N/A
17:00-17:15	3	303.86	303.86	N/A	N/A
17:00-17:15	4	515.12	515.19	N/A	N/A
17:15-17:30	1	606.66	606.80	N/A	N/A
17:15-17:30	2	1389.49	1389.75	N/A	N/A
17:15-17:30	3	372.14	372.15	N/A	N/A
17:15-17:30	4	630.88	630.98	N/A	N/A
17:30-17:45	1	606.66	606.80	N/A	N/A
17:30-17:45	2	1389.49	1389.75	N/A	N/A
17:30-17:45	3	372.14	372.15	N/A	N/A
17:30-17:45	4	630.88	630.98	N/A	N/A
17:45-18:00	1	495.34	495.45	N/A	N/A
17:45-18:00	2	1134.51	1134.73	N/A	N/A
17:45-18:00	3	303.86	303.86	N/A	N/A

17:45-18:00	4	515.12	515.19	N/A	N/A
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Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	117.000	321.000	113.000
	2	550.000	0.000	207.000	505.000
	3	227.000	87.000	0.000	24.000
	4	123.000	418.000	32.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.21	0.58	0.21
	2	0.44	0.00	0.16	0.40
	3	0.67	0.26	0.00	0.07
	4	0.21	0.73	0.06	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.001
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.025	0.004	0.075
	2	0.042	0.000	0.000	0.002
	3	0.003	0.001	0.000	0.000
	4	0.002	0.020	0.000	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.42	4.30	0.72	A	551.00	551.00	35.89	3.91	0.40	46.65	3.69
2	0.80	10.28	3.88	B	1262.00	1262.00	160.68	7.64	1.79	192.24	6.64
3	0.39	6.07	0.62	A	338.00	338.00	29.57	5.25	0.33	37.42	4.83
4	0.52	6.09	1.06	A	573.00	573.00	49.87	5.22	0.55	62.91	4.79

(Default Analysis Set) - SATURN 2031 + Devt, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Warning	DemandSets	D3 - SATURN 2031 + Devt, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
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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
SATURN 2031 + Devt, AM	SATURN 2031 + Devt	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				5.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	

2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120

3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	757.00	100.000
2	ONE HOUR	✓	1067.00	100.000
3	ONE HOUR	✓	272.00	100.000
4	ONE HOUR	✓	706.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	680.53	681.15	N/A	N/A
07:45-08:00	2	959.21	959.65	N/A	N/A
07:45-08:00	3	244.52	244.61	N/A	N/A
07:45-08:00	4	634.68	634.99	N/A	N/A
08:00-08:15	1	833.47	834.24	N/A	N/A

08:00-08:15	2	1174.79	1175.33	N/A	N/A
08:00-08:15	3	299.48	299.58	N/A	N/A
08:00-08:15	4	777.32	777.69	N/A	N/A
08:15-08:30	1	833.47	834.24	N/A	N/A
08:15-08:30	2	1174.79	1175.33	N/A	N/A
08:15-08:30	3	299.48	299.58	N/A	N/A
08:15-08:30	4	777.32	777.69	N/A	N/A
08:30-08:45	1	680.53	681.15	N/A	N/A
08:30-08:45	2	959.21	959.65	N/A	N/A
08:30-08:45	3	244.52	244.61	N/A	N/A
08:30-08:45	4	634.68	634.99	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	467.000	187.000	103.000
	2	441.000	0.000	133.000	493.000
	3	158.000	78.000	0.000	36.000
	4	167.000	510.000	29.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.62	0.25	0.14
	2	0.41	0.00	0.12	0.46
	3	0.58	0.29	0.00	0.13
	4	0.24	0.72	0.04	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.001	1.001
	2	1.001	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.085	0.099	0.109
	2	0.055	0.000	0.011	0.047
	3	0.029	0.042	0.000	0.038
	4	0.073	0.040	0.048	0.000

Results

Results Summary for whole modelled period

Arm	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)
1	0.60	6.53	1.50	A	757.00	757.00	69.79	5.53	0.78	87.60	5.04
2	0.63	5.32	1.72	A	1067.00	1067.00	81.22	4.57	0.90	102.58	4.19
3	0.28	4.75	0.39	A	272.00	272.00	19.42	4.28	0.22	25.09	4.02
4	0.57	6.20	1.33	A	706.00	706.00	62.30	5.29	0.69	78.49	4.85

(Default Analysis Set) - SATURN 2031 + Devt, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D4 - SATURN 2031 + Devt, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031 + Devt, PM	SATURN 2031 + Devt	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				7.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4100	
2	A4095 E	
3	Banbury Road	
4	A4095 W	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	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
1	3.55	7.10	28.30	29.60	40.00	35.00	
2	4.00	8.40	47.20	16.50	40.00	45.00	
3	3.47	7.50	31.80	14.60	40.00	45.00	
4	4.40	6.90	25.10	12.70	40.00	30.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None

2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.670	1840.449
2		(calculated)	(calculated)	0.703	2099.120
3		(calculated)	(calculated)	0.638	1785.508
4		(calculated)	(calculated)	0.664	1853.999

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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	561.00	100.000
2	ONE HOUR	✓	1262.00	100.000
3	ONE HOUR	✓	346.00	100.000
4	ONE HOUR	✓	589.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	1	504.33	504.45	N/A	N/A
17:00-17:15	2	1134.51	1134.73	N/A	N/A
17:00-17:15	3	311.05	311.05	N/A	N/A
17:00-17:15	4	529.50	529.58	N/A	N/A
17:15-17:30	1	617.67	617.82	N/A	N/A
17:15-17:30	2	1389.49	1389.75	N/A	N/A
17:15-17:30	3	380.95	380.96	N/A	N/A
17:15-17:30	4	648.50	648.60	N/A	N/A
17:30-17:45	1	617.67	617.82	N/A	N/A
17:30-17:45	2	1389.49	1389.75	N/A	N/A
17:30-17:45	3	380.95	380.96	N/A	N/A
17:30-17:45	4	648.50	648.60	N/A	N/A
17:45-18:00	1	504.33	504.45	N/A	N/A
17:45-18:00	2	1134.51	1134.73	N/A	N/A
17:45-18:00	3	311.05	311.05	N/A	N/A
17:45-18:00	4	529.50	529.58	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	117.000	321.000	123.000
	2	550.000	0.000	207.000	505.000
	3	227.000	95.000	0.000	24.000
	4	123.000	434.000	32.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.21	0.57	0.22
	2	0.44	0.00	0.16	0.40
	3	0.66	0.27	0.00	0.07
	4	0.21	0.74	0.05	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.001
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.025	0.004	0.075
	2	0.042	0.000	0.000	0.002
	3	0.003	0.001	0.000	0.000
	4	0.002	0.020	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals	Total Queueing Delay (Veh-)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-)	Inclusive Total Queueing Delay (Veh-)	Inclusive Average Queueing
-----	---------	---------------	-----------------	---------	-------------------------	-------------------------	-----------------------------	----------------------------	-------------------------------	---------------------------------------	----------------------------

						(Veh)	min)		min/min)	min)	Delay (s)
1	0.43	4.45	0.76	A	561.00	561.00	37.64	4.03	0.42	48.78	3.79
2	0.80	10.51	3.96	B	1262.00	1262.00	163.36	7.77	1.82	195.11	6.74
3	0.40	6.23	0.66	A	346.00	346.00	30.95	5.37	0.34	39.08	4.92
4	0.53	6.34	1.13	A	589.00	589.00	52.98	5.40	0.59	66.60	4.93

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 04/07/2013 15:16:45

File summary

File Description

Title	Junction 04
Location	B4100 / Unnamed Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J04
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
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
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Units

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

(Default Analysis Set) - Observed 2013, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - Observed 2013, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, AM	Observed 2013	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.33	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609.795	0.094	0.238	0.150	0.340
1	B-C	715.751	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	738.00	100.000
B	ONE HOUR	✓	125.00	100.000
C	ONE HOUR	✓	444.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	663.45	663.83	N/A	N/A
07:45-08:00	B	112.37	112.39	N/A	N/A

07:45-08:00	C	399.15	399.36	N/A	N/A
08:00-08:15	A	812.55	813.03	N/A	N/A
08:00-08:15	B	137.63	137.65	N/A	N/A
08:00-08:15	C	488.85	489.12	N/A	N/A
08:15-08:30	A	812.55	813.03	N/A	N/A
08:15-08:30	B	137.63	137.65	N/A	N/A
08:15-08:30	C	488.85	489.12	N/A	N/A
08:30-08:45	A	663.45	663.83	N/A	N/A
08:30-08:45	B	112.37	112.39	N/A	N/A
08:30-08:45	C	399.15	399.36	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	9.000	729.000
	B	54.000	0.000	71.000
	C	444.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.16	8.53	0.18	A	71.00	71.00	9.45	7.98	0.10	12.53	7.69
B-A	0.17	12.70	0.21	B	54.00	54.00	10.35	11.50	0.11	13.48	10.88
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	444.00	444.00	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	729.00	729.00	-	-	-	-	-

(Default Analysis Set) - Observed 2013, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - Observed 2013, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, PM	Observed 2013	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
-----	------	-------------	----------

A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	621.036	0.096	0.242	0.152	0.346
1	B-C	757.626	0.098	0.249	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	523.00	100.000
B	ONE HOUR	✓	59.00	100.000
C	ONE HOUR	✓	580.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	470.17	470.23	N/A	N/A
17:00-17:15	B	53.04	53.06	N/A	N/A
17:00-17:15	C	521.41	521.52	N/A	N/A
17:15-17:30	A	575.83	575.91	N/A	N/A
17:15-17:30	B	64.96	64.98	N/A	N/A
17:15-17:30	C	638.59	638.73	N/A	N/A
17:30-17:45	A	575.83	575.91	N/A	N/A
17:30-17:45	B	64.96	64.98	N/A	N/A
17:30-17:45	C	638.59	638.73	N/A	N/A

17:45-18:00	A	470.17	470.23	N/A	N/A
17:45-18:00	B	53.04	53.06	N/A	N/A
17:45-18:00	C	521.41	521.52	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	50.000	473.000
	B	30.000	0.000	29.000
	C	578.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.51	0.00	0.49
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	6.24	0.06	A	29.00	29.00	2.92	6.03	0.03	3.94	5.93
B-A	0.08	10.04	0.09	B	30.00	30.00	4.69	9.39	0.05	6.22	9.04
C-AB	0.01	4.10	0.01	A	4.58	4.58	0.32	4.15	0.00	0.42	4.21
C-A	-	-	-	-	575.42	575.42	-	-	-	-	-
A-B	-	-	-	-	50.00	50.00	-	-	-	-	-
A-C	-	-	-	-	473.00	473.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - Base 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
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C	9.50		0.00		2.20	113.00	✓	0.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	610.105	0.094	0.238	0.150	0.340
1	B-C	715.599	0.093	0.235	-	-
1	C-B	639.403	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
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	763.00	100.000
B	ONE HOUR	✓	129.00	100.000
C	ONE HOUR	✓	459.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	685.92	686.32	N/A	N/A
07:45-08:00	B	115.97	115.99	N/A	N/A
07:45-08:00	C	412.63	412.85	N/A	N/A
08:00-08:15	A	840.08	840.57	N/A	N/A
08:00-08:15	B	142.03	142.05	N/A	N/A
08:00-08:15	C	505.37	505.64	N/A	N/A
08:15-08:30	A	840.08	840.57	N/A	N/A
08:15-08:30	B	142.03	142.05	N/A	N/A
08:15-08:30	C	505.37	505.64	N/A	N/A
08:30-08:45	A	685.92	686.32	N/A	N/A
08:30-08:45	B	115.97	115.99	N/A	N/A
08:30-08:45	C	412.63	412.85	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	9.000	754.000
	B	56.000	0.000	73.000
	C	459.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.16	8.75	0.19	A	73.00	73.00	9.92	8.16	0.11	13.13	7.84
B-A	0.18	13.23	0.22	B	56.00	56.00	11.10	11.89	0.12	14.41	11.22
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	459.00	459.00	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	754.00	754.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - Base 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

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

Demand Set Details

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

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.04	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	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				10.00	5.10	2.80	2.60	2.50		1.00	100	128

flare													
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620.995	0.096	0.242	0.152	0.346
1	B-C	757.676	0.098	0.249	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	542.00	100.000
B	ONE HOUR	✓	61.00	100.000

C	ONE HOUR	✓	600.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	487.25	487.31	N/A	N/A
17:00-17:15	B	54.84	54.86	N/A	N/A
17:00-17:15	C	539.39	539.51	N/A	N/A
17:15-17:30	A	596.75	596.83	N/A	N/A
17:15-17:30	B	67.16	67.19	N/A	N/A
17:15-17:30	C	660.61	660.76	N/A	N/A
17:30-17:45	A	596.75	596.83	N/A	N/A
17:30-17:45	B	67.16	67.19	N/A	N/A
17:30-17:45	C	660.61	660.76	N/A	N/A
17:45-18:00	A	487.25	487.31	N/A	N/A
17:45-18:00	B	54.84	54.86	N/A	N/A
17:45-18:00	C	539.39	539.51	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	490.000
	B	31.000	0.000	30.000
	C	598.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.51	0.00	0.49
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	6.31	0.06	A	30.00	30.00	3.05	6.10	0.03	4.12	5.98
B-A	0.09	10.31	0.10	B	31.00	31.00	4.96	9.60	0.06	6.56	9.23
C-AB	0.01	4.06	0.01	A	4.70	4.70	0.32	4.12	0.00	0.43	4.17

C-A	-	-	-	-	595.30	595.30	-	-	-	-	-
A-B	-	-	-	-	52.00	52.00	-	-	-	-	-
A-C	-	-	-	-	490.00	490.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D5 - Base 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, AM	Base 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		11.57	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609.745	0.094	0.238	0.150	0.340
1	B-C	715.775	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	818.00	100.000
B	ONE HOUR	✓	139.00	100.000
C	ONE HOUR	✓	492.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	735.37	735.79	N/A	N/A
07:45-08:00	B	124.96	124.98	N/A	N/A

07:45-08:00	C	442.30	442.54	N/A	N/A
08:00-08:15	A	900.63	901.16	N/A	N/A
08:00-08:15	B	153.04	153.07	N/A	N/A
08:00-08:15	C	541.70	541.99	N/A	N/A
08:15-08:30	A	900.63	901.16	N/A	N/A
08:15-08:30	B	153.04	153.07	N/A	N/A
08:15-08:30	C	541.70	541.99	N/A	N/A
08:30-08:45	A	735.37	735.79	N/A	N/A
08:30-08:45	B	124.96	124.98	N/A	N/A
08:30-08:45	C	442.30	442.54	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	10.000	808.000
	B	60.000	0.000	79.000
	C	492.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.18	9.31	0.22	A	79.00	79.00	11.31	8.59	0.13	14.90	8.22
B-A	0.21	14.56	0.26	B	60.00	60.00	12.89	12.89	0.14	16.60	12.06
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	492.00	492.00	-	-	-	-	-
A-B	-	-	-	-	10.00	10.00	-	-	-	-	-
A-C	-	-	-	-	808.00	808.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - Base 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, PM	Base 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.51	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620.887	0.096	0.242	0.152	0.346
1	B-C	757.808	0.098	0.249	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	592.00	100.000
B	ONE HOUR	✓	67.00	100.000
C	ONE HOUR	✓	656.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	532.20	532.27	N/A	N/A
17:00-17:15	B	60.23	60.25	N/A	N/A
17:00-17:15	C	589.73	589.86	N/A	N/A
17:15-17:30	A	651.80	651.89	N/A	N/A
17:15-17:30	B	73.77	73.79	N/A	N/A
17:15-17:30	C	722.27	722.43	N/A	N/A
17:30-17:45	A	651.80	651.89	N/A	N/A
17:30-17:45	B	73.77	73.79	N/A	N/A
17:30-17:45	C	722.27	722.43	N/A	N/A

17:45-18:00	A	532.20	532.27	N/A	N/A
17:45-18:00	B	60.23	60.25	N/A	N/A
17:45-18:00	C	589.73	589.86	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	57.000	535.000
	B	34.000	0.000	33.000
	C	654.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.51	0.00	0.49
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	6.52	0.07	A	33.00	33.00	3.45	6.27	0.04	4.65	6.14
B-A	0.10	11.12	0.11	B	34.00	34.00	5.81	10.25	0.06	7.64	9.79
C-AB	0.01	3.97	0.01	A	5.05	5.05	0.34	4.02	0.00	0.45	4.08
C-A	-	-	-	-	650.95	650.95	-	-	-	-	-
A-B	-	-	-	-	57.00	57.00	-	-	-	-	-
A-C	-	-	-	-	535.00	535.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D7 - Base + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity	Description	Include In	Use Specific Demand	Specific Demand	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
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	Model		Report	Set(s)	Set(s)		Factor (%)	Factor (%)	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
Base + committed 2016, AM	Base + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		12.40	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of	Has kerbed central	Width of kerbed central reserve	Has right	Width For Right Turn	Visibility For	Blocks?	Blocking
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	863.00	100.000
B	ONE HOUR	✓	146.00	100.000
C	ONE HOUR	✓	519.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	775.82	776.27	N/A	N/A
07:45-08:00	B	131.25	131.27	N/A	N/A
07:45-08:00	C	466.57	466.82	N/A	N/A
08:00-08:15	A	950.18	950.73	N/A	N/A
08:00-08:15	B	160.75	160.77	N/A	N/A
08:00-08:15	C	571.43	571.74	N/A	N/A
08:15-08:30	A	950.18	950.73	N/A	N/A
08:15-08:30	B	160.75	160.77	N/A	N/A
08:15-08:30	C	571.43	571.74	N/A	N/A
08:30-08:45	A	775.82	776.27	N/A	N/A
08:30-08:45	B	131.25	131.27	N/A	N/A
08:30-08:45	C	466.57	466.82	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	11.000	852.000
	B	63.000	0.000	83.000
	C	519.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.20	9.81	0.25	A	83.00	83.00	12.41	8.97	0.14	16.27	8.55
B-A	0.23	15.83	0.30	C	63.00	63.00	14.50	13.81	0.16	18.55	12.84
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	519.00	519.00	-	-	-	-	-
A-B	-	-	-	-	11.00	11.00	-	-	-	-	-
A-C	-	-	-	-	852.00	852.00	-	-	-	-	-

(Default Analysis Set) - Base+ committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - Base+ committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Segment Length (min)	Results For Central Hour	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							(min)		Only						
Base+ committed 2016, PM	Base+ committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	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)
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B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620.855	0.096	0.242	0.152	0.346
1	B-C	757.847	0.098	0.249	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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A	ONE HOUR	✓	605.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	671.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	543.88	543.96	N/A	N/A
17:00-17:15	B	62.03	62.05	N/A	N/A
17:00-17:15	C	603.22	603.35	N/A	N/A
17:15-17:30	A	666.12	666.21	N/A	N/A
17:15-17:30	B	75.97	76.00	N/A	N/A
17:15-17:30	C	738.78	738.95	N/A	N/A
17:30-17:45	A	666.12	666.21	N/A	N/A
17:30-17:45	B	75.97	76.00	N/A	N/A
17:30-17:45	C	738.78	738.95	N/A	N/A
17:45-18:00	A	543.88	543.96	N/A	N/A
17:45-18:00	B	62.03	62.05	N/A	N/A
17:45-18:00	C	603.22	603.35	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	58.000	547.000
	B	35.000	0.000	34.000

	C	669.000	2.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.51	0.00	0.49
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.06	6.58	0.07	A	34.00	34.00	3.58	6.33	0.04	4.83	6.19

B-A	0.11	11.36	0.12	B	35.00	35.00	6.09	10.44	0.07	7.99	9.96
C-AB	0.01	3.94	0.01	A	5.14	5.14	0.34	3.99	0.00	0.45	4.05
C-A	-	-	-	-	665.86	665.86	-	-	-	-	-
A-B	-	-	-	-	58.00	58.00	-	-	-	-	-
A-C	-	-	-	-	547.00	547.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D9 - Base + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, AM	Base + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		15.31	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609.546	0.094	0.238	0.150	0.340
1	B-C	715.873	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	974.00	100.000
B	ONE HOUR	✓	165.00	100.000
C	ONE HOUR	✓	586.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	875.61	876.12	N/A	N/A
07:45-08:00	B	148.33	148.36	N/A	N/A
07:45-08:00	C	526.80	527.09	N/A	N/A
08:00-08:15	A	1072.39	1073.02	N/A	N/A
08:00-08:15	B	181.67	181.70	N/A	N/A
08:00-08:15	C	645.20	645.55	N/A	N/A
08:15-08:30	A	1072.39	1073.02	N/A	N/A
08:15-08:30	B	181.67	181.70	N/A	N/A
08:15-08:30	C	645.20	645.55	N/A	N/A
08:30-08:45	A	875.61	876.12	N/A	N/A
08:30-08:45	B	148.33	148.36	N/A	N/A
08:30-08:45	C	526.80	527.09	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	12.000	962.000
	B	71.000	0.000	94.000
	C	586.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.43	0.00	0.57

	C	1.00	0.00	0.00
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Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.25	11.49	0.33	B	94.00	94.00	15.99	10.21	0.18	20.66	9.58
B-A	0.31	20.37	0.44	C	71.00	71.00	20.04	16.93	0.22	25.10	15.41
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	586.00	586.00	-	-	-	-	-
A-B	-	-	-	-	12.00	12.00	-	-	-	-	-
A-C	-	-	-	-	962.00	962.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - Base + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, PM	Base + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.51	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept	Slope for	Slope for	Slope for	Slope for
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		(Veh/hr)	A-B	A-C	C-A	C-B
1	B-A	621.674	0.096	0.243	0.153	0.347
1	B-C	756.845	0.098	0.249	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	691.00	100.000
B	ONE HOUR	✓	78.00	100.000
C	ONE HOUR	✓	766.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	621.19	621.28	N/A	N/A
17:00-17:15	B	70.12	70.14	N/A	N/A
17:00-17:15	C	688.62	688.77	N/A	N/A

17:15-17:30	A	760.81	760.91	N/A	N/A
17:15-17:30	B	85.88	85.91	N/A	N/A
17:15-17:30	C	843.38	843.57	N/A	N/A
17:30-17:45	A	760.81	760.91	N/A	N/A
17:30-17:45	B	85.88	85.91	N/A	N/A
17:30-17:45	C	843.38	843.57	N/A	N/A
17:45-18:00	A	621.19	621.28	N/A	N/A
17:45-18:00	B	70.12	70.14	N/A	N/A
17:45-18:00	C	688.62	688.77	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	66.000	625.000
	B	40.000	0.000	38.000
	C	763.000	3.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.51	0.00	0.49
	C	1.00	0.00	0.00

Vehicle Mix

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

		To

From		A	B	C
	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.99	0.08	A	38.00	38.00	4.22	6.67	0.05	5.66	6.49
B-A	0.14	13.14	0.16	B	40.00	40.00	7.88	11.81	0.09	10.22	11.14
C-AB	0.01	3.80	0.01	A	8.65	8.65	0.57	3.96	0.01	0.75	4.01
C-A	-	-	-	-	757.35	757.35	-	-	-	-	-
A-B	-	-	-	-	66.00	66.00	-	-	-	-	-
A-C	-	-	-	-	625.00	625.00	-	-	-	-	-

**(Default Analysis Set) - Forecast - committed
2016, AM**

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D11 - Forecast - committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, AM	Forecast - committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		11.37	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609.960	0.094	0.238	0.150	0.340
1	B-C	715.670	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	769.00	100.000
B	ONE HOUR	✓	157.00	100.000
C	ONE HOUR	✓	459.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	691.32	691.72	N/A	N/A
07:45-08:00	B	141.14	141.16	N/A	N/A
07:45-08:00	C	412.63	412.85	N/A	N/A
08:00-08:15	A	846.68	847.17	N/A	N/A
08:00-08:15	B	172.86	172.89	N/A	N/A
08:00-08:15	C	505.37	505.64	N/A	N/A
08:15-08:30	A	846.68	847.17	N/A	N/A
08:15-08:30	B	172.86	172.89	N/A	N/A

08:15-08:30	C	505.37	505.64	N/A	N/A
08:30-08:45	A	691.32	691.72	N/A	N/A
08:30-08:45	B	141.14	141.16	N/A	N/A
08:30-08:45	C	412.63	412.85	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	15.000	754.000
	B	68.000	0.000	89.000
	C	459.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.20	9.34	0.25	A	89.00	89.00	12.78	8.62	0.14	16.82	8.24
B-A	0.23	14.02	0.29	B	68.00	68.00	14.14	12.48	0.16	18.27	11.71
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	459.00	459.00	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	754.00	754.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - Forecast - committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, PM	Forecast - committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	for a HV (PCU)	Proportions	entry/exit counts	Vary Over Time	Vary Over Turn	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	✓	555.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	600.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	498.93	499.00	N/A	N/A
17:00-17:15	B	72.82	72.84	N/A	N/A
17:00-17:15	C	539.39	539.51	N/A	N/A
17:15-17:30	A	611.07	611.15	N/A	N/A
17:15-17:30	B	89.18	89.21	N/A	N/A
17:15-17:30	C	660.61	660.76	N/A	N/A
17:30-17:45	A	611.07	611.15	N/A	N/A
17:30-17:45	B	89.18	89.21	N/A	N/A
17:30-17:45	C	660.61	660.76	N/A	N/A
17:45-18:00	A	498.93	499.00	N/A	N/A
17:45-18:00	B	72.82	72.84	N/A	N/A
17:45-18:00	C	539.39	539.51	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	65.000	490.000
	B	40.000	0.000	41.000
	C	598.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.49	0.00	0.51
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.50	0.08	A	41.00	41.00	4.27	6.25	0.05	5.75	6.12
B-A	0.12	10.70	0.13	B	40.00	40.00	6.61	9.92	0.07	8.72	9.51
C-AB	0.01	4.07	0.01	A	4.72	4.72	0.32	4.13	0.00	0.43	4.18
C-A	-	-	-	-	595.28	595.28	-	-	-	-	-
A-B	-	-	-	-	65.00	65.00	-	-	-	-	-
A-C	-	-	-	-	490.00	490.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D13 - Forecast - committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Period	Description	Traffic Prof	Model Start Time	Model Finish Time	Model Time	Time Segment	Results For	Single Time Segm	Locked	Run Automati	Use Relation	Relationship
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	Name	od Name		ile Type	(HH:m m)	(HH:m m)	Period Length (min)	Length (min)	Central Hour Only	ent Only		cally	ship	
Forecast - committed 2021, AM	Forecast - committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		12.38	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	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	Lane Width	Lane Width (Left)	Lane Width (Right)	Width at give-	Width at 5m	Width at 10m	Width at 15m	Width at 20m	Estimate Flare	Flare Length	Visibility To Left	Visibility To Right
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	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	610.050	0.094	0.238	0.150	0.340
1	B-C	715.626	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	823.00	100.000
B	ONE HOUR	✓	166.00	100.000
C	ONE HOUR	✓	492.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	739.86	740.29	N/A	N/A
07:45-08:00	B	149.23	149.25	N/A	N/A
07:45-08:00	C	442.30	442.54	N/A	N/A
08:00-08:15	A	906.14	906.66	N/A	N/A
08:00-08:15	B	182.77	182.80	N/A	N/A
08:00-08:15	C	541.70	541.99	N/A	N/A
08:15-08:30	A	906.14	906.66	N/A	N/A
08:15-08:30	B	182.77	182.80	N/A	N/A
08:15-08:30	C	541.70	541.99	N/A	N/A
08:30-08:45	A	739.86	740.29	N/A	N/A
08:30-08:45	B	149.23	149.25	N/A	N/A
08:30-08:45	C	442.30	442.54	N/A	N/A

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	15.000	808.000

B-C	0.22	9.98	0.28	A	94.00	94.00	14.26	9.10	0.16	18.66	8.65
B-A	0.25	15.52	0.34	C	72.00	72.00	16.28	13.57	0.18	20.86	12.63
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	492.00	492.00	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	808.00	808.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - Forecast - committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed	Forecast - committed	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

2021, PM	2021													
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.83	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	618.947	0.096	0.242	0.152	0.345
1	B-C	760.184	0.099	0.250	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	605.00	100.000
B	ONE HOUR	✓	87.00	100.000
C	ONE HOUR	✓	656.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	543.88	543.96	N/A	N/A
17:00-17:15	B	78.21	78.24	N/A	N/A
17:00-17:15	C	589.73	589.86	N/A	N/A
17:15-17:30	A	666.12	666.21	N/A	N/A
17:15-17:30	B	95.79	95.82	N/A	N/A
17:15-17:30	C	722.27	722.43	N/A	N/A
17:30-17:45	A	666.12	666.21	N/A	N/A
17:30-17:45	B	95.79	95.82	N/A	N/A
17:30-17:45	C	722.27	722.43	N/A	N/A
17:45-18:00	A	543.88	543.96	N/A	N/A
17:45-18:00	B	78.21	78.24	N/A	N/A
17:45-18:00	C	589.73	589.86	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	70.000	535.000
	B	43.000	0.000	44.000
	C	654.000	2.000	0.000

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

		To		
		A	B	C
From				

	A	0.00	0.12	0.88
	B	0.49	0.00	0.51
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.72	0.09	A	44.00	44.00	4.72	6.44	0.05	6.35	6.29
B-A	0.13	11.56	0.15	B	43.00	43.00	7.60	10.60	0.08	9.96	10.10
C-AB	0.01	3.97	0.01	A	5.06	5.06	0.34	4.03	0.00	0.45	4.09
C-A	-	-	-	-	650.94	650.94	-	-	-	-	-
A-B	-	-	-	-	70.00	70.00	-	-	-	-	-

A-C	-	-	-	-	535.00	535.00	-	-	-	-	-
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(Default Analysis Set) - Forecast + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D15 - Forecast + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, AM	Forecast + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		13.36	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	610.019	0.094	0.238	0.150	0.340
1	B-C	715.641	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	868.00	100.000
B	ONE HOUR	✓	173.00	100.000
C	ONE HOUR	✓	519.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	780.31	780.77	N/A	N/A
07:45-08:00	B	155.52	155.55	N/A	N/A

07:45-08:00	C	466.57	466.82	N/A	N/A
08:00-08:15	A	955.69	956.24	N/A	N/A
08:00-08:15	B	190.48	190.51	N/A	N/A
08:00-08:15	C	571.43	571.74	N/A	N/A
08:15-08:30	A	955.69	956.24	N/A	N/A
08:15-08:30	B	190.48	190.51	N/A	N/A
08:15-08:30	C	571.43	571.74	N/A	N/A
08:30-08:45	A	780.31	780.77	N/A	N/A
08:30-08:45	B	155.52	155.55	N/A	N/A
08:30-08:45	C	466.57	466.82	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	16.000	852.000
	B	75.000	0.000	98.000
	C	519.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.24	10.58	0.31	B	98.00	98.00	15.60	9.55	0.17	20.31	9.03
B-A	0.28	17.00	0.39	C	75.00	75.00	18.27	14.62	0.20	23.23	13.50
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	519.00	519.00	-	-	-	-	-
A-B	-	-	-	-	16.00	16.00	-	-	-	-	-
A-C	-	-	-	-	852.00	852.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D16 - Forecast + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, PM	Forecast + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		8.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	618.947	0.096	0.242	0.152	0.345
1	B-C	760.184	0.099	0.250	-	-

1	C-B	639.403	0.210	0.210	-	-
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The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	618.00	100.000
B	ONE HOUR	✓	87.00	100.000
C	ONE HOUR	✓	671.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	555.57	555.65	N/A	N/A
17:00-17:15	B	78.21	78.24	N/A	N/A
17:00-17:15	C	603.22	603.35	N/A	N/A
17:15-17:30	A	680.43	680.52	N/A	N/A
17:15-17:30	B	95.79	95.82	N/A	N/A
17:15-17:30	C	738.78	738.95	N/A	N/A

17:30-17:45	A	680.43	680.52	N/A	N/A
17:30-17:45	B	95.79	95.82	N/A	N/A
17:30-17:45	C	738.78	738.95	N/A	N/A
17:45-18:00	A	555.57	555.65	N/A	N/A
17:45-18:00	B	78.21	78.24	N/A	N/A
17:45-18:00	C	603.22	603.35	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	71.000	547.000
	B	43.000	0.000	44.000
	C	669.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.49	0.00	0.51
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000

	C	1.000	1.000	1.000
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Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.77	0.09	A	44.00	44.00	4.75	6.48	0.05	6.38	6.32
B-A	0.13	11.78	0.15	B	43.00	43.00	7.72	10.77	0.09	10.11	10.25
C-AB	0.01	3.95	0.01	A	5.16	5.16	0.34	4.00	0.00	0.45	4.06
C-A	-	-	-	-	665.84	665.84	-	-	-	-	-
A-B	-	-	-	-	71.00	71.00	-	-	-	-	-
A-C	-	-	-	-	547.00	547.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D17 - Forecast + committed 2021,	Time results are shown for central hour only. (Model is run for a 90 minute period.)

		AM	
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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
Forecast + committed 2021, AM	Forecast + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		16.95	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major

B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	609.838	0.094	0.238	0.150	0.340
1	B-C	715.730	0.093	0.235	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	979.00	100.000
B	ONE HOUR	✓	192.00	100.000
C	ONE HOUR	✓	586.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	880.10	880.61	N/A	N/A
07:45-08:00	B	172.60	172.63	N/A	N/A
07:45-08:00	C	526.80	527.09	N/A	N/A
08:00-08:15	A	1077.90	1078.52	N/A	N/A
08:00-08:15	B	211.40	211.43	N/A	N/A
08:00-08:15	C	645.20	645.55	N/A	N/A
08:15-08:30	A	1077.90	1078.52	N/A	N/A
08:15-08:30	B	211.40	211.43	N/A	N/A
08:15-08:30	C	645.20	645.55	N/A	N/A

08:30-08:45	A	880.10	880.61	N/A	N/A
08:30-08:45	B	172.60	172.63	N/A	N/A
08:30-08:45	C	526.80	527.09	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	17.000	962.000
	B	83.000	0.000	109.000
	C	586.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.001
	B	1.000	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.000	0.059
	B	0.037	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.30	12.74	0.42	B	109.00	109.00	20.09	11.06	0.22	25.72	10.28
B-A	0.36	22.49	0.56	C	83.00	83.00	25.25	18.26	0.28	31.36	16.47
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	586.00	586.00	-	-	-	-	-
A-B	-	-	-	-	17.00	17.00	-	-	-	-	-
A-C	-	-	-	-	962.00	962.00	-	-	-	-	-

(Default Analysis Set) - Forecast + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D18 - Forecast + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity	Description	Include In	Use Specific Demand	Specific Demand	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
------	---------------------	-------------	------------	---------------------	-----------------	--------	----------------------	--------------------------	--------------------

	Model	Report	Set(s)	Set(s)	Factor (%)	Factor (%)	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
Forecast + committed 2021, PM	Forecast + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Mix	Over Time	Over Turn	Over Entry		HV (PCU)	Proportions	counts	Time	Turn	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	✓	704.00	100.000
B	ONE HOUR	✓	97.00	100.000
C	ONE HOUR	✓	766.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	632.88	632.97	N/A	N/A
17:00-17:15	B	87.20	87.23	N/A	N/A
17:00-17:15	C	688.62	688.77	N/A	N/A
17:15-17:30	A	775.12	775.23	N/A	N/A
17:15-17:30	B	106.80	106.83	N/A	N/A
17:15-17:30	C	843.38	843.57	N/A	N/A
17:30-17:45	A	775.12	775.23	N/A	N/A
17:30-17:45	B	106.80	106.83	N/A	N/A
17:30-17:45	C	843.38	843.57	N/A	N/A
17:45-18:00	A	632.88	632.97	N/A	N/A
17:45-18:00	B	87.20	87.23	N/A	N/A
17:45-18:00	C	688.62	688.77	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	79.000	625.000
	B	48.000	0.000	49.000
	C	763.000	3.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.11	0.89
	B	0.49	0.00	0.51
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.001	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.020	0.013
	B	0.067	0.000	0.000
	C	0.022	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.10	7.22	0.11	A	49.00	49.00	5.60	6.85	0.06	7.48	6.65
B-A	0.17	13.73	0.20	B	48.00	48.00	9.81	12.26	0.11	12.69	11.52
C-AB	0.01	3.81	0.01	A	8.68	8.68	0.57	3.97	0.01	0.75	4.02
C-A	-	-	-	-	757.32	757.32	-	-	-	-	-
A-B	-	-	-	-	79.00	79.00	-	-	-	-	-
A-C	-	-	-	-	625.00	625.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 05/07/2013 15:35:14

File summary

File Description

Title	Junction 04
Location	B4100 / Unnamed Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J04
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
Description	

Analysis Options

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

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

(Default Analysis Set) - SATURN 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - SATURN 2031, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, AM	SATURN 2031	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		18.06	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	608.538	0.094	0.237	0.149	0.339
1	B-C	672.776	0.087	0.221	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	834.00	100.000
B	ONE HOUR	✓	103.00	100.000
C	ONE HOUR	✓	679.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	749.75	750.42	N/A	N/A
07:45-08:00	B	92.59	92.69	N/A	N/A

07:45-08:00	C	610.41	610.74	N/A	N/A
08:00-08:15	A	918.25	919.07	N/A	N/A
08:00-08:15	B	113.41	113.52	N/A	N/A
08:00-08:15	C	747.59	748.00	N/A	N/A
08:15-08:30	A	918.25	919.07	N/A	N/A
08:15-08:30	B	113.41	113.52	N/A	N/A
08:15-08:30	C	747.59	748.00	N/A	N/A
08:30-08:45	A	749.75	750.42	N/A	N/A
08:30-08:45	B	92.59	92.69	N/A	N/A
08:30-08:45	C	610.41	610.74	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	218.000	616.000
	B	103.000	0.000	0.000
	C	679.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.001	1.001
	B	1.001	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.066	0.098
	B	0.100	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-A	0.36	18.06	0.56	C	103.00	103.00	26.39	15.37	0.29	33.43	14.15
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	679.00	679.00	-	-	-	-	-
A-B	-	-	-	-	218.00	218.00	-	-	-	-	-
A-C	-	-	-	-	616.00	616.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - SATURN 2031, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
SATURN 2031, PM	SATURN 2031	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		27.26	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
-----	------	-------------	----------

A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	608.538	0.094	0.237	0.149	0.339
1	B-C	672.776	0.087	0.221	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	811.00	100.000
B	ONE HOUR	✓	171.00	100.000
C	ONE HOUR	✓	812.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	729.07	729.17	N/A	N/A
17:00-17:15	B	153.73	153.73	N/A	N/A
17:00-17:15	C	729.97	730.18	N/A	N/A
17:15-17:30	A	892.93	893.05	N/A	N/A
17:15-17:30	B	188.27	188.28	N/A	N/A
17:15-17:30	C	894.03	894.29	N/A	N/A
17:30-17:45	A	892.93	893.05	N/A	N/A
17:30-17:45	B	188.27	188.28	N/A	N/A
17:30-17:45	C	894.03	894.29	N/A	N/A

17:45-18:00	A	729.07	729.17	N/A	N/A
17:45-18:00	B	153.73	153.73	N/A	N/A
17:45-18:00	C	729.97	730.18	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	350.000	461.000
	B	170.000	0.000	1.000
	C	812.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.43	0.57
	B	0.99	0.00	0.01
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.009	0.017
	B	0.002	0.000	0.000
	C	0.029	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	10.36	0.00	B	1.00	1.00	0.15	9.10	0.00	0.20	8.53
B-A	0.59	27.36	1.38	D	170.00	170.00	59.89	21.14	0.67	73.46	18.84
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	812.00	812.00	-	-	-	-	-
A-B	-	-	-	-	350.00	350.00	-	-	-	-	-
A-C	-	-	-	-	461.00	461.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031 + Devt, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - SATURN 2031 + Devt, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand	Specific Demand Set(s)	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
------	---------------------------	-------------	-------------------	---------------------	------------------------	--------	----------------------	--------------------------	--------------------

				Set(s)			Factor (%)	Factor (%)	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
SATURN 2031 + Devt, AM	SATURN 2031 + Devt	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		18.45	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of	Has kerbed central	Width of kerbed central reserve	Has right	Width For Right Turn	Visibility For	Blocks?	Blocking
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		✓	✓	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	✓	840.00	100.000
B	ONE HOUR	✓	130.00	100.000
C	ONE HOUR	✓	679.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	755.14	755.82	N/A	N/A
07:45-08:00	B	116.87	116.97	N/A	N/A
07:45-08:00	C	610.41	610.74	N/A	N/A
08:00-08:15	A	924.86	925.68	N/A	N/A
08:00-08:15	B	143.13	143.26	N/A	N/A
08:00-08:15	C	747.59	748.00	N/A	N/A
08:15-08:30	A	924.86	925.68	N/A	N/A
08:15-08:30	B	143.13	143.26	N/A	N/A
08:15-08:30	C	747.59	748.00	N/A	N/A
08:30-08:45	A	755.14	755.82	N/A	N/A
08:30-08:45	B	116.87	116.97	N/A	N/A
08:30-08:45	C	610.41	610.74	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	224.000	616.000
	B	115.000	0.000	15.000
	C	679.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.88	0.00	0.12
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.001
	B	1.001	1.000	1.000
	C	1.001	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.066	0.098
	B	0.100	0.000	0.000
	C	0.054	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	8.73	0.04	A	15.00	15.00	2.02	8.07	0.02	2.66	7.74
B-A	0.41	19.72	0.68	C	115.00	115.00	31.64	16.51	0.35	39.84	15.10
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	679.00	679.00	-	-	-	-	-
A-B	-	-	-	-	224.00	224.00	-	-	-	-	-
A-C	-	-	-	-	616.00	616.00	-	-	-	-	-

(Default Analysis Set) - SATURN 2031 + Devt, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - SATURN 2031 + Devt, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							(min)						
SATURN 2031 + Devt, PM	SATURN 2031 + Devt	PM		ONE HOUR	16:45	18:15	90	15	✓		✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		28.77	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	B4100 N		Major
B	Unnamed Road		Minor
C	B4100 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.50		0.00		2.20	113.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane plus flare				10.00	5.10	2.80	2.60	2.50		1.00	100	128
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	605.981	0.094	0.237	0.149	0.338
1	B-C	680.609	0.088	0.224	-	-
1	C-B	639.403	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

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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A	ONE HOUR	✓	824.00	100.000
B	ONE HOUR	✓	190.00	100.000
C	ONE HOUR	✓	812.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	740.76	740.86	N/A	N/A
17:00-17:15	B	170.81	170.81	N/A	N/A
17:00-17:15	C	729.97	730.18	N/A	N/A
17:15-17:30	A	907.24	907.36	N/A	N/A
17:15-17:30	B	209.19	209.20	N/A	N/A
17:15-17:30	C	894.03	894.29	N/A	N/A
17:30-17:45	A	907.24	907.36	N/A	N/A
17:30-17:45	B	209.19	209.20	N/A	N/A
17:30-17:45	C	894.03	894.29	N/A	N/A
17:45-18:00	A	740.76	740.86	N/A	N/A
17:45-18:00	B	170.81	170.81	N/A	N/A
17:45-18:00	C	729.97	730.18	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	363.000	461.000
	B	178.000	0.000	12.000

	C	812.000	0.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.44	0.56
	B	0.94	0.00	0.06
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.009	0.017
	B	0.002	0.000	0.000
	C	0.029	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	11.22	0.04	B	12.00	12.00	1.92	9.60	0.02	2.46	8.92

B-A	0.62	29.96	1.58	D	178.00	178.00	67.11	22.62	0.75	81.78	20.03
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	812.00	812.00	-	-	-	-	-
A-B	-	-	-	-	363.00	363.00	-	-	-	-	-
A-C	-	-	-	-	461.00	461.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

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Filename: (new file)

Path:

Report generation date: 04/07/2013 15:35:01

File summary

File Description

Title	Junction 05
Location	Fringford Road / Skimmingdish Lane
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J05
Client	
Jobnumber	4804
Enumerator	MJA\catherineg
Description	

Analysis Options

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

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

(Default Analysis Set) - Observed 2013, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - Observed 2013, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, AM	Observed 2013	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	513.033	0.093	0.235	0.148	0.336
1	B-C	722.659	0.110	0.279	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	246.00	100.000
B	ONE HOUR	✓	68.00	100.000
C	ONE HOUR	✓	74.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	221.15	221.18	N/A	N/A
07:45-08:00	B	61.13	61.17	N/A	N/A

07:45-08:00	C	66.52	66.56	N/A	N/A
08:00-08:15	A	270.85	270.88	N/A	N/A
08:00-08:15	B	74.87	74.91	N/A	N/A
08:00-08:15	C	81.48	81.52	N/A	N/A
08:15-08:30	A	270.85	270.88	N/A	N/A
08:15-08:30	B	74.87	74.91	N/A	N/A
08:15-08:30	C	81.48	81.52	N/A	N/A
08:30-08:45	A	221.15	221.18	N/A	N/A
08:30-08:45	B	61.13	61.17	N/A	N/A
08:30-08:45	C	66.52	66.56	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	4.000	242.000
	B	23.000	0.000	45.000
	C	58.000	16.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.34	0.00	0.66
	C	0.78	0.22	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.12	0.08	A	45.00	45.00	4.47	5.96	0.05	6.07	5.88
B-A	0.06	8.81	0.06	A	23.00	23.00	3.28	8.54	0.04	4.44	8.42
C-AB	0.03	5.93	0.04	A	17.64	17.64	2.07	7.04	0.02	2.79	6.95
C-A	-	-	-	-	56.36	56.36	-	-	-	-	-
A-B	-	-	-	-	4.00	4.00	-	-	-	-	-
A-C	-	-	-	-	242.00	242.00	-	-	-	-	-

(Default Analysis Set) - Observed 2013, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - Observed 2013, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Observed 2013, PM	Observed 2013	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
-----	------	-------------	----------

A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.743	0.103	0.260	0.163	0.371
1	B-C	653.933	0.100	0.252	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	118.00	100.000
B	ONE HOUR	✓	65.00	100.000
C	ONE HOUR	✓	204.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	106.08	106.12	N/A	N/A
17:00-17:15	B	58.43	58.44	N/A	N/A
17:00-17:15	C	183.39	183.42	N/A	N/A
17:15-17:30	A	129.92	129.96	N/A	N/A
17:15-17:30	B	71.57	71.58	N/A	N/A
17:15-17:30	C	224.61	224.64	N/A	N/A
17:30-17:45	A	129.92	129.96	N/A	N/A
17:30-17:45	B	71.57	71.58	N/A	N/A
17:30-17:45	C	224.61	224.64	N/A	N/A

17:45-18:00	A	106.08	106.12	N/A	N/A
17:45-18:00	B	58.43	58.44	N/A	N/A
17:45-18:00	C	183.39	183.42	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	7.000	111.000
	B	44.000	0.000	21.000
	C	165.000	39.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.68	0.00	0.32
	C	0.81	0.19	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

		A	B	C
From	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.18	0.04	A	21.00	21.00	2.12	6.07	0.02	2.90	6.03
B-A	0.10	8.18	0.11	A	44.00	44.00	5.80	7.92	0.06	7.86	7.79
C-AB	0.08	5.32	0.12	A	50.12	50.12	6.13	7.33	0.07	8.19	7.24
C-A	-	-	-	-	153.87	153.87	-	-	-	-	-
A-B	-	-	-	-	7.00	7.00	-	-	-	-	-
A-C	-	-	-	-	111.00	111.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - Base 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
------	---------------------------	-------------	-------------------	----------------------------	------------------------	--------	---------------------------------	-------------------------------------	----------------------------

C	6.10		0.00		2.20	135.00	✓	0.00
---	------	--	------	--	------	--------	---	------

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	513.006	0.093	0.235	0.148	0.336
1	B-C	722.693	0.110	0.279	-	-
1	C-B	652.143	0.252	0.252	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	254.00	100.000
B	ONE HOUR	✓	71.00	100.000
C	ONE HOUR	✓	77.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	228.34	228.37	N/A	N/A
07:45-08:00	B	63.83	63.86	N/A	N/A
07:45-08:00	C	69.22	69.26	N/A	N/A
08:00-08:15	A	279.66	279.69	N/A	N/A
08:00-08:15	B	78.17	78.22	N/A	N/A
08:00-08:15	C	84.78	84.82	N/A	N/A
08:15-08:30	A	279.66	279.69	N/A	N/A
08:15-08:30	B	78.17	78.22	N/A	N/A
08:15-08:30	C	84.78	84.82	N/A	N/A
08:30-08:45	A	228.34	228.37	N/A	N/A
08:30-08:45	B	63.83	63.86	N/A	N/A
08:30-08:45	C	69.22	69.26	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	4.000	250.000
	B	24.000	0.000	47.000
	C	60.000	17.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.34	0.00	0.66
	C	0.78	0.22	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	6.17	0.09	A	47.00	47.00	4.70	6.01	0.05	6.39	5.92
B-A	0.06	8.90	0.06	A	24.00	24.00	3.45	8.62	0.04	4.67	8.49
C-AB	0.03	5.95	0.04	A	18.81	18.81	2.22	7.08	0.02	2.99	6.98
C-A	-	-	-	-	58.19	58.19	-	-	-	-	-
A-B	-	-	-	-	4.00	4.00	-	-	-	-	-
A-C	-	-	-	-	250.00	250.00	-	-	-	-	-

(Default Analysis Set) - Base 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - Base 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

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

Demand Set Details

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

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus				9.60	5.10	3.58	3.50	3.30		1.00	31	35

flare													
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.685	0.103	0.260	0.163	0.371
1	B-C	654.008	0.100	0.252	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	122.00	100.000
B	ONE HOUR	✓	68.00	100.000

C	ONE HOUR	✓	211.00	100.000
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Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	109.68	109.71	N/A	N/A
17:00-17:15	B	61.13	61.14	N/A	N/A
17:00-17:15	C	189.68	189.71	N/A	N/A
17:15-17:30	A	134.32	134.37	N/A	N/A
17:15-17:30	B	74.87	74.88	N/A	N/A
17:15-17:30	C	232.32	232.35	N/A	N/A
17:30-17:45	A	134.32	134.37	N/A	N/A
17:30-17:45	B	74.87	74.88	N/A	N/A
17:30-17:45	C	232.32	232.35	N/A	N/A
17:45-18:00	A	109.68	109.71	N/A	N/A
17:45-18:00	B	61.13	61.14	N/A	N/A
17:45-18:00	C	189.68	189.71	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	7.000	115.000
	B	46.000	0.000	22.000
	C	171.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.68	0.00	0.32
	C	0.81	0.19	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.21	0.04	A	22.00	22.00	2.24	6.10	0.02	3.05	6.05
B-A	0.10	8.27	0.12	A	46.00	46.00	6.13	7.99	0.07	8.30	7.86
C-AB	0.08	5.31	0.12	A	51.87	51.87	6.38	7.38	0.07	8.52	7.29

C-A	-	-	-	-	159.13	159.13	-	-	-	-	-
A-B	-	-	-	-	7.00	7.00	-	-	-	-	-
A-C	-	-	-	-	115.00	115.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D5 - Base 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, AM	Base 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		6.94	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	512.401	0.093	0.235	0.148	0.336
1	B-C	723.467	0.110	0.279	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	272.00	100.000
B	ONE HOUR	✓	75.00	100.000
C	ONE HOUR	✓	82.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	244.52	244.55	N/A	N/A
07:45-08:00	B	67.42	67.46	N/A	N/A

07:45-08:00	C	73.72	73.76	N/A	N/A
08:00-08:15	A	299.48	299.51	N/A	N/A
08:00-08:15	B	82.58	82.62	N/A	N/A
08:00-08:15	C	90.28	90.33	N/A	N/A
08:15-08:30	A	299.48	299.51	N/A	N/A
08:15-08:30	B	82.58	82.62	N/A	N/A
08:15-08:30	C	90.28	90.33	N/A	N/A
08:30-08:45	A	244.52	244.55	N/A	N/A
08:30-08:45	B	67.42	67.46	N/A	N/A
08:30-08:45	C	73.72	73.76	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	4.000	268.000
	B	25.000	0.000	50.000
	C	64.000	18.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.33	0.00	0.67
	C	0.78	0.22	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.09	6.26	0.10	A	50.00	50.00	5.07	6.09	0.06	6.88	6.00
B-A	0.06	9.06	0.07	A	25.00	25.00	3.65	8.76	0.04	4.94	8.62
C-AB	0.04	5.99	0.05	A	20.06	20.06	2.40	7.17	0.03	3.23	7.07
C-A	-	-	-	-	61.94	61.94	-	-	-	-	-
A-B	-	-	-	-	4.00	4.00	-	-	-	-	-
A-C	-	-	-	-	268.00	268.00	-	-	-	-	-

(Default Analysis Set) - Base 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - Base 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base 2021, PM	Base 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
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A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.582	0.103	0.260	0.163	0.371
1	B-C	654.139	0.100	0.252	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	134.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	ONE HOUR	✓	231.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	120.46	120.50	N/A	N/A
17:00-17:15	B	66.52	66.53	N/A	N/A
17:00-17:15	C	207.66	207.69	N/A	N/A
17:15-17:30	A	147.54	147.59	N/A	N/A
17:15-17:30	B	81.48	81.49	N/A	N/A
17:15-17:30	C	254.34	254.37	N/A	N/A
17:30-17:45	A	147.54	147.59	N/A	N/A
17:30-17:45	B	81.48	81.49	N/A	N/A
17:30-17:45	C	254.34	254.37	N/A	N/A

17:45-18:00	A	120.46	120.50	N/A	N/A
17:45-18:00	B	66.52	66.53	N/A	N/A
17:45-18:00	C	207.66	207.69	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	8.000	126.000
	B	50.000	0.000	24.000
	C	187.000	44.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.68	0.00	0.32
	C	0.81	0.19	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To

From		A	B	C
	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.29	0.05	A	24.00	24.00	2.47	6.16	0.03	3.37	6.11
B-A	0.12	8.51	0.13	A	50.00	50.00	6.83	8.20	0.08	9.23	8.05
C-AB	0.09	5.30	0.14	A	58.41	58.41	7.29	7.49	0.08	9.72	7.39
C-A	-	-	-	-	172.59	172.59	-	-	-	-	-
A-B	-	-	-	-	8.00	8.00	-	-	-	-	-
A-C	-	-	-	-	126.00	126.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D7 - Base + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity	Description	Include In	Use Specific Demand	Specific Demand	Locked	Network Flow Scaling	Network Capacity Scaling	Reason For Scaling
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	Model		Report	Set(s)	Set(s)		Factor (%)	Factor (%)	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
Base + committed 2016, AM	Base + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of	Has kerbed central	Width of kerbed central reserve	Has right	Width For Right Turn	Visibility For	Blocks?	Blocking
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	288.00	100.000
B	ONE HOUR	✓	80.00	100.000
C	ONE HOUR	✓	87.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	258.91	258.94	N/A	N/A
07:45-08:00	B	71.92	71.96	N/A	N/A
07:45-08:00	C	78.21	78.25	N/A	N/A
08:00-08:15	A	317.09	317.13	N/A	N/A
08:00-08:15	B	88.08	88.13	N/A	N/A
08:00-08:15	C	95.79	95.84	N/A	N/A
08:15-08:30	A	317.09	317.13	N/A	N/A
08:15-08:30	B	88.08	88.13	N/A	N/A
08:15-08:30	C	95.79	95.84	N/A	N/A
08:30-08:45	A	258.91	258.94	N/A	N/A
08:30-08:45	B	71.92	71.96	N/A	N/A
08:30-08:45	C	78.21	78.25	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	5.000	283.000
	B	27.000	0.000	53.000
	C	68.000	19.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.34	0.00	0.66
	C	0.78	0.22	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.09	6.37	0.10	A	53.00	53.00	5.46	6.18	0.06	7.39	6.08
B-A	0.07	9.22	0.08	A	27.00	27.00	4.00	8.89	0.04	5.41	8.74
C-AB	0.04	6.01	0.05	A	21.33	21.33	2.58	7.26	0.03	3.47	7.15
C-A	-	-	-	-	65.66	65.66	-	-	-	-	-
A-B	-	-	-	-	5.00	5.00	-	-	-	-	-
A-C	-	-	-	-	283.00	283.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - Base + committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Segment Length (min)	Results For Central Hour	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							(min)		Only						
Base + committed 2016, PM	Base + committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓			

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.71	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
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B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35
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Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	567.140	0.103	0.260	0.164	0.371
1	B-C	653.426	0.100	0.252	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	136.00	100.000
B	ONE HOUR	✓	75.00	100.000
C	ONE HOUR	✓	236.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	122.26	122.30	N/A	N/A
17:00-17:15	B	67.42	67.43	N/A	N/A
17:00-17:15	C	212.16	212.19	N/A	N/A
17:15-17:30	A	149.74	149.79	N/A	N/A
17:15-17:30	B	82.58	82.59	N/A	N/A
17:15-17:30	C	259.84	259.88	N/A	N/A
17:30-17:45	A	149.74	149.79	N/A	N/A
17:30-17:45	B	82.58	82.59	N/A	N/A
17:30-17:45	C	259.84	259.88	N/A	N/A
17:45-18:00	A	122.26	122.30	N/A	N/A
17:45-18:00	B	67.42	67.43	N/A	N/A
17:45-18:00	C	212.16	212.19	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	8.000	128.000
	B	51.000	0.000	24.000

	C	191.000	45.000	0.000
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Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.68	0.00	0.32
	C	0.81	0.19	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.30	0.05	A	24.00	24.00	2.47	6.18	0.03	3.37	6.13

B-A	0.12	8.56	0.13	A	51.00	51.00	7.00	8.24	0.08	9.46	8.08
C-AB	0.09	5.29	0.14	A	60.09	60.09	7.52	7.51	0.08	10.02	7.41
C-A	-	-	-	-	175.91	175.91	-	-	-	-	-
A-B	-	-	-	-	8.00	8.00	-	-	-	-	-
A-C	-	-	-	-	128.00	128.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D9 - Base + committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, AM	Base + committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None

B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	512.884	0.093	0.235	0.148	0.336
1	B-C	722.850	0.110	0.279	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	324.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	98.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	291.27	291.30	N/A	N/A
07:45-08:00	B	80.01	80.06	N/A	N/A
07:45-08:00	C	88.10	88.15	N/A	N/A
08:00-08:15	A	356.73	356.77	N/A	N/A
08:00-08:15	B	97.99	98.05	N/A	N/A
08:00-08:15	C	107.90	107.96	N/A	N/A
08:15-08:30	A	356.73	356.77	N/A	N/A
08:15-08:30	B	97.99	98.05	N/A	N/A
08:15-08:30	C	107.90	107.96	N/A	N/A
08:30-08:45	A	291.27	291.30	N/A	N/A
08:30-08:45	B	80.01	80.06	N/A	N/A
08:30-08:45	C	88.10	88.15	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	5.000	319.000
	B	30.000	0.000	59.000
	C	77.000	21.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.34	0.00	0.66

	C	0.79	0.21	0.00
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Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.11	6.59	0.12	A	59.00	59.00	6.26	6.37	0.07	8.47	6.25
B-A	0.08	9.59	0.09	A	30.00	30.00	4.60	9.21	0.05	6.21	9.03
C-AB	0.04	6.07	0.06	A	23.98	23.98	2.98	7.47	0.03	4.00	7.34
C-A	-	-	-	-	74.02	74.02	-	-	-	-	-
A-B	-	-	-	-	5.00	5.00	-	-	-	-	-
A-C	-	-	-	-	319.00	319.00	-	-	-	-	-

(Default Analysis Set) - Base + committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - Base + committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Base + committed 2021, PM	Base + committed 2021	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept	Slope for	Slope for	Slope for	Slope for
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		(Veh/hr)	A-B	A-C	C-A	C-B
1	B-A	566.420	0.103	0.260	0.163	0.371
1	B-C	654.346	0.100	0.252	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	156.00	100.000
B	ONE HOUR	✓	86.00	100.000
C	ONE HOUR	✓	270.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	140.24	140.29	N/A	N/A
17:00-17:15	B	77.31	77.32	N/A	N/A
17:00-17:15	C	242.72	242.76	N/A	N/A

17:15-17:30	A	171.76	171.82	N/A	N/A
17:15-17:30	B	94.69	94.70	N/A	N/A
17:15-17:30	C	297.28	297.32	N/A	N/A
17:30-17:45	A	171.76	171.82	N/A	N/A
17:30-17:45	B	94.69	94.70	N/A	N/A
17:30-17:45	C	297.28	297.32	N/A	N/A
17:45-18:00	A	140.24	140.29	N/A	N/A
17:45-18:00	B	77.31	77.32	N/A	N/A
17:45-18:00	C	242.72	242.76	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	9.000	147.000
	B	58.000	0.000	28.000
	C	218.000	52.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.67	0.00	0.33
	C	0.81	0.19	0.00

Vehicle Mix

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

		To

From		A	B	C
	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	6.44	0.05	A	28.00	28.00	2.94	6.30	0.03	4.01	6.24
B-A	0.14	9.03	0.16	A	58.00	58.00	8.35	8.63	0.09	11.23	8.44
C-AB	0.11	5.29	0.18	A	72.98	72.98	9.35	7.68	0.10	12.38	7.58
C-A	-	-	-	-	197.02	197.02	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	147.00	147.00	-	-	-	-	-

**(Default Analysis Set) - Forecast - committed
2016, AM**

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D11 - Forecast - committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, AM	Forecast - committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.47	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.343	0.095	0.241	0.151	0.344
1	B-C	706.907	0.108	0.273	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	318.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	92.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	285.88	285.92	N/A	N/A
07:45-08:00	B	74.62	74.67	N/A	N/A
07:45-08:00	C	82.71	82.75	N/A	N/A
08:00-08:15	A	350.12	350.18	N/A	N/A
08:00-08:15	B	91.38	91.45	N/A	N/A
08:00-08:15	C	101.29	101.35	N/A	N/A
08:15-08:30	A	350.12	350.18	N/A	N/A
08:15-08:30	B	91.38	91.45	N/A	N/A

08:15-08:30	C	101.29	101.35	N/A	N/A
08:30-08:45	A	285.88	285.92	N/A	N/A
08:30-08:45	B	74.62	74.67	N/A	N/A
08:30-08:45	C	82.71	82.75	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	11.000	307.000
	B	36.000	0.000	47.000
	C	75.000	17.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.43	0.00	0.57
	C	0.82	0.18	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.09	6.59	0.09	A	47.00	47.00	5.00	6.38	0.06	6.77	6.27
B-A	0.09	9.39	0.10	A	36.00	36.00	5.41	9.02	0.06	7.30	8.84
C-AB	0.03	6.02	0.05	A	19.34	19.34	2.41	7.49	0.03	3.23	7.36
C-A	-	-	-	-	72.66	72.66	-	-	-	-	-
A-B	-	-	-	-	11.00	11.00	-	-	-	-	-
A-C	-	-	-	-	307.00	307.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2016, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - Forecast - committed 2016, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed 2016, PM	Forecast - committed 2016	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.719	0.100	0.252	0.158	0.359
1	B-C	637.299	0.097	0.246	-	-
1	C-B	652.143	0.252	0.252	-	-

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	Vehicle Mix	Vehicle Mix	Vehicle Mix	Vehicle Mix	PCU Factor	Default Turning	Estimate from	Turning Proportions	Turning Proportions	Turning Proportions
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Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Source	for a HV (PCU)	Proportions	entry/exit counts	Vary Over Time	Vary Over Turn	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	✓	167.00	100.000
B	ONE HOUR	✓	99.00	100.000
C	ONE HOUR	✓	248.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	150.13	150.18	N/A	N/A
17:00-17:15	B	89.00	89.01	N/A	N/A
17:00-17:15	C	222.95	222.98	N/A	N/A
17:15-17:30	A	183.87	183.94	N/A	N/A
17:15-17:30	B	109.00	109.01	N/A	N/A
17:15-17:30	C	273.05	273.09	N/A	N/A
17:30-17:45	A	183.87	183.94	N/A	N/A
17:30-17:45	B	109.00	109.01	N/A	N/A
17:30-17:45	C	273.05	273.09	N/A	N/A
17:45-18:00	A	150.13	150.18	N/A	N/A
17:45-18:00	B	89.00	89.01	N/A	N/A
17:45-18:00	C	222.95	222.98	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	12.000	155.000
	B	77.000	0.000	22.000
	C	208.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.78	0.00	0.22
	C	0.84	0.16	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.04	6.69	0.04	A	22.00	22.00	2.39	6.53	0.03	3.26	6.46
B-A	0.19	9.80	0.23	A	77.00	77.00	11.95	9.31	0.13	16.02	9.07
C-AB	0.08	5.23	0.14	A	54.87	54.87	7.09	7.75	0.08	9.43	7.65
C-A	-	-	-	-	193.13	193.13	-	-	-	-	-
A-B	-	-	-	-	12.00	12.00	-	-	-	-	-
A-C	-	-	-	-	155.00	155.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D13 - Forecast - committed 2021, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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	Time Period	Description	Traffic Prof	Model Start Time	Model Finish Time	Model Time	Time Segment	Results For	Single Time Segm	Locked	Run Automati	Use Relation	Relationship
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	Name	od Name		ile Type	(HH:m m)	(HH:m m)	Period Length (min)	Length (min)	Central Hour Only	ent Only		cally	ship	
Forecast - committed 2021, AM	Forecast - committed 2021	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm	Lane Width	Lane Width (Left)	Lane Width (Right)	Width at give-	Width at 5m	Width at 10m	Width at 15m	Width at 20m	Estimate Flare	Flare Length	Visibility To Left	Visibility To Right
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	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.096	0.095	0.241	0.151	0.344
1	B-C	707.223	0.108	0.273	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	336.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	97.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	302.06	302.11	N/A	N/A
07:45-08:00	B	79.11	79.16	N/A	N/A
07:45-08:00	C	87.20	87.25	N/A	N/A
08:00-08:15	A	369.94	370.00	N/A	N/A
08:00-08:15	B	96.89	96.96	N/A	N/A
08:00-08:15	C	106.80	106.85	N/A	N/A
08:15-08:30	A	369.94	370.00	N/A	N/A
08:15-08:30	B	96.89	96.96	N/A	N/A
08:15-08:30	C	106.80	106.85	N/A	N/A
08:30-08:45	A	302.06	302.11	N/A	N/A
08:30-08:45	B	79.11	79.16	N/A	N/A
08:30-08:45	C	87.20	87.25	N/A	N/A

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	11.000	325.000

B-C	0.09	6.70	0.10	A	50.00	50.00	5.40	6.48	0.06	7.30	6.36
B-A	0.10	9.60	0.11	A	38.00	38.00	5.82	9.19	0.06	7.84	8.99
C-AB	0.04	6.05	0.05	A	20.64	20.64	2.61	7.58	0.03	3.49	7.45
C-A	-	-	-	-	76.36	76.36	-	-	-	-	-
A-B	-	-	-	-	11.00	11.00	-	-	-	-	-
A-C	-	-	-	-	325.00	325.00	-	-	-	-	-

(Default Analysis Set) - Forecast - committed 2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - Forecast - committed 2021, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast - committed	Forecast - committed	PM		ONE HOUR	16:45	18:15	90	15	✓			✓		

2021, PM	2021													
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		7.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.503	0.099	0.251	0.158	0.359
1	B-C	637.990	0.097	0.246	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	179.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	ONE HOUR	✓	268.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	160.92	160.97	N/A	N/A
17:00-17:15	B	95.29	95.30	N/A	N/A
17:00-17:15	C	240.93	240.96	N/A	N/A
17:15-17:30	A	197.08	197.15	N/A	N/A
17:15-17:30	B	116.71	116.72	N/A	N/A
17:15-17:30	C	295.07	295.11	N/A	N/A
17:30-17:45	A	197.08	197.15	N/A	N/A
17:30-17:45	B	116.71	116.72	N/A	N/A
17:30-17:45	C	295.07	295.11	N/A	N/A
17:45-18:00	A	160.92	160.97	N/A	N/A
17:45-18:00	B	95.29	95.30	N/A	N/A
17:45-18:00	C	240.93	240.96	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	13.000	166.000
	B	82.000	0.000	24.000
	C	224.000	44.000	0.000

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

		To		
		A	B	C
From				

	A	0.00	0.07	0.93
	B	0.77	0.00	0.23
	C	0.84	0.16	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.001	1.000
	B	1.000	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.143	0.027
	B	0.000	0.000	0.048
	C	0.006	0.051	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	6.79	0.05	A	24.00	24.00	2.65	6.61	0.03	3.60	6.53
B-A	0.20	10.17	0.25	B	82.00	82.00	13.14	9.61	0.15	17.57	9.34
C-AB	0.09	5.23	0.16	A	62.48	62.48	8.16	7.84	0.09	10.80	7.73
C-A	-	-	-	-	205.52	205.52	-	-	-	-	-
A-B	-	-	-	-	13.00	13.00	-	-	-	-	-

A-C	-	-	-	-	166.00	166.00	-	-	-	-	-
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(Default Analysis Set) - Forecast + committed 2016, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D15 - Forecast + committed 2016, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

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
Forecast + committed 2016, AM	Forecast + committed 2016	AM		ONE HOUR	07:30	09:00	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C		7.71	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road N		Major
B	Skimmingdish Lane		Minor
C	Fringford Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.10		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.60	5.10	3.58	3.50	3.30		1.00	31	35

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	524.876	0.095	0.241	0.151	0.344
1	B-C	707.505	0.108	0.273	-	-
1	C-B	652.143	0.252	0.252	-	-

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	✓	351.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	102.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	315.54	315.59	N/A	N/A
07:45-08:00	B	83.61	83.66	N/A	N/A

07:45-08:00	C	91.70	91.74	N/A	N/A
08:00-08:15	A	386.46	386.52	N/A	N/A
08:00-08:15	B	102.39	102.47	N/A	N/A
08:00-08:15	C	112.30	112.36	N/A	N/A
08:15-08:30	A	386.46	386.52	N/A	N/A
08:15-08:30	B	102.39	102.47	N/A	N/A
08:15-08:30	C	112.30	112.36	N/A	N/A
08:30-08:45	A	315.54	315.59	N/A	N/A
08:30-08:45	B	83.61	83.66	N/A	N/A
08:30-08:45	C	91.70	91.74	N/A	N/A

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	11.000	340.000
	B	40.000	0.000	53.000
	C	83.000	19.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.43	0.00	0.57
	C	0.81	0.19	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.003	1.000
	B	1.001	1.000	1.000
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.250	0.008
	B	0.130	0.000	0.022
	C	0.034	0.125	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.10	6.81	0.11	A	53.00	53.00	5.81	6.57	0.06	7.84	6.45
B-A	0.11	9.79	0.12	A	40.00	40.00	6.24	9.36	0.07	8.39	9.14
C-AB	0.04	6.07	0.05	A	21.95	21.95	2.81	7.67	0.03	3.75	7.53
C-A	-	-	-	-	80.05	80.05	-	-	-	-	-
A-B	-	-	-	-	11.00	11.00	-	-	-	-	-
A-C	-	-	-	-	340.00	340.00	-	-	-	-	-